

# **Farnham Infrastructure Programme Local Liaison Forum: Town Centre Wednesday 6 January 2021, 6.30pm**

*Present:*

Cllr Andy MacLeod, Chair, Waverley Borough Council  
Cllr John Neale, Farnham Town Council  
Cllr Wyatt Ramsdale, Surrey County Council  
Cllr Stephen Spence, Surrey County Council  
Cllr John Ward, Waverley Borough Council  
Cllr Paul Fellows, Waverley Borough Council  
Cllr Sally Dickson, Farnham Town Council  
Matt Furniss, Surrey County Council  
Paula Gough, Arcadis  
Alex Pye, Atkins Global  
Peter Burch, Arcadis  
Catherine Powell, North Farnham Voice

144 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 MacLeod welcomed attendees to the Local Liaison Forum (LLF) to discuss the Upper Hale (north Farnham as a whole) aspects of the programme and introduced members of the panel. Cllr MacLeod 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 MacLeod said that Catherine Powell, resident and member of North Farnham Voice, would be giving a presentation based on view of the local community. He also explained the objectives for the meeting included providing an update on the programme, outlining issues and problem areas, and seeking views on the future infrastructure provision of north Farnham.

## **2. Update from the Programme**

Paula Gough showed a presentation slide to outline how consultation was incorporated into the development of the programme. Paula said that previous consultation on the vision statement and at the local liaison forums had supported the development of the Optimised Infrastructure Plan (OIP) which would give a number of options for consideration. Further consultation on the OIP would take place.

The OIP was being developed using information from previous infrastructure studies, consultation with key stakeholders, and looking at national and regional policy. Interconnections between the projects, for example the HGV study on the Upper Hale Road, had identified the impact on the options and solutions for north Farnham.

Alex Pye said the HGV study had identified movements based on 2019 data. Movements tended to be LGVs and there was not a huge number of HGVs, although it was identified that they have a bigger impact than smaller goods vehicles. Farnham had a lot of independent businesses who may be more likely to use LGVs but it was also representative of the 21 Century and the growth of e-commerce and

deliveries to private residencies. The slides showed the movement of these vehicles and the routes that they use.

### **3. Thoughts from the north Farnham community**

Catherine Powell, North Farnham Voice, said the presentation was based on the input from residents received through Facebook and email.

Key challenges included:

- large housing developments to the north in Hampshire increasing infrastructure pressures
- Traffic and poor air quality leading to road safety and health issues
- Lack of connectivity and public transport
- Lack of pedestrian/cycling provision – limited pavements and cycle paths
- Lack of public amenities – no doctor surgeries, only one pharmacy, insufficient school places for population and increased pressure on places
- Higher housing density with narrow local roads than other areas of Farnham
- Historic villages being lost.

Catherine showed maps of historic roads in north Farnham to demonstrate that the same primary roads were being used as 175 years ago. Catherine said the roads and pavements were inadequate in north Farnham. The ideal pavement width was 1.8m to allow for two wheelchairs to pass. In some areas there were no pavements on either side of the road and on main roads there were sections with less than 0.5m, right next to passing HGVs. Catherine showed a map to outline how traffic moved around the area.

Catherine said that people were unlikely to walk and cycle unless they felt safe and showed some pictures of the pavements and roads next to fast moving traffic. People with mobility issues were having their ability to move around severely impacted.

Catherine said she understood that there were problems in the town centre and everyone wanted it to thrive, but the concern was that if the A287 through the town centre was closed, where would the traffic go instead. There was no alternative route and it would drive more traffic onto the already congested roads of north Farnham. This would have an impact on the narrow gap near St John's Church between two Grade II listed buildings on the Farnborough Road (A325) and the Upper Hale Road (A3016). Neither of these roads were wide enough for two lanes of traffic and were not pedestrian or cyclist friendly.

Catherine said key success criteria for north Farnham, included:

- Reducing traffic
- Improving road safety and air quality
- Improving connectivity both within north Farnham and with central Farnham
- Improving public transport and make it more affordable
- Improving pedestrian and cycling provision
- Increasing public amenities (doctors' surgery, pharmacy, school access, youth centres and other facilities).

