

Farnham Infrastructure Programme Local Liaison Forum: Town Centre Wednesday 6 January 2021, 3pm

Present:

Cllr John Neale, Chair, Farnham Town Council
Cllr Andy MacLeod, Waverley Borough Council
Cllr Wyatt Ramsdale, Surrey County Council
Cllr John Ward, Waverley Borough Council
Cllr Stephen Spence, Surrey County Council
Cllr Paul Fellows, Waverley Borough Council
Cllr Alan Earwaker, Farnham Town Council
Chris Tunstall, Programme Director, Surrey County Council
Jonathan Foster-Clark, Atkins
Lyndon Mendes, Surrey County Council
Matt Furniss, Surrey County Council
Peter Burch, Arcadis
Catherine Powell, North Farnham Voice

59 members of the public were present.

In attendance:

Iain Lynch, Town Clerk, Farnham Town Council
Clare Kennett, Governance and Community Engagement Manager, Farnham Town Council

1. Welcome and opening remarks

Cllr Neale welcomed attendees to the Local Liaison Forum (LLF) to discuss the A31 and Hickley's Corner aspects of the programme and introduced members of the panel. 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 the objectives for the meeting included providing an update on the programme, outlining issues and problem areas, and seeking views on this area and related major roads. A presentation slide was presented which showed how consultation was incorporated to the programme development.

2. Update from the Programme

Chris Tunstall said he recognised that Farnham had been studied many times over the last 25 years and that much had changed during this period. Reviews of these studies were required.

There had been a public consultation on the vision statement during autumn 2020 and a series of LLF meetings had taken place since October, with three more planned in January 2021 to look at other areas of the programme. An Optimised Infrastructure Plan (OIP) which outlined proposals was being prepared and would be presented to the Farnham Board on 22 January 2021. Further consultation would be available on the OIP in February and March 2021 before Purdah started ahead of possible elections in May. More consultation was required and a revised proposal would be available in May.

The OIP was being developed using information from previous infrastructure studies, consultation with key stakeholders, and looking at national and regional policy. Chris said the government required proposed schemes to identify how carbon emissions would be reduced, as well as other ways of travel including the use of electric vehicles, public transport, walking and cycling. There was also a need to

improve the quality of place in Farnham, support the economy and connect communities. Chris said the A31 acted as a barrier and split Farnham into north and south.

Two maps were shown of traffic surveys that identified vehicle movements in Farnham. Although there was through traffic, most of it was to do with the movement of local vehicles between north and south and visa versa. Key issues for the A31 and Hickley's Corner included long queues on the west side and Shepherd and Flock roundabout, collision hotspots and increased traffic with new housing development. The programme team did not want to move the problem down the road by addressing issues in one area, so a holistic approach was required. The junction caused a problem, as well as the level crossing, South Street and Firgrove Hill bridge.

3. Topics for discussion

Cllr Neale said topics for discussion at the meeting could include:

- The A31 Farnham Bypass: Its role as a strategic highway and impact on connectivity.
- Station and Hickley's Corner: The bypass junction, station/level crossing, Station Hill and South Street.
- A287 and Firgrove Hill bridge: A31 interconnection and A287 presents to town centre.
- Weydon Lane/bypass junction: A31 interconnection, pedestrian/cyclist access to Red Lion Lane.
- Active travel and bus connectivity across the bypass: Existing and potential crossing points.
- Other bypass problems: Shepherd and Flock roundabout.
- Western bypass: How would this relate to A31 issues.

Cllr Neale showed presentation slides of previous proposals to facilitate discussions.

4. Participant discussion

A list of questions and statements are attached at Appendix 1. Questions asked through webinar Q&A feature are attached at Appendix 2.

5. Closing remarks

Cllr Neale thanked everyone for attending and contributing. He handed over to Cllr MacLeod for closing remarks.

Cllr MacLeod thanked everyone who attended the meeting for their useful contributions. He said a range of interesting views had been put to the panel and he thought the objectives set out at the beginning of the meeting had been met. He thanked Chris Tunstall and Jonathan Foster-Clark for supporting conversations, and Iain Lynch at the Town Council for organising and hosting the meeting.

Cllr MacLeod said that the three Surrey County Councillors had lobbied for infrastructure improvements for many years. He said that this is a serious and big project with impressive professional support. £1m had already been spent on consultancy to get the programme up and running and the County Council's medium term financial plan had committed £139m to develop the programme.

