

Farnham Infrastructure Programme Local Liaison Forum: Young People Thursday 14 January 2021, 3pm

Present:

Cllr John Neale, Chair, Farnham Town Council
Cllr Andy MacLeod, Waverley Borough Council
Cllr Wyatt Ramsdale, Surrey County Council
Cllr Stephen Spence, Surrey County Council
Cllr Paul Fellows, Waverley Borough Council
Chris Tunstall, Programme Director, Surrey County Council
Jonathan Foster-Clark, Atkins Global
Peter Burch, Arcadis

35 members of the public were present, including representation from nine schools (All Hallows School, Edgeborough School, Farnham College, Farnham Heath End School, Highfields South Farnham School, Morehouse School, Potters Gate Primary School, The Ridgeway School and Weydon School).

In attendance:

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

1. Welcome and opening remarks

Cllr Neale welcomed attendees to the ninth Local Liaison Forum (LLF) to discuss topics relating to young people. Cllr Neale 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 Neale said that solutions and options would not be presented as it was too soon to put forward plans. The programme was still consulting with the public and other partners and proposals would be available in time.

Cllr Neale said that previous LLF's had generated many useful opinions and suggestions and the objectives for the meeting included discussing the challenges young people faced when getting around; how people expected to move around in the future; and to discuss what else Farnham needed to put in place to help children lead a fulfilling life in their early years.

2. Update from the programme

Chris Tunstall said that consultation had taken place on the vision for the programme in November 2020 and the majority had strongly agreed with proposals. The vision aimed to create a well-connected vibrant town where people want to live, work and spend their time. The programme aimed to be exemplar and to lead the way for future towns, particularly in the town centre.

A diagram was shown 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. A number of 'quick wins' had been identified and were underway, including the HGV restriction and a report was going to the Farnham Board on 22 January about speed reduction schemes. Chris Tunstall said that the programme was also looking at the A31 and Hickley's Corner, Wrecclesham and a western bypass was still being considered.

Chris Tunstall said that previous studies had been carried out but much had changed and they needed to be reviewed and updated to meet current government criteria and thinking. There was no guarantee that some of the previously suggested schemes would be able to go ahead. The programme was estimated to be a total investment of around £250m. The OIP would be presented to the Farnham Board on 22 January and they would be consulting on proposals for the identified schemes. 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.

Chris Tunstall explained the OIP was being developed using information from previous infrastructure studies, consultation with key stakeholders, and looking at national and regional policy. All of the questions and answers from the LLF's were added to an issues log which was reviewed on a regular basis to incorporate it into the programme.

Chris Tunstall said the programme aimed to reduce carbon emissions to meet government policy, for example reducing distances travelled, improving efficiency and uptake of electric vehicles. It wanted to improve the quality of place in Farnham, with cleaner air and tacking impacts of traffic on town centre and other communities. Chris Tunstall said that a lot of the through traffic was Farnham traffic and so it was not all about traffic that appeared from outer areas. The programme would support the local economy and looking at if things could be done differently to improve facilities, public transport, walking and cycling. One of the main issues was that people did not feel safe moving around Farnham and in some areas there was a lack of footways. Chris Tunstall said that the programme was not about saying the car was bad. The programme would look to improve road layouts and Chris Tunstall said that Farnham was not built for the car which was why there were so many problems with vehicles. They were also looking at Upper Hale and Wrecclesham so that they did not move the problem from one area to another.

3. Topics for discussion

Cllr Neale presented three slides to share ideas and support conversations. Cllr Neale said that changes may emerge post-COVID and also with issues relating to climate change and biodiversity. Cllr Neale explained active travel was the need for everyone to be less dependent on cars and walking and cycling more. For this to be viable, the cycleways and pathways would need to be improved, as well as finding ways of reducing road problems that makes cycling and walking difficult for children.

Cllr Neale said that school buses were provided around 10 years ago, and the scheme was stopped at the time, but should it come back in the changing world. To get people using public transport more, the services would need to be improved, but at least buses would be less polluting and more comfortable.

Cllr Neale said the programme's vision was not just about roads and infrastructure, but also about what else was needed to make Farnham a better place to live. Such things might not be implemented by the programme itself, but by other complementary projects. The Town Council was looking at youth facilities to see if shelters could be provided in neighbourhood parks. Farnham's recent award of World Craft Town status could generate new opportunities for the younger generation. There was a need to help children grow up in a positive way.