Catherine said possible short term/quick win solutions included:

- reduced need for non-local traffic to come through north Farnham.
- HGV ban greater than 7.5T and stop diverting through north Farnham
- HGVs and non-local traffic directed to M3 and Blackwater Valley relief road
- Number plate recognition system for HGVs to enforce
- 20 mph speed limits in north Farnham entry via A287, A325 or B3007.

- Free/low cost low floor electric bus running continuous routes with free WIFI from north Farnham via hospital, sports centre, train station and town centre on a loop
- EV charging points
- New park and ride/stride with improved pedestrian links to town.
- Road and pavement improvements (improve signage, improve existing crossings and link to pedestrian routes, reclaim pavements and widen, define safe walking routes).
- School crossing points/routes not protecting young people walking to school.
- Improved school and speed signage. Reduce road speeds around schools.
- No more housing development without improved infrastructure
- All the town centre car parks can only be accessed from the north by going through Farnham air quality management area. Create an access from Castle Hill to Upper Hart Car Park so that people can access the town centre without driving through it.
- Traffic calming
- Reduce need for local traffic to travel in north Farnham
- New/improved crossings in the right place
- Stop the right turn from Upper Hale on to Alma Lane (traffic would be held up less at the junction, however more cars will use the interconnecting routes none of which have p

Catherine said that residents had discussed the issue of stopping the right turns, stopping cars from parking and use of traffic lights so direct traffic flow. Catherine said that each of these issues would need to be considered carefully so not to make the problem worse in other areas. A western and/or a northern western bypass may be required if no other solution could be found.

#### **4. Introduction to discussion**

Cllr MacLeod thanked Catherine for the impressive presentation and it was really good that the north Farnham community had come together to represent so many useful views.

#### **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 MacLeod thanked everyone for their contributions and said he thought this was the best LLF that had been held to date. This was an important project for Farnham and there was a big level of cross-party commitment from the three councils to make it work, with support from professional people helping to develop the programme.

Cllr Neale thanked everyone for attending and said it was the most interactive LIF so far. Many notes had been taken and these would be considered as part of the programme. Cllr Neale asked people to continue to email any further suggestions to the programme team as the useful information from the local community would be considered.

Cllr Neale thanked Catherine Powell and Cllr Sally Dickson for their support with North Farnham Voice and putting a fantastic website together. He also thanked Paula Gough and Alex Pye for giving the benefit of their inputs, as well as those at Farnham Town Council for setting up the meeting.

Cllr Neale said there were a further two LLF meetings, including:

- 7 January at 6.30pm: Wrecclesham
- 14 January at 3pm: Young people.

Meeting closed at 8.35pm

### 4. Participant discussion

Name/organisation	Question/comment	Answer
1. Paul Sowdon	<p>Support what Catherine said and the analysis presented represented the traffic issues. Closures or changes to Upper Hale Road drove traffic up Farnborough Road. Would like reassurance that any solutions that were adopted looked at the bigger picture so they did not end up with a 'quick win' which created problems elsewhere.</p> <p>Speeding was an issue on a lot of roads in north Farnham. Would like to endorse comments about cycling – provision was better in Hampshire and it would be fantastic to have the same provision in north Farnham as well.</p>	<p>Paula Gough said Catherine's presentation was incredibly comprehensive and impressive. Agreed with many of the issues that had been raised, expect the housing elements which were outside of the scope of the programme. The intention of the programme was to develop an overarching strategy to look at all infrastructure issues (parking, pedestrians, cycling, freight management, road safety, inclusivity, working with schools, turnings, space issues). Paula said she was not able to comment on specific solutions at this stage as this information would be available in the OIP. A holistic approach would be adopted. The issues that had been shared in north Farnham were high on the agenda.</p> <p>Alex Pye said they had looked at the right turn movement at Alma Lane following suggestions from residents. These were being taken into consideration along with potential impacts. Speed was a concern to many in Farnham and a speed study would be carried out across the area to understand where it occurred and what could be done about it.</p>
2. Linda Shurlock	<p>Thank you to Catherine who so well represented residents. Parts of the pavements near to where she lived were very narrow. Some vehicles overhung the road and it was scary to pedestrians. The pavements had been lost to vegetation and if trees and bushes could be cut back along the roadside it would help widen them. Was there user representation on the Farnham Board so that residents were represented? Catherine's last slide about the western bypass was the only real solution.</p>	<p>Cllr MacLeod said that the pavement was part of the public highway and no one had the right to grow plants onto it. Seemed to be a general problem in north Farnham and the County Council would need to look into it.</p> <p>Paula Gough said there was a standard and requirement on pavements placed on local authorities and the issue had already been raised in another meeting. This was high on the priority list and a possible 'quick win'. Any new cycle way and pathway needed to meet standards of it being direct, safe, comfortable and attractive and the programme team would work to these standards, including existing routes. Paula said she was unable to comment on any</p>