Cllr MacLeod said there were a further three LLF meetings, including:

- 6 January 2021 at 6.30pm: Upper Hale
- 7 January at 6.30pm: Wrecclesham
- 14 January at 3pm: Young people.

Meeting closed at 5.10pm.

4. Participant discussion

Name/organisation	Question/comment	Answer
1. Penny Webster	<p>Represented group in Tilford Road area and was concerned about pollution caused at the level crossing. Most of the reference had been about traffic backing up from Hickley's Corner but there was a problem with the traffic queuing in the other direction, as far as Great Austins. At other crossings, drivers switch engines off and traffic clears when the barrier goes up. Whereas in Farnham engines were left on and it could take a long time for the traffic to move. The worst time was at school drop off/pick up and children in buggies were at exhaust height. Pollution levels were often based on a 24-hour average but here the pollution levels were at key times of the day and this was putting children at risk.</p>	<p>Chris Tunstall said it was a point well-made and they were aware of the issue. The programme team were in discussion with Network Rail, although it might not be possible to make many changes due to the cost involved of any potential solution at the level crossing. Prior to Covid-19, rail frequencies were going to increase so the barriers would have been down more often. However, there were opportunities as Station Road was privately owned by Network Rail and could be adopted to the main highway. Chris said this was not an easy problem to resolve.</p> <p>Jonathan Foster-Clark said they would take into account the impact on Tilford Road as options were developed. There was no perfect solution and there would be some tricky trade-offs as they looked into it further.</p>
2. Chris Bennie	<p>A resident of Great Austins and a member of the Great Austins Preservation Group. It was a conservation area which linked to Tilford Road and for the last 25 years HGVs had been routed along the road to the detriment of everyone in South Farnham. This brought congestion to the station area and Hickley's Corner played a part. Even if the level crossing gates were up, there was a flow of traffic coming across from Station Road and with different traffic routes merging it could take up to 45 minutes to cross into Farnham central or the A31. This experience must be shared by many people in South Farnham. The 2004 scheme for Hickley's Corner did provide a solution to many problems. By having a roundabout, the different merging traffic routes would be resolved and speed up flow and connectivity. South</p>	<p>Chris Tunstall said that all of this would be built into the programme. One of the issues could be to allow right turns into Station Approach from the A31 but there was a need to make a balance - it makes signals more efficient, but it meant that traffic would be pulled through the town. The issue was the volume of traffic and a ban of no through HGVs from the South would also help. They did not want to create rat run out of South Farnham. Chris said we all used cars, and cars were not bad, but people also needed to think about other means of getting around, such as walking and cycling.</p> <p>Cllr MacLeod said A31 railway line and river created a barrier between north and south Farnham and there were only three crossing points. Two of these could take HGVs so they were forced to come down Great Austins. One thing that could be looked at was strengthening the Firgrove Bridge to create another</p>

	Farnham represents the largest geographic area in Farnham. An A31 right turn would further harm South Farnham and would not provide any further assistance.	route, as well as the station approach road and taking over some of the land near the Mulberry. These were all ideas that could be considered.
3. Max Lyons	A solution to Hickley's corner was the key to sorting out a lot of the other problems in Farnham. A link at the station and a strengthened Firgrove Bridge would solve problems. The link at the station could be shut to all traffic and only open to pedestrians. It would help traffic flow on South Street and make junction work.	Chris Tunstall agreed with the points and said that it was easy to move traffic but that it was important not to move the problem to another area. There was a need to deal with the problem and find a balance was right for everyone. Firgrove bridge was likely to go into a residential area and they would not want to move traffic into that area instead.
4. Thomas Lankester	The fourth crossing is the one from Waden Lane to Red Lion Lane. There was an area in the central reservation of the A31 and as there was no light control, it was dangerous. There was potential here for active travel as it would open up all of south Farnham.	Jonathan Foster-Clark said that there were aware of junction and they would need to take into account the whole route. It could provide a key role in connectivity.
5. Zofia Lovell	Farnham has had to deal with traffic from all directions and there had been a lot of housing development in nearby areas. Getting rid of HGVs was a popular answer and one idea was trying to get HGVs to follow specific routes. Getting people to adhere to the rules was a problem and they would not always follow signs. Could enforcement make HGVs follow the rules?	Chris Tunstall said that enforcement was possible, and routes could be regulated with weight limits and require traffic to go in certain directions. It was possible to put restrictions on developers to restrict movement of their HGVs. A freight consolidation centre could help and they were being successfully created in other areas. This would have to be done in conjunction with the haulage industry and businesses. Chris said that in general many businesses were not initially in favour of pedestrianisation as they thought they needed cars to bring people in. In recent years there has been a big reduction in footfall nationally as more people are shopping online. On average pedestrianisation increases footfall as it creates a better environment for people. Jonathan Foster-Clark said that data shows the very large HGVs made up a small proportion of the traffic in the town. Smaller goods vehicles were the majority and would increase with online retail and the amount would grow in the future.