Cllr Neale said funding for infrastructure went hand in hand with delivering government policies. The programme team wanted to find out what made it difficult for children to get around. What new initiatives would help make some of these changes happen.

Cllr Neale also asked how the programme should engage directly with the young people. For example, should they come into schools and talk directly to children and work on projects with the teachers and other youth leaders.

4. 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

5. Closing remarks

Cllr Neale thanked everyone who joined the meeting and for all the contributions.

Cllr MacLeod said that he thought the objectives for the meeting had been met and there had been some valuable suggestions. There were not as many young people at the meeting as they would have liked but there had been good feedback from the headteachers with suggestions as to how they could engage with pupils. This was the last LLF in the current series and there would be further meetings following the publication of the OIP. A public consultation would be available for people to submit their comments. Cllr MacLeod thanked everyone for their contributions.

Meeting closed at 8.25pm

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

Appendix I

Name/organisation	Question/comment	Answer
1. Zofia Lovell	Which schools were present at the meeting?	Cllr Neale said that all schools in Farnham were invited to attend but issues relating to Covid had prevented many from attending.
2. Revd. David Uffindell	Children were really stressed out at the moment with difficulties of lockdown. Was the programme happening without the input of children and young people? Would like to think it was possible to engage with schools.	<p>Cllr Neale said he would welcome feedback from schools as to how they could be involved with the programme.</p> <p>Chris Tunstall said the programme would be engaging and targeting young people specifically, and they were aware that it was really difficult time for children at the moment. Schools would have a good idea of what they would like to do and they would be working with them, including school clusters. It had been difficult to keep the programme going with Covid and timings had been very tight. In addition, schools were already under a lot of pressure. The programme would welcome everyone's thoughts and views. It would also depend on what the school wanted to promote and what parents agreed with. If parents did not think it was safe to cycle to school, the programme would be interested to know why. Getting general views at this stage would help to target young people as the programme progressed.</p>
3. Dan Thornburn, Edgeborough School	It would be great to have engagement with pupils. It had been difficult with home schooling and it would not be efficient or effective to engage virtually at this time. Headteachers could offer information to families or organise events when it was less busy. It was not likely to get high numbers of young people involved unless it was driven through the school.	Cllr Neale said he would like to be able to come into schools if possible or do events and joint projects.
4. Mark Baines, All Hallows School	Looking forward to what Rosie presented. The key bit was to ask young people, but it was not the right time to do it. Since schools reopened in September more parents were driving and it had put pressure on local	Cllr Neale said he would be interested to hear about what schools thought of the previous bus scheme that was in place 10 years ago. Now in a slightly different world and we had to find ways of using cars less.

	<p>residents. How could organisations work together to promote public transport (turned away from because of Covid) to encourage people to return to other forms of transport.</p> <p>The school had increased its capacity for bikes with new cycle racks. It was located near a busy road with a 30-mph speed limit which many people did not follow and could put people off cycling. They were looking into putting wooden posts to deter families from parking on the verges. There was still a lot that could be done to encourage families to use different forms of transport and be responsible when driving and parking.</p>	<p>Cllr Stephen Spence agreed and a joint letter was being sent to parents from the school and County Council. In addition wooden posts may be installed depending on budget pressures. Working together to solve problems had helped as there had been tension between parents and local residents.</p>
5. Rose Dickson	<p>Rosie showed a presentation which had been developed with views from friends about the roads in Farnham and the buses. The road near the Co-op had a narrow pavement and when schools finished, the pavements were very crowded. Vehicles went along the road fast and in wet weather there would be puddles in the gutters that soaked pedestrians. Wider pavements would help. At the lights on the crossing on Alma Lane, there was a long wait time. The sequencing changed every few years and it was stressful to cross as cars went fast and through red lights. The crossing on Coxbridge roundabout, which children had to cross on their way to school, was dangerous with fast cars approaching. A bridge would help instead. At Glasgow University, they had buses with a pink/purple design and there was an app to buy tickets for a week or year. Cycling was not an option in Farnham because the roads were busy and there were a lot of hills. Girls were worried about travelling on a bus with male drivers. Many young people liked</p>	<p>Cllr Neale thanked Rose and said that the Town Council were looking at providing youth shelters.</p> <p>Chris Tunstall said that a lot of what was suggested was in line with the changes that were needed to make Farnham a better place. Hopefully, funding would be available for some ‘quick wins’ including widening footpaths and improving crossings. Buses with a ticket system was a good idea and they would look into it.</p> <p>Jonathan Foster-Clark said several of the places mentioned were already on the list to look at. They were exploring bus apps. Discomfort travelling at night was a valid point, often decision making was often made by men and they needed to plan a transport system that met the needs of all people. They would be talking to the bus operators about creating a system that was more comfortable for people to use. Would like to hear more, as well as other young people, to help shape the programme.</p> <p>Cllr Neale said that similar issues had been raised at the Upper Hale LLF about the Farnborough Road area, especially for young</p>