		possible solutions but the OIP would set out options. Further consultation would be available in the coming months.
3. Janette Gallini	The one-way solution in the presentation would not be suitable. A 20-mph limit was needed in Upper Weybourne Lane as it was near to three schools and there were few pavements. Supported a western bypass which would bring benefits and opportunities to the area and access to the M3. Needed to work on it now before the chance is lost. Would have more confidence that it was going ahead if it was referred to more.	Paula Gough said the western bypass was being looked at and was part of the OIP. The corridor strategy was important so that interventions across Farnham could be considered and solved. Paula Gough said that she could not comment until the OIP was presented.  Cllr MacLeod said that further consultations would be available to continue to discuss this.
4. Karen Cobbett	There was a proposed road in 1920 (outlined in the deeds of her property) going from the university coming out near Shell. Many people have been walking during Covid, particularly from Hale to Farnham. Farnham Park was dreadful but the permitter would be a fabulous place for a cycle path. The car park at the Cricket Club was popular for park and stride and could be extended by eating into the park at little, as it was a convenient place to get into Farnham.	Paula Gough said this was an opportunity for walking and cycling and improving the area. An objective of the programme was wellbeing and creating opportunities for other modes of travel. Parking provision was within the scope of the programme. There needed to be a balance between parking and walking and identifying hot spots like this was useful. Had to retain focus on the overarching, significant issues and a holistic strategy for all of Farnham would be required.
5. Cllr Sally Dickson	Cycle path in Farnham Park was already being considered by Waverley Borough Council and was part of their climate emergency, looking at the eastern boundary. This would include low level animal friendly lights. Some funding had been allocated from the Folly Hill development.	Stephen Spence said Farnham Park was very muddy. Since the bypass was built, nothing much had been done except in the last four years, since Cllrs Spence, Wyatt and MacLeod worked together, the board and infrastructure programme had been put in place. £139m over the next five years has been allocated by the County Council towards the programme. North Farnham had fallen behind other areas. HGVs would be banned on Upper Hale Road and Folly Hill which was a big step forward. Hedges were a constant issue and was being dealt with one at a time. Issues about parking would be resolved. Catherine's and resident contributions had been fantastic and this showed what community action could do.
6. Simon North	Would the HGVs be banned on Farnborough Road as well as they passed at all times of the day at all speeds. Worried that a ban in other areas may push them to Farnborough Road instead. Provision of speed signs on	Paula Gough said this is all being looked at, including HGVs and speed signs. They were looking at the whole of north Farnham, not just specific roads, to come up with a holistic plan for the area and best solution. New infrastructure would need to meet current

