

Farnham Infrastructure Programme Local Liaison Forum, Thursday 7 January 2021 Wrecclesham

Present

Cllr Waytt Ramsdale, Chair, Surrey County Council
Cllr Andy MacLeod, Waverley Borough Council
Cllr John Neale, Farnham Town Council
Cllr Stephen Spence, Surrey County Council
Cllr John Ward, Waverley Borough Council
Cllr Peter Clark, Waverley Borough Council
Cllr Jerry Hyman, Waverley Borough Council
Cllr Paula Dunsmore, Farnham Town Council
Cllr Brian Edmonds, Farnham Town Council
Paula Gough, Arcadis
Peter Burch, Arcadis
Jonathan Foster-Clark, Atkins

34 members of the public were present.

In attendance

Iain Lynch, Town Clerk, Farnham Town Council
Clare Kennett, Farnham Town Council

1. Welcome and opening remarks

Cllr Ramsdale welcomed attendees to the eighth Local Liaison Forum (LLF) to discuss Wrecclesham. Cllr Ramsdale outlined proceedings for the meeting and how people could ask a question or make a comment which would be considered as part of the consultation.

Cllr Ramsdale said the meeting was an opportunity to voice concerns about the A325 and hear what the programme team had to say. They would not be presenting solutions at the meeting and it was hoped that this would be possible at a future LLF. Cllr Ramsdale introduced members of the panel and outlined the agenda and objectives for the meeting. This included:

- an update on the programme to date
- outlining background and infrastructure suggestions for Wrecclesham
- increasing awareness of building a business case to secure funding
- seeking views on the future infrastructure provision of Wrecclesham.

2. Update from the programme

Paula Gough showed a diagram to outline the key milestones of the programme and how consultation was incorporated. The Optimised Infrastructure Plan (OIP) was being developed to identify what could be achieved for Farnham's future infrastructure against the objectives set out in the programme Vision Statement document. Further consultation would be carried out on the OIP before a business case was written for schemes that could be taken forward. Consultation with the public would take place at each milestone of the programme to ensure it met the needs of Farnham, and to also ensure it was responsive to government funding criteria.

Paula Gough explained the OIP was being developed using information from previous infrastructure studies, consultation with key stakeholders, and looking at national and regional policy. Paula said previous studies had been reviewed and would be incorporated into the OIP where possible. They were working against important documents such as the Local Plan and Neighbourhood Plan to align ambitions into the programme against funding criteria. Paula said there was a need to collaborate with Hampshire County Council so that solutions were boundary-less, especially public transport. They had commissioned Atkins to do a 20-mph study, as well as technical work on an HGV study.

3. Precedent and the business case requirements

Jonathan Foster-Clark provided an overview of the requirements for a business case to inform people about the challenges and issues that were faced as major schemes were developed. If major infrastructure was developed in the Wrecclesham area, such as a bypass, there would be very significant capital costs involved. Previous proposals for the bypass looked at a range of different route options but all of them needed to cross the railway and bridge which caused an obstruction to high vehicles. The cost of developing a new road and bridge solution would likely cost in the region of £50-100m and they would need to seek funding from a range of different sources, including the Local Enterprise Partnership, the Department for Transport and Ministry of Housing, Communities and Local Government. A strong business case would be required that was consistent with government policy and Treasury requirements which demonstrated sound value for use of public money. It would include analysis of the issues and causes and demonstrate that they had looked at a wide range of options to tackle the issues. The government's criteria continued to evolve and currently it focused on improving connectivity, reducing journey times, supporting housing delivery, and decarbonisation over next 30 years.

Jonathan Foster-Clark said there was a need to demonstrate a strong financial case to show how the scheme was affordable, how the solution could be procured and show management commitment to the project and its capabilities. A strategic and economic case provided the foundation to demonstrate how solutions tackled the underlying problems, supported the overall objectives of what they were trying to achieve, and met government policies. There was a strong focus on 'levelling up' of the economy around the country and the government had been focusing on the Midlands, the North and far South West, which could be an issue for Surrey.

There was a need to make an economic case that outlined how the solution maximised benefits and effective use of public funds. This was known as a benefit cost ratio and the key benchmark of two was used to define good use of money. Key areas included improving connectivity, time saving and reliability of the transport network. There were also wider aspects including supporting businesses, operating costs and productivity. Farnham was a productive part of the world but there were some gaps in parts of the Blackwater Valley and Hampshire. The business case would outline how better connectivity could support productivity and how the transport system could help businesses cluster together. There could be an opportunity to improve poor connections between Farnham and the South to support businesses in the West Surrey/East Hampshire area.