	<p>to hangout in Farnham Park and it could be muddy and wet. Gazebos would help young people stay dry in the winter. Would be nice to have some places to go to other than just in the centre of Farnham.</p> <p>Supportive of going into schools and asking people because not everyone knew how to contribute.</p>	<p>people getting around and going to school with the narrow pavements and crossings.</p> <p>Cllr MacLeod said the cost of public transport was a valid point and a scheme for young people to buy a season ticket was a good suggestion. There had been a lot of comment from people in North Farnham about the cost of public transport, particularly for young people. If buses were more used, they might be more efficient if there were more people on them.</p> <p>Chris Tunstall said that cost was a barrier, and the cost of travel was much higher for those who were less well-off due to a lack of demand for services – less frequent and more expensive. Local authorities had capital for building things but were often unable to support services like buses as they were expensive.</p>
6. Nabeel Nasir	<p>Trying to encourage his children to cycle to school and into Farnham. Also need to look at a bike scheme to that young people could use. The University would be interested in this. Improved hangouts for children were needed as well as park gyms. More buses on Upper Hale Road would be horrendous as the roads were narrow and could cause problems. A focus on cycling would better for air pollution and cheaper for students. Schools were offering cycling training.</p>	<p>Cllr Neale said that opportunities for walking and cycling were a focus for the programme, as well as reducing number of cars on the roads.</p> <p>Cllr Ramsdale wanted to support Nabeel and others at the Farnham Cycle Campaign who had wanted to improve cycle routes in Farnham. Parents get used to driving children to school as cycling was not always possible. Was it a cultural decision that people used cars or was it to do with convenience and safety? Could e-bikes with children's seats be trailed through the Farnham Cycle Campaign?</p>
7. Dan Thornburn, Edgeborough School	<p>Edgeborough School is off the A287 which was a busy, fast and dangerous road. Unless that could be adjusted, many parents would not allow children to cycle. Cycling was a cultural decision and in Holland, the infrastructure was designed to allow people to cycle and for children to cycle to school. A huge task to do in the UK and probably easier to do in the middle of towns, but harder to do on the outskirts</p>	<p>Chris Tunstall said he agreed and when he had spoken to parents before, it was all about safety. There was a need to get the safety angle sorted first which had driven the culture. The first surfaced roads were designed for cyclists and it is a cultural thing as now drivers do go to fast and get to close. The Netherlands was a classic example – if you knocked a cyclist off, then you were to blame. Not the same in UK where there was blame associated, although the government had been looking at trying to change the</p>