		Evidence showed that new infrastructure to deal with traffic caused more traffic delays. Increasing traffic capacity and the traffic would increase in response to that. If you reduced the amount of down time at the level crossing, it would probably increase traffic. People using these roads were Farnham residents and it was up to everyone to decide what their role was in solving the problem.
6. Cllr John Neale	Asked for information on timescales for the programme.	Chris Tunstall said the overall timescale for the programme was 15 years and they were still in the initial consulting phase and much more work was required to develop schemes. The first two-three years would focus on the town centre and the impact that could have on adjacent network. Hickley's Corner would be tackled in the next five-10 years and it had been included in the Department for the South East five-year plan. Wrecclesham would likely be looked at towards the end of the programme. Chris said that there were a number of small improvements to be made in the meantime (such as turn your engines off signs at the level crossings). Project schemes, costs and timescales had not yet been prepared. HGV restrictions and 20 mph reports were being progressed and were going to SCC Cabinet in January. The three council partners were working to make it happen.
7. Chris Bennie	Wanted to respond to Jonathan Foster-Clark's suggestion that people would prefer to walk then wait in a traffic queue. Residents in South Farnham go down Firgrove Hill to get to the town centre as it was the quickest route. Most people going along Tilford Road were in fact trying to get to Guildford, not the town centre, which was a 12 minute drive away. They were having to wait 45 minutes just to get out of central Farnham.	
8. Andrew Laughton	There has been an increase in small white vans and there has been talk about a local distribution centre with electric vans that would deliver to businesses. Was this likely to go ahead and where would it be located?	Jonathan Foster-Clark said this was being considered. The issues of deliveries in the town centre meant they had to offer a better solution to businesses. This would help traffic circulation around the town centre and the A31 network.

		Chris Tunstall said this was a recommendation of the HGV study. There needed to be a balance to meet everyone's needs.
9. Tim Clark	How far had the economic business case been progressed, including the justifications for the scale of work proposed? Tunnelling must be an option to get some of the traffic away, and has any work been completed on programming sat navs?	<p>Chris Tunstall said that a business case was required to demonstrate that the scheme is worth pursuing. With the western bypass, it was quickly realised that it struggled to keep up with the criteria in 2004. There is now a focus on carbon, connectivity and the government levelling up the north of the country. There has to be a realism, but that the programme team were looking to make the best possible case for these improvements. Wrecclesham and Hickley's Corner recently got a good review. The outline business case for Hickley's was put into to the early entry to the government's scheme. DfT approval was needed to help with funding. It was now in the Department for the South East's five-year plan and had been identified as the sixth scheme priority for the whole of the south east. However, things had changed and it was now being looked at to identify the best possible solutions to meet government criteria.</p> <p>Jonathan Foster-Clark said that the benefit/cost ratio of at least two had to be demonstrated to the government. The benefits had to be twice as high as the cost. Building tarmac and improving traffic flow was not enough of a benefit and wider issues had to be delivered.</p>
10. Cllr John Neale	What extend to you think investment into the area could be part of the economic equation?	<p>Jonathan Foster Clark said this was an important part of it. The government's Housing Infrastructure Programme would need to be considered. May need to demonstrate the potential for new development which improvements to the road network would bring. Also the willingness of the development industry to support schemes financially. Government generally funds 85% of schemes but expects at least 15% to be provided locally from a range of sources.</p> <p>Chris Tunstall said that housing was identified through the Local Plan, and not a highways issue which tended to follow development rather than lead. Housing was outside their remit. However, the government put a fund in place for local authorities to bid for and</p>