An important aspect of the business case was about unlocking growth and infrastructure to support new homes. New road links would help unlock new housing and employment opportunities. It was important to think about the aims and problems, how would this support policies in Surrey and Farnham, and how would these be translated into economic benefits to demonstrate a powerful case to government.

Jonathan Foster-Clark said bypasses around the county had helped to tackle congestion and improve long and unreliable journeys around towns. A bypass in Wiltshire helped develop a key route to support local economy and strategic connectivity between the M4 and south coast. In Gloucester, a new link enabled delivery of a new garden village in the Cotswolds to connect it with the Midlands.

The Housing Infrastructure Fund was supporting the A320 at Woking to unlock large numbers of potential homes to meet local housing needs.

Jonathan Foster-Clark said that four strategic objectives had been identified for the programme which would be relevant for Wrecclesham. These included reducing carbon emissions, reducing distance of travel, improving efficiency of how the transport system was used and increasing the uptake of electric vehicles; quality of place to improve the impact of traffic, such as air quality in the town centre and around Farnham; the scope and potential for sustainable housing growth to meet the needs of the area; ensuring communities were well-connected so that traffic was safer and more convenient. A multi-model strategy was being developed and Wrecclesham was a key component of the programme.

Jonathan Foster-Clark showed a diagram of the initial analysis of traffic movement which identified car movements in the am and pm peaks. This was based on 2019 data due to the COVID impact on 2020 data. Future scenarios would be explored at a later date if travel changed. There was broad east-west access following the A31, significant movement across north Farnham and through Wrecclesham, and complex movements within the area. The next steps would be to understand why the traffic used these roads and the opportunities for better managing it.

4. Achieved to date, more needed

Cllr Paula Dunsmore said she has lived in Farnham for many years in different areas and has seen SCC Highways address traffic by the construction of the A331. North Farnham, 30 years ago, was very busy with HGVs and it was better for a while, although the situation was declining again. In South Farnham, there had been traffic issues in Wrecclesham for a very long time. Things were aided with Hindhead Tunnel and there was a noticeable difference once it opened, particularly in the Bourne. However, there was no real difference on A325 through Wrecclesham. This road was once a track road leading to a market town and it remained a track road – it was not a road for speed or volume of traffic. In 100 years of the road, the population had increased but infrastructure had not been considered and had not changed. There had been campaigns for over 50 years, including community liaisons and protests and residents were frustrated.

In the last five years, there had been notable safety changes, including the crossing point by Meadow Way and Echo Barn Lane. The community had set up a Speedwatch Group which identified excessive speeding and serial offenders. Unfortunately, the group had disbanded as they felt they were not supported by the police and disappointed that a speed camera was not permitted. There was now a vehicle activated speed sign which was a good reminder and prompt, but drivers still ignored it. There had been a feasibility study for 20mph limit and a new crossing on School Hill. Some footpaths on the A325 were still too narrow and people were afraid to use them.

Cllr Dunsmore showed a picture of a lorry lying on its side next to the bridge in Wrecclesham. There were three schools close to the bridge and it was difficult to encourage children to walk to schools with the problems of large HGVs passing. To help resolve issues, new signage has been put in place and vegetation had been cut back. There had been an improvement but there were still too many near misses and it was still happening. There seemed to be an issue with the diversion routes for HGVs which were unsafe as there was nowhere to divert HGVs and there was no turning circle.

Wrecclesham had been promised a number of improvements including a new island crossing, yellow lines near Riverdale, gateways at the village entrances, a traffic camera to identify HGV movements near the bridge, and a drainage survey to address flooding. Cllr Dunsmore would like to reinstate the Speedwatch Group to provide data as evidence to the police and Highways and see speed cameras and police enforcement. People were worried about their properties as HGVs shook buildings - there were 15 listed buildings on the main road and it was a conservation area.

A bypass could be an option for Wrecclsham and Cllr Dunsmore had spoken to the businesses who were cautious of this because many said their footfall was from people going through the village.

Cllr Dunsmore said that road infrastructure was needed to support growing housing development. More houses were being built in Bordon and many people were travelling north through Wrecclsham. There was also a need for more cycle routes and footpaths to create safer routes into Farnham and around.

5. Participant discussion

A list of questions and statements are attached at Appendix 1. Questions asked through the meeting chat feature are attached at Appendix 2.