	Farnborough Road was poor and provided no deterrent. School signs were obscured and dirty so not visible. The painted signs on road said ahead only but was not supported by signs on the sides of the road. It was confusing and there was no enforcement. School drop-off/pick up was chaotic. Preventing HGVs would be a quick win along this road along with speed cameras and enforcement.	standards. There would be opportunity for consultation for specific schemes.  Alex Pye said that the signage that was proposed as part of the advance warning for HGVs would encourage them to use the M3, A331 and the strategic road network. This would be monitored and further measures implemented if required. There would also be a signage refresh across Farnham, as well as a Farnham wide speed study to identify how speed could be reduced. Not currently looking to ban HGVs along that particular road.
7. Neil Taylor	Had there been consideration into time-based restrictions, particularly during school commute times. What enforcement measures were being considered? Which other towns were being looked at were there examples of innovation and ideas that could be transferred?	Alex Pye said time specific restrictions were available, however it was not the ideal solution as they were advisory only and not enforceable. Permanent restrictions were being looked at as they could be enforced.  Paula Gough said that they were looking at best practice and were looking at other interventions elsewhere. For example, Winchester, Bristol, Cambridge, Europe and Holland. Solutions and options that would be put forward would be evidenced with examples. However, the programme was in new territory with new strategy and policy being released from government with much more stringent requirements around walking and cycling, place making, localisation, providing access. This would need to be considered.
8. Madeleine Gibb	There is a nasty right turn out of Oast House Lane at a busy and fast junction on to the A3016. Improved signage was required at the junction.	Alex Pye said that this would be looked at and would be included in the signage review and refresh.
9. Gerry and Marie O'Donnel	Against turning right in Alma Lane. Has the programme thought how the Tesco lorries, which were a great asset to the community, would get into Alma Lane? No doctors' surgery in the community and the pharmacy had poor parking facilities.	Alex Pye said the right turn into Alma Lane was being investigated as it was a solution that had been discussed by residents. However, that did not mean that it would go ahead. If it did go ahead, there were alternative routes for HGVs to ensure access to businesses.  Paula Gough said that the example of the community facilities highlighted how important place making was. Although the issues were not immediately part of the programme, place making was key - to identify services that could be provided by other local

		<p>authorities and organisations in the future. This is how future towns would be planned.</p> <p>Cllr MacLeod said this was a big part of local plans which would be looked at again at Waverley in four years' time. Also relevant for Farnham's Neighbourhood Plan.</p>
10. Tim Stanley	<p>What is the plan for developing Old Park Lane as it had a route that was ideal for getting into town. This was an easy quick win. Already had a western bypass as people used Doras Green. Unfortunately it was unfit, dangerous, and traffic was excessive but people use it as they did not want to go through the centre of town. Would not take a lot to improve this road and ease pressure off others. Traffic surveys did not cover the traffic on side roads.</p>	<p>Alex Pye said Old Park Lane was being looked at to improve it as a walking/cycling route into the town centre. Not looked at Doras Green so far because it is small and constrained. There was criteria to look into, including environmental aspects and land ownership. This could be considered. Surveys had taken place on the roads that were most used and where there were the most businesses. However, a study would be completed if it was considered to be an option.</p> <p>Paula Gough said they would look at collision data on the key routes to understand the causes and to inform the programme. Nothing had been excluded yet.</p>
11. Keren Hudson	<p>Staggering to see how neglected north Farnham had been with enforcement and other highways issues. Often reports overhanging vegetation to the council and nothing had happened. Surprised there was no representation from Surrey Police on the panel so they could give encouragement about enforcement of restrictions. Please do not ban right hand turns onto Alma Lane. Does not feel that her children were safe walking to school. Lived a five-minute walk to one school but could not allow her son to walk as it was so dangerous and crossings were inadequate. Speed bumps had made no difference.</p>	<p>Paula Gough said this was fundamental to the objectives to the programme. A key aim was to increase opportunities for walking and cycling. A review would be carried out.</p>
12. Steve	<p>Concerned about the lack of pedestrian and cycle routes provided. Need to be segregated. The route at Farnham Park was an option, although it was not safe yet as pavement was too narrow. Please progress this route to help people get out.</p>	<p>Paula Gough said this was a good point. Walking/cycling and wellbeing was a key priority of the programme. Segregation of walking and cycle routes was current legislation.</p>