		there were four successful bids in Surrey. The identified housing had to be in the Local Plan. This enabled the infrastructure to go in before the development took place and the developer had to contribute. The downside with this approach was that there was more housing and it has to be in the right location.
11. Zofia Lovell	Agree with Chris that we should not go down a community route to look for housing. Needs to be looked at carefully.	
	At what capacity was Hickley's Corner currently running at? What was the maximum capacity?	Chris Tunstall said that it has already surpassed the capacity with the queues. It was the junction and not the links in between causing the problem. Altering the junction would help to solve the issue. Jonathan Foster-Clark said that the long queues at the approaches could mean that it was at capacity. The key issue to consider was the delay and queues, particularly from Station Hill and A31 eastbound in the evenings. A right turn could create a conflicting movement. Other options would need to be considered.
12. Tim Stanley	In terms of priority and order for the town centre and at Hickley's Corner, how can the town centre be solved before over capacity at Hickley's Corner was solved? Pressure at the junction needed to be solved which would give scope to do the work in the town centre. This needed to be higher up on the priority list. What about through traffic through the Borough from the north to get to a car park to use central facilities. Better to do big ticket schemes first as they would have biggest impact?	Chris Tunstall said any improvements to the town centre would need to consider the implications to the surrounding road network. All of the projects could not be worked on in isolation. The funding had to be split between projects. There was an element of helping ourselves – the amount of true through traffic in Farnham town centre was minimal. Needed to look at what we could all do to help improve congestion. Walking, cycling and public transport provision could be improved to support this. All these things helped and were part of the overall package. When things were closed off (such as pedestrianisation), the traffic found a way to move differently. Chris Tunstall said that the current layout of the town centre might be altered, for example, a mini roundabout on Castle Street and Downing Street to allow two-way traffic on the Borough. This would help with traffic flow. A road from the top of Castle Street to the town centre would also help. Not looking at doing the easy quick wins at the expense of the other bigger schemes. The

		programme team was being realistic and pulling all the schemes together to give them the best possible chance of succeeding. The 2004 Hickley's scheme did nothing for pedestrians and cyclists and this needed to be reviewed.
13. Cllr Stephen Spence	There were a lot of issues in north Farnham that also needed to be considered. Since the initial studies were made, little had been done to make improvements. The reason there were so many complicated issues coming up was because in the last four years, councillors had lobbied for change and progress. This project was a result of this engagement and work. A plan for the programme would be put together once all of the consultation had been completed. There was a process to follow for the work.	
14. David Howell	To what extent they are looking at the possible north link road into the Hart car park? What were the number of cars travelling through the town centre?	Chris Tunstall said that this was being looked at and was not an easy option as there were a number of issues to resolve. It would be part of the OIP. All schemes and individual proposals would be consulted on to get people's opinions. Jonathan Foster-Clark said that a traffic model was being used to identify the numbers looking at the road network and times of day. The graphic shown at the beginning of the presentation gave an indication of the amount of through traffic.
	Cycleways	Chris Tunstall said they were working closely with Farnham Cycle Campaign to get provision put into Farnham. A route was being proposed around the level crossing. There would be a full consultation on it. Electric bikes and scooters are possibly the future for getting around locally. Through traffic was not normally allowed in cities in Europe and Farnham could be the same. Public transport was also key and SCC has agreed investment into electric buses.
15. Cllr Wyatt Ramsdale	How were the Q&A questions and feedback from the webinar being considered as part of the programme?	Chris Tunstall said all the questions raised at the meeting went into an issues log and considered as part of the programme. The timescale for the programme was very tight and there needed to be

		a balance in responding to questions and getting the work completed. The OIP was being written and reviewed in preparation for the Farnham Board. Local information was important.
16. Tim Clark	Site access to Brightwells comes off to the bypass. Need to start thinking about where people want to go and a roundabout on the bypass may be necessary.	Chris Tunstall said that the bridge at Brightwells could be kept and he had suggested it. Also, in discussion with Crest Nicholson to minimise infrastructure work so that it could be carried out as part of the programme. Cllr MacLeod said that the Brightwells bridge was not possible to use in the future as it was a temporary access bridge and not a future through route. It would be replaced by a pedestrian and cycling bridge.
17. Zofia Lovell	What is the feeling about shared space with walking and cycling?	Chris Tunstall said that the latest guidance recommends segregated space not shared space.

Question and Answers: Questions asked at live the webinar and answered by the panellists.