At the close of the meeting, Cllr Ramsdale presented a slide outlining the reasons for a Wrecclsham bypass, which included:

- pedestrian safety
- cyclist safety, especially children going to school
- noise and pollution in a Conservation area
- air quality especially on walk to school route
- road speeds in a residential area (Speedwatch results)
- improving routing for HGVs and other commercial through traffic (potentially saving an hour per vehicle at peak times)
- improved delivery times and reliability for businesses
- greater attraction to businesses (jobs) in the Farnham area
- provision of proper overnight HGV parking rather than use residential roads, like Echo Barn Lane
- removing risks from low bridge and make extra time savings for over-height HGVs
- economic re-development of the village of Wrecclsham (note Greatham)
- access to new CRC/waste station.

6. Closing remarks

Cllr Ramsdale thanked contributors to the meeting and said it was fantastic to see the level of investment, even at this stage, in terms of the ideas that had been put forward. It was important to build the business case to meet funding requirements and appreciate the interdependencies of schemes across Farnham. There could be a requirement to build new houses if a bypass was created. Every residential road in Farnham should be 20mph and rat runs suffered as well as the main road. Questions and answers from the meeting were all logged and would be incorporated into the OIP.

Cllr Andy MacLeod said Cllr Ramsdale had summarised the meeting well. All the LLFs so far had been good meetings and many people had taken part. He wanted to thank people who had contributed, including the Chair and the organisations that had made the meeting possible on a cross party basis as there was a need to work together.

Cllr MacLeod said that the objectives for the meeting had been achieved and there was one more meeting to go on Thursday 14 January to look at issues relating to young people and schools. Further LLFs would be organised once the OIP had been published.

Meeting closed at 8.30pm.

Appendix I

5. Participant discussion: Questions asked during the meeting and answered by the panellists

| Name | Question/Comment | Answer |
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| 1. Tim Clark | Local businesses not wanting through traffic is typical of those not wanting pedestrianisation. A bypass would allow people to come into a much nicer village. People want to stop-off, but do they want to drink and drive? There was not a lot of parking in Wrecclisham. Military used the road as well. A busy road and it should be a quiet road. Towns should be a place to rush to, not villages. | <p>Cllr Dunsmore said it was more to do the location of where the bypass was and if traffic completely passed the village. Not complaining about the amount of traffic, it was the HGVs and speed that caused the problem.</p> <p>Cllr Ramsdale said he thought Wrecclisham should be a quieter village with its listed buildings and conservation area.</p> |
| 2. Jac Slim | Provision of greater traffic flow through A31 would attract more traffic volume along feeder roads, especially those in Bordon and wider afield. History of fatality on this road and it was used by children going to school. Unblocking queues in one area puts the problem into another area. Urge the forum not to endorse any improvements to Hickley's Corner unless a relief road was developed. | <p>Cllr Ramsdale said that improvements to Hickley's Corner would make a business case for a Wrecclisham bypass.</p> <p>Jonathan Foster-Clark said that transport models identified how traffic moved around the network. The current model demonstrated what was happening and identified how traffic might change in the future. These would show what happened in changes made to the network and what you would expect to see. Needed to look at this and capture it in the overall holistic view across the programme to understand the totality of the effects.</p> |
| 3. Cllr Peter Clark, WBC | 3000 people lived in Wrecclisham and the village was cut in half by busiest and congested road in Farnham. Many people would want a bypass. Keep hearing about 'quick wins' which could include a 20-mph speed limit, pedestrian crossings and speed cameras. | <p>Cllr Ransdale said a 20mph speed study been done but traffic was either too fast or too slow for changes to be made.</p> <p>Paula Gough said that Atkins would be undertaking a speed study and speed variations may be made, depending on what was appropriate. It would look holistically at the area and its impact would be assessed to find out what was best for Farnham.</p> <p>Jonathan Foster-Clark said they were reviewing the findings from the analysis and hoped to share something in the next few weeks.</p> |
| 4. Cllr Brian Edmonds, FTC | When would the 20-mph limit be completed? A no-brainer to help lower speed. Need to fix the bridge to improve | Cllr Ramsdale said that the people who controlled the money were resistant. Police said the Speedwatch could be set up and it |