	and on major roads. If the culture could be changed, people drove slower and more people were on bikes, children would jump at it and would enjoy it.	Highway Code. Got to provide a safe environment. Segregated cycle routes solved the problem but also they meant that cars owned the roads.
8. Nabeel Nasir	Fearful for his children and kept them close when cycling but had taught them to ride safely. Needed to develop the culture as many people do not always want to use their cars and would like to ride more. Needed to encourage people to cycle more, and help young people cycle with friends, get around and hang out.	Cllr Neale thanked Nabeel for his comments.
9. Javed	Could vehicles be restricted around schools to allow essential travel only with priority for bikes? Residents could travel around with cars but people coming into school would need to cycle.	Jonathan Foster-Clark said the School Travel Team at the County Council were interested in developing school travel zones. There were some practical and legal issues to enforce them, but that was what the programme wanted to hear. A means of restricting traffic using planters, and cycle racks to encourage cycle would all help.
10. Gregory West, Highfield South Farnham School	Welcomed the programme visiting the school to talk to young people to find out their wants/needs. They would come up with some great ideas. Largest school on Weydon Lane which was a lane also used by 16-wheeler lorries. Concerns about children cycling to school as road was incredibly dangerous and would not wish for it to happen. The road was narrow, there were no pavements, there was a bridge across the railway that cut across the road. There were significant dangers, and the road was so congested in the morning and evening that it caused problems for the school. There were problems with children walking to school with double parking which limited the ability to cross the road safely. The current system directed the heaviest traffic from Wreccesham and Bordon past schools on road that was barely wide enough for a bike and car. There has been a three-year battle just to get the area outside the school as a	<p>Cllr Neale said the programme team would like to visit the school when circumstances allowed it.</p> <p>Chris Tunstall asked if the school did travel planning as this would find out where the catchment areas were, the routes into school and what could be done to improve walking and cycling. They would take action on identified issues and would help provide facilities at the school.</p> <p>Jonathan Foster-Clark said that the County Council's School Travel Team were interested in talking to schools to roll out school travel plans. This could identify 'quick win' measures. 20mph limits across town could also help. Schools were being sent a survey to send to parents to help with planning and the programme team would share information with schools about this.</p>

	no parking zone. There was a problem with sorting out issues in a timely way.	
11. Cllr Stephen Spence	The issue of the buses had been discussed previously, including that it cost £10 to go from Sandy Hill to the doctors' surgery. There were few youth facilities in the area, although there was a Sandy Hill youth group. People tended to stay in their areas as it was difficult to travel around the town. The footpaths needed to be wider at Farnham Park, as well as facilities for young people. Socio-economic situation dictated the opportunities for young people and there was a need to open up access for all, including walking and cycling. Needed to be delivered as best as they could out of the programme.	
12. Nabeel Nasir	Some parts of the country had developed a cycling culture and offered bike services to the community, such as fixing bikes. Needed to talk to parents and young people about this and encourage them to take up cycling. This would improve pollution.	Cllr Neale agreed and said that his children cycled to school.
13. Rashida Nasir	Difficult to change culture of people driving when people had to travel a distance to get to schools. There was a lot of congestion around schools and a park and walk could help so that children were walking safely and it was easier for them. Car sharing would help, although may be a thing of the past with Covid. Some cycle lanes in London had a raised partition to prevent cars from going on it. Also improve lighting, especially in the winter, to make paths open, brighter and safer. People did not like to go down dark alleyways.	Chris Tunstall said that lighting had come up many times and they would be considering it to ensure cycle routes were well lit. Solar cells were cheaper and faster to install. A park and cycle was an option and instead of driving to it, you would get a bike instead. This could be included in a park and ride with safe bike storage so it was multi-functional. Would want to ensure safety for cyclists and white lines or rumble strips have worked for a number of years and were cost effective to install. Everyone had a role to play in making Farnham's roads safer. Jonathan Foster-Clark said that often people complained about the traffic issues in their community but it was the people who lived in the area that caused the issues.
14. Zofia Lovell	Wanted to hear more about painting cycle ways on the highway and did they work? What did Cllr	Chris Tunstall said he was in favour of painted cycle lanes and would go further with pelican and pedestrian crossings. Chris Tunstall said he preferred the simpler approach that made people

	<p>MacLeod think of cycling in South Farnham as the local councillor at WBC and SCC.</p>	<p>think. There was a view about taking out all the signs and traffic lights as it made drivers think and they would therefore drive more carefully and slowly, rather than being dictated to. Vehicles were getting more intelligent and they alerted the driver when going over a white line.</p> <p>Cllr MacLeod said he lived close to the school he attended being able to cycle gave him a lot of freedom. He felt sorry for the children that had to be picked up/dropped off. It was a problem in South Farnham and some of the schools had a large catchment area which meant that cycling was not possible. In many cases, it was not practical to cycle to school. Schools were on busy roads and imaginative schemes were needed and it was not an easy problem to solve. Holland used to have a car culture and they had changed it at a national level to a cycle culture and that need to happen in the UK. Although this would take a while to achieve.</p>
<p>15. Peter Goodman</p>	<p>Painted white lines on the road was an old-fashioned way of approaching the problem and could increase the level of accidents with cyclists. Evidenced showed that some sort of physical barrier between car and bike traffic was needed. Not all cycle tracks needed to use road space and could go around existing buildings/routes.</p>	<p>Chris Tunstall said that drivers did not cross the white lines in the middle of the road, so why was it acceptable to drive in cycle lanes. It came back to culture. Standards may not be politically correct, and it was good to challenge ideas. Often solutions came back to cost that everyone would pay for eventually. Costly solutions only segregated cyclists from car users. Needed cyclists to have more of an active role on the roads so that vehicles took more notice of them.</p> <p>Cllr Ramsdale said he would like the panellists to go to Rowledge to see the changes that had been made to the white lines (the centre line had been removed and a lane for pedestrians created). The road could not be made wider and so it was not possible to install kerbs to separate sections for each road user. There was no perfect solution. The culture would change so that drivers were aware of other things, and this could be seen in Rowledge where drivers did not own the road.</p>