Appendix 2

	Question	Panellist answer
1.	Zofia Lovell: Can we be given the names of those members of "The Board"?	Cllr Wyatt Ramsdale, Cllr Stephen Spence, Cllr Andy MacLeod, Cllr John Ward, Cllr Paul Follows, Cllr John Neale, Rt Hon Jeremy Hunt MP, Cllr Matt Furniss, Tom Horwood, Zac Ellwood, Chris Tunstall, Paula Gough, Iain Lynch, Ben Funning, Jonathan Foster-Clark, Lee Parker, Flora Holmes (Sec)
2.	Jon Watson: Can we get rid of the planters in Farnham Town Centre? They obstruct traffic, increasing pollution, and obstruct emergency vehicles - which is just dangerous!	They're part of the COVID arrangements to widen the footpaths to allow social distancing so they're be there whilst COVID continues.
3.	Tim Stanley: Can we block through town traffic from west at The Hart so as to reduce load in The Borough. The bypass can take east/west traffic	We are looking at all possibilities and this will be taken on board. Something we should look at and was discussed at the Town Centre LLF.
4.	Peter and Gillian Tomlinson: Does the current study have a remit to suggest changes to any of the train services, and hence the number of times the level crossing closes and disrupts traffic?	We are in discussion with Network Rail and looking at all possibilities. Although it isnt something that is in our gift. We are not making a point of studying the train service but can make recommendations if an impact on the road.
5.	Anonymous: We think that a lot of the congestion is caused by the railway barrier staying down too long between trains, especially as we now have the additional service to Guildford. We have recorded this as long as 7 minutes, which results in traffic backing up right across the A31 and up Station Hill. This has a major impact on air pollution. Can someone take this up with South Western Railway or Network Rail.	I agree and will seek to ensure the project includes this. It would be good to see the main north-south route changed.
6.	David Howell: Can the dates of the schemes be added to slides prior to publication on the FTC website? Could sources, links be added to slides?	Dates and certainty of schemes are not known. Sources for slides needs to be done outside the LLF, many slides are already too busy.
7.	Peter Goodman: Ref the question about pollution from level crossing queues, why can't flashing signs be added immediately to ask people to turn their engines off. Even cars with auto stop sometimes don't always turn off.	There are signs but not very prominent. It is something we are looking to improve the signage, which could well include flashing lights. Good idea, I think the current signs are not sufficiently visible.
8.	Mark Mulberry: Has thought been given to removing the ability for traffic to cross the A31 into and out of town and making the A31 a through road at Hickley. Traffic could then be directed along the A31 to the roundabouts at Coxbridge or Sheppard and Flock?	It is a possibility but would put yet more pressure on roads like West Street and East Street. It unfortunately would create an even greater barrier between Farnham. We are through looking at introducing a right turn from A31 up to the station.

9.	Jon Watson: How about arranging with Network Rail that the level crossing gates close about 30 seconds before the train arrives? They can do this in Holland. At the moment, there is a wait of between two and three minutes between the gates closing and the arrival of the train.	Interesting, I've always assumed the closing time periods are controlled by national decisions.
10	Tim Clark: Can't be heard at the moment but would like to know how far we've got with economic impact of the delays, jams and pollution of status quo. What headings of costs and impacts for example.	Not yet I believe.
11.	Zofia Lovell: The Air Quality on Station Hill is also a major issue which Waverley and Surrey have been aware of for a number of years. Children coming from North Farnham to access St. Polycarps and South Farnham School should also be a major consideration as they go to school twice a day. This also impacts on cyclists to the town and back? As yet there is no real strategy to deal with air quality in the South of Farnham particularly when developers apply for more housing to be built in the area.	I agree the issue unfortunately the current leadership of WBC have closed the Farnham Air Quality Working Group and the Waverley Air Quality Steering Group. Wyatt – this is because they are rolled up into the climate change groups following our climate emergency declarations, and of course this board which is dealing with the Farnham specific matters. Not a place to for misrepresentation/point scoring.
12.	Peter & Gillian Tomlinson: Whilst we do thank all the panellists for their time and effort, it is pretty disappointing that there is nothing new to see or discuss; it is just restating the obvious. Is there a realistic timetable when any final solution could be implemented?	The process now is consulting with the community and solutions can't be proposed until that's been done. It is likely solutions will be phased once everything has been considered. Quick wins are excess HGV bans and 20mph. Initial ideas will be in the OIP due out next week. This is not meant to be new information but a look in more detail at the A31 issues.
13.	Zofia Lovell: I would like assurance that Station Hill must be a real consideration for any assessment or changes at Hickley's Corner?	It most definitely will be. It figures in all the discussions I have had about Hickley's Corner.
14.	Annette Kratz: Are there any plans to create more user friendly cycle paths from South Farnham into the town centre?	It is an ambition but plans are not yet firm. Something I certainly want to see. Most definitely. We are actively looking now at promoting a new link between Woolmead and the station.
15.	Cllr George Hesse: With improvements I can't see how Weydon Lane A31 Jct stay as it is, as it would only restrict improved flow from Hickley's Corner (whatever is done there)	Something to look at. It's too early to say until we have an agreed solution. The scheme is currently in the 5 year transport plan for Transport for the South East. If I was pressed, its certainly a few years away and will take a couple of years to build. However we are very conscious of the possible impact of any work we may be look at on Farnham so would look to factor/minimise that.
16.	David Howell: On the basis that the Hickley's Corners part of the Programme proceeds, can you outline the time scale of and the impact of the Hickley's Corner works on the town centre ?	Not yet and not the remit of this LLF. Doing the work whilst keeping the A31 open was a part of the 2005 plans.