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| | connectivity. Not sure where resistance is coming from as this would not take too much effort. | appeared that if we could show evidence it would support our case, but this has not proved to be effective. Got to keep going to make the changes happen. |
| 5. Louise Eldridge | Lives off Riverdale and a lot of people use the Riverdale road as a rat run if A325 clogs up. Also, many people park at the entrance of Riverdale. The longest part of journey was getting out of Riverdale. Traffic problems on the A325 impacted on residents living in Riverdale and was a big problem. In favour of a bypass to make Wrecclesham a quieter, nicer place. | <p>Cllr Ramsdale said that the fact the A325 was busy meant that many people use the side roads as rat runs to get ahead of the traffic.</p> <p>Jonathan Foster-Clark said that congested roads meant that people used rat runs. That was why modelling had been carried out to identify the wider issues and how traffic moved around.</p> |
| 6. Cllr Andy MacLeod, SCC | There were previously three possible routes for a bypass. All the routes required going through Hampshire and it was interesting to find out where they would start and finish. | <p>Jonathan Foster-Clark said it was last looked at in 2002 and three different routes were identified. They connected to existing routes in the area of Holt Pound Lane on the county boundary. The road in Hampshire was not ideal and discussions would be required with Hampshire County Council as it would impact on their residents. One option was to take it due north near the A31 and the gravel pit, another option was past the TPO area south of the gravel pit, and the third option went to the Coxbridge roundabout which was the longest route. The preferred option was the shortest route due to cost implications and the lesser impact on the environment. Going through an area of woodland area was not ideal. Two routes would be in the flood plain of the river and climate change could be an issue. These options were historic and they would need to be looked at again to ensure the environmental impact was minimal.</p> <p>Paula Gough said that any solution for Wrecclesham needed to be considered alongside other interventions in Farnham. All the schemes were interconnected and they needed to find a solution as a whole under one umbrella so the impacts could be assessed to find a sustainable solution that prioritised walking and cycling, as opposed to vehicles.</p> |
| 7. Tim Clark | The shorter route was attractive and it would relieve many of the problems. Could the plans be shared with residents? | Paula Gough said the OIP looked at the options and criteria and would make suggestions. It was worth seeing what came out of the |

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| | | <p>document first and then options could be discussed at the next consultation stage.</p> <p>Cllr Ramsdale said he would distribute the document with the historic options. The costing of the previously preferred option was in the region of between £50-100m.</p> <p>Jonathan Foster-Clark said that it was premature to quote a precise cost at this stage as the scheme was based on a proposal from 2002. They had not yet been through the detail and it needed to be looked at again. New options would need to be developed to meet current government criteria.</p> |
| 8. Leon | Would prioritise a bypass over the needs of businesses and Wrecclesham would be a much nicer place. Has anyone looked at air quality levels in the centre of Wrecclesham? | Cllr Ramsdale said that air quality had been measured along Wrecclesham Road. At the time they were boarding on being a problem but recent tests have shown that its less of a problem. Cars were generally more efficient nowadays. |
| 9. Kris Winter | Regarding 'quick wins', would it be beneficial to do a more visible crossing at Wey Meadow crossing instead of the isolated islands that did not really work? Also, reinstating the colour change in the tarmac to signify an entrance into a turning. This was removed during the resurfacing 18 months ago. | Cllr Ramsdale said these could be added to list of 'quick wins' and something to be investigated. |
| 10. Jac Slim | What was the plan with the three bypass routes? How would we know these routes would be available if more housing was being built? | <p>Cllr Ramsdale said that the routes would need to be looked at again as the plans were drawn up 20 years ago.</p> <p>Jonathan Foster-Clark said that a design consultant would look at a wide range of consisting restraints and any planned housing through the Local Plan.</p> |
| 11. Cllr Peter Clark, WBC | Chris Tunstall has said that although nothing is not on the table, we might not get everything we wanted. If a bypass did not come off who would make that decision? Once everything | Cllr Ramsdale said that as the schemes look feasible, the Board and professionals would make bids from different government funding |