16. Max Patience	<p>There was a wide catchment area for Morehouse School and a lot of parents drove because of the ease of travel. A bus service was available from the railway station but it was usually full. Could a bus or cycle system be available to enable more people to come from further away?</p>	<p>Chris Tunstall said that it was great that a bus service was provided and they needed to look at this more. There was a recognition that people needed to use the car for longer journeys and some people needed to drive for a variety of reasons. It was a matter of striking a balance and to look at reducing car travel where possible. For example, if everyone travelled by car a little less, there would be an overall reduction on the roads. The County Council was happy to discuss options for the school to find out what was possible. Everyone was the culture - not a mystical group. The government who set policies/priorities were also us. We all needed to change to change the culture. The future was electric bikes.</p> <p>Jonathan Foster-Clark said that the system in Holland worked as a whole, with segregated paths running through neighbourhoods and bike parking at the station. Bike hire was available at the other end of the journey. This could be done in Farnham to help people get around. There was opportunity to use apps on smart phones to help people hire bikes.</p>
17. Nabeel Nasir	<p>Could outdoor gyms be available in Farnham (there are many companies who would sponsor them), as well as electric bike chargers. We needed to change the culture.</p>	
18. Max Patience	<p>Provide more electric car chargers near schools to help people make better decisions. Also electric buses.</p> <p>More signs around Morehouse School as people can find it difficult to find Morehouse School. Also for local landmarks. No pavements around the school so people usually drive in and parents can get lost.</p>	<p>Jonathan Foster-Clark said there was a huge challenge ahead to meet net zero carbon emissions which was a key obligation to the planet for everyone. This means travelling by car less, but also using electric cars. The government has brought forward the ban on sale of petrol and diesel cars by 2030 and so the infrastructure would be needed.</p> <p>Chris Tunstall said that the County Council would be putting electric car chargers into Farnham. Best selling vehicle was currently a Ford Transit which showed a change towards delivery vehicles.</p>

		Jonathan Foster-Clark said that a possible drop-off point could be created to help with congestion around the school.
19. Nabell Nasir	HGVs were able to access Farnham at any time and restrictions about when they could access the area could be an option.	

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

Appendix 2

Name	Question/Comment	Answer
1. Peter Goodman	The numbers be limited as young people are either in school or parents travelling to school at this time of day.	When this event was designed we were advised that the best time was 3pm. The aim was for people working with and supporting young people, rather than young people themselves. There was a view expressed that a mix of professionals and young people for this event would not be ideal. The suggestion also was that some younger people (e.g. School Council or senior pupils) would attend at the end of school day in a supported environment. Covid and lockdown has obviously had an impact. Further consultation activities with schools and young people specifically will be held after the OIP is published at the end of next week.
2. Revd. David Uffindell	Is it possible for these excellent questions to be taken into the school communities directly (Primary and Secondary)? It would be a great way to get input/feedback from the young people themselves as potential users of these facilities? It might help them/their parents to feel engaged with some of the proposals if they have not been so far. It might also give them something to think about other than the current nightmare of home learning etc in lockdown.	We would like to do this. The aim was for people working with and supporting young people, rather than young people themselves. There was a view expressed that a mix of professionals and young people for this event would not be ideal. Further consultation activities with schools and young people specifically will be held after the draft Plan is published at the end of next week.
3. Dan Thornburn, Edgeborough School	I completely agree with that. As a Head of a school, I am very happy to welcome anyone to engage with our pupils. Very difficult to do at the moment obviously.	Thanks Dan, that is great. We will take you up on that.