17.	Peter Goodman: What is the current situation regarding getting funding for modern electric buses in Farnham? This funding is surely key to getting some buses as each bus is so expensive.	Funding was applied for but we were unsuccessful this time. Applying again in the future will be important. Surrey County Council has provided £50m for electric and hydrogen buses. Stagecoach which operates all buses in Farnham are working with us to deliver a fully electric fleet for Farnham.
18.	Jon Watson: Hickley's over or under were refused years ago on cost grounds. What new thinking have you come up with?	There are different sources of funds now but nothing is guaranteed at this point. Once a plan is formed bids will be formulated.
19.	Peter Goodman: Thanks. Any idea of possible timescales?	Starting now and will be in place this year subject to supply lines. We all have to wait to see, the OIP will be a step in that direction. Costs and funding still to work on.
20.	Dave Carter: It would be a good to have some idea about what traffic uses each route and with what frequency (with info on peak use and queues). Maybe a map showing traffic flows and some suggested ideas. Firstly so it is easier to judge the issues and the potential solutions. easier to see on paper rather than imagining it in our heads. Then maybe offer some blue sky thinking sessions to pencil in some suggested solutions ... doing this graphically not verbally	This is something the project has worked on. It will be within the business case or if not in the back up technical documents that will be public documents.
21.	Mark Mulberry: Why were the table top roundabouts not progressed further when they were first discussed - re they off the table now? ... a picture speaks a thousand words ... or more	Not off the table.
22.	Gra Harrison: What was wrong with the 2004 roundabout solution for Hickley's Corner?	Nobody advanced it. Lots of reports but very little has been advanced for 50 plus years in Farnham until now.
23.	Gra Harrison: If you make the level crossing pedestrian only, how do you deal with the south Farnham traffic turning right onto the A31? Won't that create a rat run?	Let's see what the actual proposals are. I think the idea is linked to taking traffic on other roads.
24.	Tim Stanley: Is part of the purpose of the Hickley's Corner improvement to remove the need for through traffic through the town centre?	Yes!
25.	Tim Arnold: Completely disagree with the pedestrianisation increasing footfall. It killed my old home town of Waterlooville. It is now being demolished and converted to houses	It's important whatever is done is done properly. We have certainly not come to a conclusion to introduce 100% pedestrianisation. But we can improve Farnham for pedestrians and general view is safety and comfort will improve footfall.
26.	Tim Stanley: Regarding HGVs / Retail will there be increased police support to enforce incorrect parking, etc	Cameras will be part of the solution more than they are now but police presence important too.