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| | <p>was costed, the Farnham Board would have to make tough decisions. A balance would need to be found between the funding available and what the people of Farnham wanted. Would residents of Farnham be given the opportunity to cast votes in a meaningful way on this issue?</p> <p>Things change very quickly with government policy. Could we be given an indication as to when the bidding might take place? Is it five years away?</p> | <p>sources to see what could be done. Bidding could include two or three different schemes for Farnham.</p> <p>Jonathan Foster-Clark said that the project team would be developing a framework to assess schemes to see how well they met objectives and how they could bring economic benefits to build a business case. Needed to recognise limitations but a process was needed to identify and develop schemes and pros and cons, especially with major investment. The role of consultation was important but also needed to look carefully at what could be achieved and prioritise objectives. Hundreds of road schemes had been identified and not all were funded. Had to be realistic about the projects that could be put forward. Managing expectations – had to be honest about how much funding we could get and how scarce public resources would be prioritised. Needed to show a powerful business case to the government. The consultation events have been helpful to articulate this.</p> <p>The government was introducing stop-start funding cycles for major infrastructure. The construction industry had said to government that a much stronger pipeline of funding was required so that local authorities could prepare schemes. Those that were ready, had completed preparatory work, and were well-g geared to government policy were seen favourably. There was a balance about being able to prejudge government policy, understanding the funding pipeline and being ready to put in bids. There would be a strong focus on infrastructure investment post-Covid to support the economy. It had been identified that there was a need long-term funding resource for local authorities.</p> |
| <p>12. Cllr Jerry Hyman, WBC</p> | <p>Farnham has been starved of road funding for many years and had taken the development already. Some infrastructure changes had been made but had not necessarily made improvements. Were we wasting our time? Would a bid be made? Why was the bid not available now? Wrecclesham was</p> | <p>Cllr Ramsdale said the scheme was within the remit of the Farnham Infrastructure Programme. The first step was the need to establish feasibility for the scheme. They needed to go through these steps first, supported by the consultants. There were interdependencies</p> |

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| | <p>a distinct and separate project to the others. Why was it not being prepared now so that a bid could be submitted?</p> | <p>across the Farnham area and projects could not be done in isolation.</p> <p>Paula Gough said that the programme was planned to span 10-15 years and allowed time for business case development. It was not possible to cost existing solutions because the government's criteria had changed and they needed to be updated. The County Council was committed to the programme.</p> |
| <p>13. Cllr Stephen Spence, SCC</p> | <p>No one on the Board thinks they would get everything for their area. Everyone recognises that a holistic solution was required with compromises to make the best solution for Farnham as a whole. It would cost billions to do everything. The plan that would be put together after all the consultations would look at a holistic solution, including active travel, looking at what could be done to solve problems in all areas. Not about turf wars but genuine attempts to find best holistic solution.</p> | <p>Cllr Ramsdale said that everyone had been able to work together on this project. Important for all councillors to sing from same hymn sheet to make sure they were all saying the same message to support the programme.</p> <p>Jonathan Foster-Clark said that a united front was required otherwise the government would not support the programme. One voice was required and then the government would start to listen. There was a pre-condition of sustained political commitment, irrespective of politics, along with high levels of community support to demonstrate that the project would make a real difference to local people.</p> |

4. Participant discussion. Questions asked at the webinar using the Q&A function and answered by panellists.

Appendix 2

| | Question/Comment | Answer |
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| 1 | Jac Slim: Re. Cost benefit analysis: Nothing about safety or health | Yes we already have the new homes now we need the infrastructure. Cllr Wyatt Ramsdale. |
| 2 | Jon Watson: To what extent is the requirement to prove Business Cost Ratio informed by those presented in the HS2 business case? This justified the scheme on the basis of saving 20 minutes on a trip to Birmingham. Sorry Wyatt but any approach to the construction of a Business Plan is relevant to this scheme. | Jon, outside our scope I'm afraid! Cllr Wyatt Ramsdale |
| 3 | Simon Foale: It would be good to see more detail on the criteria for the metrics used for the Economic case so that we can help build the case. | Agreed, something I will want to get on to as soon as we can! Cllr Wyatt Ramsdale |
| 4 | Zofia Lovell: Farnham is currently meeting its housing targets for sites and potential housing delivery as identified in the Farnham Neighbourhood Plan, but has not had any infrastructure. Is Farnham expected to produce yet more housing to pay for any By Pass or anything else. | Good question Zofia. The timescales would mean this is a debate for a future Neighbourhood Plan. Cllr Wyatt Ramsdale |
| 5 | Cllr Brian Edmonds: Do we have proposed routes for a Wrecclesham bypass? In other words is it feasible? Thank you Wyatt it needs to be "sterilised" to stop it being closed. | Brian, there was a route identified that I believe is still possible. Cllr Wyatt Ramsdale. |
| 6 | Dave Taylor: We surely also need to consider how to value the benefits of reducing traffic on the A325 through Wrecclesham. The reduction of risk to pedestrians (in particular school children) and cyclists, as well as the health benefits of reduced air pollution. | |
| 7 | Cllr Peter Clark: Strangely there wasn't this emphasis on "business case" for last night's LLF on Hickley's Corner? | Peter, these issues all also apply to an A31 project. We are talking of very large amounts of public money and the ideas for spending were not so well developed last night despite the excellent evidence and presentation. A number of the ideas in Wrecclesham have been considered before and thus costs are better established I believe. Cllr Wyatt Ramsdale. |