4. Rob Williams	Has the panel considered the impact of the broad trend of increased SEND numbers in schools and the impact on travel. Many of the SEND students need to be driven to school or escorted in to deal with mental health concerns. It may be that this trend affects the success of some travel plans around schools. It's a bit of a potential 'leaky bucket syndrome'.	Surrey is looking to provide more SEN places in Surrey which hopefully will reduce the amount of travel. We will also be talking to our Education travel colleagues
5. Carol Trottier	We have several councils at Potters Gate and St Andrew's (as do most schools). Or young people have incredible foresight and a sense inclusivity and the School council would be a good mechanism to tap into.	I completely agree and I will certainly push for us to engage that way
6. Mark Baines, All Hallows School	When the time is appropriate, it would be extremely valuable for us (the school) and you to work together to gather the thoughts and wishes of the young people we serve. Cllr Stephen Spence and I have met and discussed pressures on local residents by parents picking up students. Are there any thoughts on how we can work together to promote alternative methods of transportation in normal times?	Working together as discussed is the answer.
7. Cllrs Peter and Penny Marriott	There is currently no formalised structure supporting youth services which used be provided by SCC. Youth support is largely provided in fragmented way, not just in Farnham and relies heavily on the ability to recruit volunteers. This is not sustainable for the long-term.	So, what would you suggest relevant to infrastructure? SCC Children's Services are aimed at disadvantaged children not all children.
8. Ben Funning	Dan Thornburn - would you be interested if the programme were to create resources that could be delivered in schools - covering improvements to Farnham, but moving to more walking and cycling in general?	We would certainly be interested in looking at this. I'm aware other Authorities do look to do this as part of school travel planning. Dan Thornburn.
8. Pamela Pownall	Does the board know the catchment areas of the local schools? This will be vital knowledge if you are thinking of using buses more.	We are working with SCC's School Travel Planning team to understand the catchment areas. This has included surveys of schools: a secondary survey has already taken place, and a primary survey is planned.
9. Peter Goodman	Fingers crossed that the OIP plan coming out next week provides some off-road cycle tracks in 2021.	Agreed, Cllr Neale

10. Cllr David Beaman	if you are talking about Pegasus that cost a fortune!	
11. Zofia Lovell	<p>South Farnham School Participated over 10 years ago. If they are attending, they should have a view. Sir Andrew Carter clearly knows the history when he was Head of the school.</p> <p>Good points Rose. Alma Lane cycling and crossing at that point is horrible. Bus and train travel late at night is also hazardous for young people.</p>	
12. Gregory West	I would agree Mark. once we are in a better position the views of the pupils in our schools will be imperative.	
13. Catherine Powell	I help to run a local junior sports team and I know that there are some children that struggle with public transport to area such as the sports facilities around Monkton Lane in the evenings and at weekend. Can transport for sports also be considered?	We will give this some thought - this is also important.
14. Jamison	I am a youth worker for 40 Degreez. I also work for Surrey running projects for young people in central Farnham, Wrecclesham and work with Surrey youth services in Sandy Hill. My two questions are. 1) We have youth projects which were involving plenty of young people, unfortunately funding through Covid and county-wide restructuring has forced the projects to stop or be reduced services. What can we do to keep these running as opposed to rebuilding from scratch? 2) We had several projects which would have encouraged children to attend example (Farnham Night Project) at the sports centre and because no travel was viable for young people on a Friday evening, it put them off from travelling from Sandy Hill and Wrecclesham.	Can't promise but would be more than happy to talk about the art of the possible as part of our bus review. Chris Tunstall.
15. Catherine Powell	Poor lighting on many of the main pedestrian routes between residential areas and key locals I know is an issue for young people accessing the sports facilities off Monkton Lane. This also links into lighting for school routes. Same for access to the other sports facilities. Will this be considered / addressed?	Yes, it will.

16. Max Patience	Morehouse school has lots of students who take the train into school, we have a coach that takes students to Farnham station and to school. It is often late due to the amount of congestion. Is there a way we can ease the amount of traffic in the area	One of the outcomes will be to try and reduce the overall amount of traffic. We will be actively looking at this.
17. Cathy Burroughs	I would really echo the points about the availability and cost of public transport. We have long been saying that those with restricted incomes in places like Upper Hale are disadvantaged in being able to access services such as health care and leisure.	Good points Cathy.