27.	David Howell: Wyatt shouldn't the issue and impact be talked about now otherwise residents wouldn't know what they are letting themselves in for, ie three years of Farnham being a no go destination and businesses fail!	We have different views on it. I raised it today and that's how I got the answer about the old scheme. I think it is and should be part of a later phase.
28.	Dave Carter: Wyatt, is that info available for general viewing ?	I think the report on traffic will be if not already. Try checking the FTC website.
29.	Gra Harrison: We could approach it from the other side - stop building more and more houses with ever more drivers of cars.	True but not the role of this programme. Central Government wants more houses and locally we end up with them forced on us. The Neighbourhood and Local Plans do help Local Elected Planning Committees plan and limit new housing (as long as unelected Government Inspectors don't approval on appeal) so approaching it that way is difficult currently. We could but that is outside our control/ remit and sometimes even Waverley, when a Government Inspector overturns their decision. However i think there is an issue about housing particularly affordable housing that we do need to bear in mind. But this is a balance for Waverley in balancing government and local expectations in their Local Plan
30.	Clive Teague: I agree with Jonathan. We must change our travel habits if we are to solve these traffic problems.	Very much agree with you, changing behaviour and assumptions about how people travel is crucial.
31.	Penny Webster: I think Jonathan is mistaken in his claim that there is nothing you can do about the crossing. When the Guildford service was first introduced Network Rail made a big effort to raise the barrier between trains and we all breathed a huge sigh of relief that the extra trains didn't have as much of an effect as we thought. But after a few weeks Network Rail stopped raising the barriers between trains and all hell was let loose! Jonathan's last comment regarding traffic increases to fill capacity. Will the intention to reduce the overall traffic flow counter the increase?	Something can be done but a final decision is not within the power of the three Councils. We will take that up with network rail
32.	David Howell: Can you confirm where the traffic data (where traffic is coming from and going to) has come from ? Can this document be made public?	That's our intent/ approach. Only the HGV report is public at this stage but more should come into the public arena as we progress.
33.	David Howell: At what capacity of the Hickley's Corner junction currently running? What is the maximum capacity of the junction?	David hopefully we've given best answer we can.
34.	Peter Goodman: Farnham Cycle Campaign has an electric cargo bike which is now available for demonstrations.	And is a great experience when I tried it! Many who have tried have left intending to buy!

35.	Anette Kratz: Agree with Penny Webster - this definitely needs more investigation. Also, I asked the staff at the station and was told that it was up to the individual signal person on duty. I suggested more consistent training but have struggled to find out how to contact the relevant people, so would be grateful if you could do this.	
36.	Cllr George Hesse: A two year plus construction programme to dig and build an underpass would kill the town centre and surrounding residential areas. Close the level crossing and put a ped/cycle tunnel under the A31. build the Firgrove Bridge Interchange, with E&W slip roads onto the A31, incorporating Station approach. If you want people to leave their cars at home proper "Active travel" routes have to thread through the whole area.	
37.	Cllr George Hesse: Station Hill turned into a pedestrian & cycle only zone would be an attractive area for people. Right now its horrid.	Ideas for the project to consider.
38.	David Howell: Iain, at some point can the number of attendees be confirmed by Andy to illustrate the interest in the issue	
39.	Peter Goodman: Yes, but this cargo bike is a new one which can carry 150kg or 3 small children. Separate from the ebike demonstrator. Sorry I was working until now!	Is it something that you might be interested in looking at jointly?
40.	Peter & Gillian Tomlinson: For Peter Goodman, Wyatt and others, my wife borrowed the electric bike, then bought one and loves it. She's also lent hers to 2 other people who then bought their own. Trying one is a revelation, perhaps more can be made available from the local council to promote cycling, then drive forward more safe cycle routes.	Great to hear, you appreciate that it was SCC money that funded the e-bike demonstrator and trailer?
41.	Clive Teague: Does the FIP have plans to communicate and explain the essential need to use cars less in the future? This would benefit congestion, pollution and carbon emissions.	That would be an important thing to do in my opinion.
42.	David Howell: Hoping that there would be more Iain	121 booked to attend
43.	Jon Watson: The Hindhead Tunnel wasn't justified on cost grounds.	I believe it would need to be to happen now though.
44.	Annette Kratz: The Shepherd and Flock has the possibility of crossing it via an underpass for pedestrians and cycles. It currently says no cyclists (I guess to protect pedestrians), but if these kinds of routes could be improved then a new roundabout at Hickley's Corner could potentially also work.	I agree but needs work.