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| 8 | Zofia Lovell: Bordon has developed a great deal of army land with the road infrastructure in place in advance How did Hampshire achieve that. The same in Fleet and Rushmore. Farnham geographically will bear the brunt of the traffic progressing through its road network without any of the financial benefit that Hampshire has acquired. Should that not be taken into account? | The benefit would all have to be new benefit. Cllr Wyatt Ramsdale. |
| 9 | Cllr Brian Edmonds: Surrey is England's most urbanised without a strategic Environmental Impact Assessment. | |
| 10 | Kris Winter: A crossing point on Meadow Way is a very generous description. At no point do drivers recognise this as a point for the public to cross | It's a little island in the middle of the road. Residents get onto the island and can't get off it again. Cllr Peter Clark I find the island crossing means I only need a quiet spot in one lane at a time. Cllr Wyatt Ramsdale. |
| 11 | Cllr Brian Edmonds: The road is a serious danger to pedestrian school children, a 20 mph limit is imperative. A speed camera is essential. | Brian yes and we need all the things on Paula's list. Cllr Wyatt Ramsdale. |
| 12 | Simon Foale: Jonathan, yes thank you but some of the detail would be appreciated; my background is Operational Analysis (Research) for a Government Agency!). | |
| 13 | Tim Clark: it's a case of grateful for small mercies Wyatt BUT this discussion under your chairmanship is a tremendous step forward. Wyatt, we are on common ground on that one thank you | Thanks Tim, but we also want to look at the biggest issue - the bypass, Cllr Wyatt Ramsdale. |
| 14 | Cllr Brian Edmonds: The A325 has the potential for multiple fatalities, when populated with school children. | |
| 15 | Jac Slim: VAS Sign comes too late for HGVs to turn round? | |
| 16 | Cllr Brian Edmonds: No record of these HGVs being prosecuted for driving without due care and attention. | Correct and we need to see convictions. Cllr Wyatt Ramsdale. |
| 17 | Kris Winter: The speed watch data was very clear to me. The road is either gridlocked and polluting during rush hour, or they are | Absolutely. Cllr Wyatt Ramsdale. |

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| | speeding well above the 30mph limit when it is not. I can understand the frustration | |
| 18 | Cllr Peter Clark: How would a VAS sign on the A31 distinguish between HGVs heading through Wrecclesham and ones towards Alton and Winchester? | I think all high vehicles would be warned not to turn down the A325. Cllr Wyatt Ramsdale. |
| 19 | Jac Slim: Yes but the relief road is for through traffic not for business traffic - two different things - no HGV is going to pull into the pub! | I agree make the point with a question. Cllr Wyatt Ramsdale. |
| 20 | Cllr Brian Edmonds: Surrey police should carry out a HGV safety check with the Department for Transport. The HGV Bridge overturns appear to be the result of speed and overload. | Re HGV safety checks, we will go back and check within the team how the County Council could liaise with government agencies on safety checks. Jonathan Foster-Clark |
| 21 | Tim Clark: Paula it is a big mistake to assume we should keep "through" traffic. they can come in from roundabouts at either end | I believe the foot print to local shops / pubs would actually increase with the want and ability to use the footpath network! many local pubs thrive on less populated roads by being more attractive to visitors. Kris Winter |
| 22 | Cllr Peter Clark: I don't believe what I've just heard! Pubs and chip shops versus By-pass? | |
| 23 | Tim Clark: Wrecclesham is not a through village and your considerate consultation with local businesses will only generate knee jerk reactions to preserve the status quo. Same reaction from businesses to pedestrianisation as to your assertion that local businesses don't want a bypass | Tim, then challenge Paula's view. Cllr Wyatt Ramsdale. I don't think Paula was suggesting the road is still for the pubs, she is just raising the counter view. Cllr John Neale It's NOT the view of 3,000 residents! Cllr Peter Clark |
| 24 | Simon Foale: Good brief Paula; It was clear from yesterday's LLF and this evening that the LLF must develop a solution that is holistic for the whole of Farnham, North, South and Central Town. This will be costly and need a well evidenced Business Case. | |
| 25 | Kate Josty: I would like a bypass to divert HGVs and make walking and cycling safer, and to stop my house being shaken to bits | |
| 26 | Cllr Brian Edmonds: Wrecclesham road is the most dangerous road that I have walked on the threat to school children and all other residents cannot be ignored. It demands urgent action. | |
| 27 | Mark: Yes, agree there should be a bypass from South Wrecclesham to the A31 and then onto the A287... | |
| 28 | Kris Winter: 100% Agree Tim!!! | 100% Agree with Tim as well |

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| | | Leon |
| 29 | Kris Winter: This is the worry of the business, not a fact! The business's may genuinely thrive in a more comfortable village environment!! | I agree. Cllr Peter Clark |
| 30 | Cllr George Hesse: Has the cycle route between Alice Holt and Farnham Town been fed into the FIP or any of the cycle groups locally? It is essential the FIP team have cycle routes ASAP to build into their planning. We don't want anything good like a cycle highway to be missed from the plan | |
| 31 | Cllr Brian Edmonds: Why hasn't the Farnham traffic options already been modelled? | Response to Brian: there are currently a lot of options. We're working through how to identify and plan the modelling of the traffic options. Jonathan Foster Clark |
| 32 | Jac Slim: Please could we have a list of attendees at these forum meetings? A permanent list for all the forums | The list is on the side, under participants. The list of all questions will be published afterwards. I believe we will be compiling a list at the end of the events of everyone involved in the consultation process. |
| 33 | Cllr George Hesse: The new generation of HGV MAX (super high) trucks like a lot of existing "slightly high" trucks won't fit under the Wrecclesham railway bridge. Digging a deep underpass at Hickleys Corner will speed up traffic from two roundabouts - not a great benefit for £100 million plus spend and 2 plus years of chaos while constructing. A Western Bypass would provide more benefit with some smaller upgrades such as the Firgrove Hill Interchange and slip roads from the A287 onto the A31, Station Hill, Station approach and the level crossing closed could work | |
| 34 | Fiona Massari: What are the bypass options? From River Lane, behind the houses to the football fields and up to A325 beyond Wrecclesham village near the new housing estate? Or from before bridge (coming from Coxbridge) and with a new railway bridge going | Fiona, there were a few options some 20 years ago, hitting different points on A31. They have not revalidated any of these yet, to my understanding. Cllr John Neale. The critical question is a bypass route still present? Cllr Brian Edmonds |

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| | towards the football fields? Or into the housing estate opposite the co-op and up? Yes River Lane is often impassable | |
| 35 | Fiona Massari: What steps are planned to increase cheap reliable buses between Bordon, Petersfield, Farnham etc to reduce traffic? | Fiona, the Programme is looking at all bus aspects, we would expect new routes needed. Cllr John Neale. |
| 36 | Fiona Massari: I'm also concerned about safety across Bishop's Meadows after recent violent events. Some people are driving themselves or their children into town from Wrecclesham because they worry about them walking due to these concerns and lack of policing and lighting to make it safer. | Build it across the flood plain on pillars like HS2. Cllr George Hesse. |
| 37 | Cllr George Hesse: It is essential the FIP team have cycle routes ASAP to build into their planning. We don't want anything good like a cycle highway to be missed from the plan | |
| 38 | Clive Teague: Traffic reduction could be achieved by including Wrecclesham in a Farnham wide, holistic scheme where cars are parked on the outskirts and frequent regular electric buses take residents and visitors into our calm, quiet, unpolluted, uncongested historic craft town. It has been agreed that more roads generally attract more traffic. Do members of the panel agree that for a fraction of the cost of a bypass, Wrecclesham could be part of a scheme which not only cuts our carbon emissions, in this crucial next decade, but also produces the wonderful town that we all desire. | Clive though passing HGVs are not going to use park and ride. Jac Slim Clive, we in the Programme, including SCC are keen on the bus - and electric - improvements. Park and Ride is also being considered. More direct bus routes to town centre are needed. Some access by cars is most likely still needed. Cllr John Neale. |
| 39 | David: Shame it's a such a poor participant turnout with some 3000 Wrecclesham residents that only 41 listed (now down to 38), and, I'm from North Farnham... | |
| 40 | Zofia Lovell: Can we all see that (Mouchel) map (of Bypass options) please then we can actually look at how it might affect the rest of Farnham including Hickleys Corner? | |
| 41 | Cllr Paula Dunsmore: I suggest the relief road is utilizing a road already in place at Frith End Road to Bentley. This road could be adapted so flows onto the A31 East and West with a new roundabout on the A325. The road only has a few houses on it. There is Bentley station off this road which could aid on haulage if | |