45.	Zofia Lovell: In a Benefits Cost Ratio for a Western Bypass/Wrecclesham Relief Road could not the Air Quality in Farnham and its surrounding environment be a major factor?	Absolutely it should be in my opinion.
46.	Annette Kratz: Lights along the River Wey would also help for cycling at night from Brightwell back to South Farnham.	Very good idea.
47.	Zofia Lovell: The last thing Farnham needs is more housing to pay for Hickley's Corner or anywhere else in the town. Sounds like a developer's charter.	Absolutely right, but that's the game these days!
48.	David Howell: Cyclists do use the S&F roundabout underpass Annette. i have several near misses at the entrances to the tunnel pre-2019	
49.	Annette Kratz: David, I know they do, as they did yesterday when we walked there, but there are signs saying no cycling!	
50.	John Overton: I saw some surveyors in town today calculating the space needed for a lorry to turn left at the bottom of Castle Street. Is there a policy for banning HGVs from the town centre? The pollution and damage they cause to existing historic buildings is a great expense.	No not yet but something all three County Councillors are arguing for. Yes, over 7.5 tonnes except for access will be a quick win and on Upper Hale road and Folly Hill.
51.	Annette Kratz: What has happened to Pat Frost's idea of creating a direct link from Station Approach to the A31?	It's an idea likely to be included in a future traffic scheme.
52.	John Overton: Great. Cycling infrastructure is what's really needed. Parking. Lanes. At present there still seems to be scope for this with the narrowed roads due to covid. But as yet it's still quite slow progress.	John, it is slow progress but we need to keep making proposals. Have you joined Pete Goodman and the team in Farnham Cycle Campaign? Some of whom work with SCC officers to win grants and design schemes. Wyatt
53.	Dave Carter: There are a lot of people in this meeting with lots of questions and lots of ideas. What is the formalisation of how this will all be taken into account in a transparent and objective way to come up with a clear picture of the current situation and getting a set of proposals for further discussion. Like I said some form of enabling a pictorial/graphical way of getting input rather than words at meetings.	This is all recorded to capture all the points discussed or in Q&A. We have pictures on the slides and will be used in reports. We are trying our best.
54.	David Howell: Do we know the numbers of cars not going through the town centre but purely travelling within the town?	
55.	David Howell: Can you confirm the town were pedestrianisation has been introduced successfully to help residents / attendees come on board?	
56.	Annette Kratz: Agree with Chris re pedestrianisation - this is what happened in Stafford - people tried to block it, but it went ahead successfully and created a much better environment.	Done properly it can work.

57.	David Howell: Is the link road between Castle Hill and the Hart car park going to be explored in more detail as part of this evenings meeting ?	Not this evening unless you ask questions, we don't have a firm view on it.
58.	Clive Teague: Could we not build an interesting and iconic footbridge near Hinkley's Corner for pedestrians and cyclists to better connect the two halves of our town?	Nice idea, I have suggested if we develop at Hinkley's that pedestrians and cyclists have a different level for crossing.
59.	Cllr George Hesse: Have the FIP team looked into "smart traffic signalling" technology at Hinkley's Corner, combined with surrounding minor road changes such as the Firgrove Hill interchange & Station Approach. Instead of digging an underpass deep enough to take HGV MAX trucks (extra high) which would require massive earth moving and take years.	These drawings show the traffic movements between origins and destinations across the town. Hence local movements, into Farnham and through Farnham.
60.	Penny Webster: It does sound a lovely idea having a pedestrian and cycle route down through Tilford Rd/Station Hill and into Farnham, provided Firgrove Hill could really cope with the extra traffic	Like everything else it will have to be modelled.
61.	David Howell: What housing and commercial developments are being factored into the proposals, Borden? Park and ride, electric bus from Halfords and nearby to town centre?	All good suggestions for consideration.
62.	Chris Bennie: What assumptions are the panel making on traffic volume projections over the fifteen-year overall timeframe of the FIP? The carbon reduction agenda and the commitment by 2030 to phase out diesel and petrol vehicles will not necessarily result in any reduction in traffic volumes, as there will simply be an equal number of all-electric road vehicles. How can traffic be reduced around and coming into Farnham?	I'm assuming traffic will increase as the population increases and new housing increases so your question is a good one, electric and hydrogen will help but the numbers question is a much deeper one.
63.	Tim Clark: Can we find a new north south route making use of site access to Brightwells and via Dogflud then around Park?	Hopefully for cars there are issues as we've outlined. But we will be providing for cyclists and pedestrians
64.	Cllr Peter Clark: Holland and Cambridge are nice and flat for cyclists!	Very true. But you know electric bikes are fantastic
65.	Clive Teague: Our hills are no problem with an e-bike.	Agree ive got one and live in Durham that also has significant hills
66.	Pamela Pownall: Nobody has said anything about the way that Shepherd and Flock works (or not)	If you feel it has been missed drop me an email on what you see as the issues and I'll make sure the project are aware. It is very much in our sights. The A31 encompasses from Coxbridge to S+F