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| | they choice to go back on rail lines. it is in Hampshire but so is a lot of the developments. | |
| 42 | <p>Cllr George Hesse: Good question Brian - with infill developments taking place along the A325, gradually options may be reducing. Be interesting to see possible routes.</p> <p>Why a bypass for Wrecclesham village? Better air quality, protect residents and children's health, remove the ever present risk of terminal damage to the railway bridge, enhance the Village atmosphere - as mentioned earlier Wrecclesham has many listed and character properties and it would in itself be a really beautiful Village to visit, for a meal, for a drink, for F&C's (if they're good!) give the Village back to the residents....</p> | |
| 43 | Clive Teague: A speed limit would help reduce the impact of HGVs | |
| 44 | Fiona Massari: Could there be a cycle/walking pathway from the industrial estate on the right of the A325 as you go under the bridge from the Co-op towards Coxbridge. It could go diagonally to Bishop's Meadows and into town. If we have much better active transport (walking /cycling and well being) through Bishop's Meadows (if they are safely lit and monitored) it would provide very direct access which would reduce traffic enormously. If people are encouraged to use these transport methods and they are made more viable it would help. | We have suggested a route from Wrecclesham to town centre and on to Badshot Lea. Also from North Farnham via Town Centre to station. Cllr John Neale. |
| 45 | Fiona Massari: I also agree with Clive that a car park (park and ride) could be up near Echo Barn lane junction with A325 or round where the football field and recreation ground are. | |
| 46 | Zofia Lovell: Can I suggest that participants look at the Farnham Neighbourhood Plan at the site allocations for housing. | |
| 47 | Fiona Massari: The more we stimulate the local economy, the less we will be reliant on HGV transport from all over the world. | GV traffic unfortunately is not involved with the local economy it is mostly through traffic going to the A3 or M3 for instance. Jac Slim |
| 48 | Zofia Lovell: Cllr Clark has made a very good point and residents need to have more information regarding the decision making | |

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| 49 | David Beaman: Has consideration ever been given to increasing the daytime frequency of the Whitehill to Farnham and Aldershot bus service to operate every 15 / 20 mins at discounted fares rather than hourly as at present? This could be implemented very quickly and certainly cheaper than a multi million pound road scheme. | David, bus routes have not been looked at in any detail yet. I would expect this to happen as any new road options evolve. However if there was a specific 'quick win' route, that could be proposed. Cllr John Neale. |
| 50 | James Fitzgerald: As someone who lives at the top of Wrecclesham hill, I would implore a reduction in speed and average speed cameras. My house shakes when HGVs drive through at much more than 30mph. | |
| 51 | Kris Winter: Virginia Bottomley campaigned for years for the Hindhead tunnel, do we have the same level of support and passion for Wrecclesham | The Hindhead tunnel had a national strategic impact Jeremy Hunt got it built under a labour Government. Cllr Brian Edmonds. Virginia B did campaign for years - my point at eh beginning was that this community has also been campaigning over 50 years. Evidence on the MRN consultation paper was testimony to the community for wanting a by-pass as we are noted in the report as the highest response just a shame this was not enough of an argument. Cllr Paula Dunsmore. |
| 52 | Jac Slim: Reduce traffic by making it unattractive i.e. do NOT improve Hickley's corner and use speed limits etc | |
| 53 | Cllr John Neale: Making cycle ways is a priority, maybe making FPs into cycle ways - they do have to have sufficient width available. Easier to do off road since most roads are narrow. Buses, P&R all being considered as ways of supporting active travel - this is the best way to get funding for all the works. | |
| 54 | Leon: So what is the phasing and timescales here? What is the next step? When do we make a decision on if we want to make a bid on a bypass? When would we create the proposal? When would the bid be confirmed or not? | |
| 55 | Clive Teague: Well done for everyone working together to find the best solutions. | Yes agree, united we stand, divided we fall. Cllr George Hesse |
| 56 | Cllr Peter Clark: Well done Wyatt for chairing an interesting discussion | |

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| 57 | Cllr Brian Edmonds: A useful meeting we now need to process the information towards the business case. | |
| 58 | Louise Eldridge: Thank you - great discussion. | |
| 59 | Jac Slim: Air quality should be an issue especially as the A325 has children walking on its footpaths | Agreed air quality is the hidden pathogen. Cllr Brian Edmonds |
| 60 | Jonathan Foster-Clark, Atkins: Thank you everyone for your excellent inputs, insights and helping us to understand the issues in the village. We will be drawing on this as we move forward. | |