13. Cliff Watts	Updated traffic lights seemed to be in progress at Badshot Lea which would improve road safety but would increase traffic times. Was there any evidence that an extensive 20 mph zone would keep people away from the area entirely, as they would use roads which they could travel on faster?	<p>Alex Pye said speeding was an endemic issue. There was no clear evidence that 20 mph zones encouraged people to use other routes. Generally, if people were travelling somewhere, they would use those roads. It may incentivise people to use other options if walking/cycling became quicker.</p> <p>Paula Gough added that a 20 mph blanket zone had been implemented in Seven Oaks in Kent and the programme team was watching to see what happened here. This would be part of the study</p>
14. Helena	Bringing in small hopper buses that people could travel around on easily and cheaply would help to get the cars of the road. This is similar to travel in Europe.	<p>Cllr MacLeod said there is a bus service but it was not frequent and it was expensive.</p> <p>Paula Gough said providing a solution for public transport was part of the programme. The head of buses at Surrey County Council was working with them to review the service in Farnham.</p>
15. Gerald Western	Many new housing estates around the area and every house has two or three cars. Were there any more plans for more housing estates in the area?	Cllr MacLeod said Waverley Borough Council was forced to comply with government requirements for housing. There had recently been a lot of push back, even from Conservative MPs. Government was trying to build more to push down house prices but that issue was separate to the programme.
16. Tom Lankester	Last year the Stockholm road safety declaration was adopted by the UN General Assembly for 20-mph in urban areas. In Wales, all urban areas would be 20 by 2023. Half of the biggest urban areas in England had 20-mph as the only speed. Is Farnham behind if schemes were only put in here and there. Was there an opportunity for it to be an extensive requirement?	Paula Gough said the UK was behind many European countries for enabling walking and cycling and prioritising them ahead of vehicles. The 20-mph study was looking at a holistic approach and would look at the most appropriate interventions. Closely watching others with town-wide speed restrictions and would learn from it. There was a balance that needed to be achieved.
17. Zofia Lovell	Pleased the western bypass had been raised as it provided an ideal solution for everyone. Any solution that pushed more traffic to north Farnham would be unwelcomed. How financially viable it is to deal with so many different issues and how would this compare to the cost of a western bypass.	Alex Pye said new infrastructure and roads were very expensive compared to introducing new walking/cycling routes. There was a lot of engineering work and typically they relied on funding from government. Would come down to views on Farnham overall on time, money and effort as to the right solution. The programme would give the information so that informed decisions could be made. Finance was a factor to consider.



		Paula Gough said that they were not intending to come up with a quick answer or pushing problems elsewhere. The programme was trying to do a proper job of providing a holistic solution that solved all problems and recognised all the issues. Farnham would be consulted on all options, and views heard before any proceedable solution was completed.
18. Antony Connolly	Welcomed that HGVs would be banned. Would it give residents of Farnborough Road reassurance if the restriction came into force at the Six Bells roundabout? HGVs would have to do a U-turn at the A325 and take alternative routes? Concerned about safety around Hale academy and nursery. Ownership of land is by Surry and Waverley councils, and possibly another entity, and there was no provision for safe drop-off of children. About time that this was listened to and passed to one entity to that proper facilities could be instated.	Alex Pye said they would look at the HGV routes. They focused on two main roads initially as that was where the volume of traffic was recorded in the traffic survey. There was potential that some of this would be displaced. Many of the vehicles were using it for access as connects strategically to Aldershot and businesses nearby. Such a measure would have less of a beneficial impact as it would restrict vehicles over a certain weight unless for access.
19. Cllr John 'Scotty' Fraser	Reinforce the need for provision for children approaching schools. Many intersections and crossings in the areas needed improving, where it was difficult to turn right. The only solution was to have a blanket 20-mph limit over the whole area so that people could have more opportunity to emerge without fast traffic intimidation.	Paula Gough thanked for the junctions that were stated. These had been written down and would be looked at.
20. Cllr Wyatt Ramsdale	Use Doras Green frequently but at least half of it was in Hampshire and wondered to what extent Farnham could influence it becoming a fast road. Cannot imagine that Hampshire County Council would support a change that impacted on their residents.	Alex Pye said that most of it was in Hampshire and this would require consultation and engagement with Hampshire County Council. Not within Surrey's gift to decide if it was suitable.  Paula Gough said that interventions would only be progressed if they were consistent with priorities across boundaries. The programme team was in touch with Hampshire and West Sussex.
21. Fiona Teague	Hoped that they would find a way of dealing with the volume of traffic coming into north Farnham. Really important not to think about a new very long road, but	

	the shortest, most direct way possible with the least amount of damage to the environment.	
22. Janette Gibb	Aware of the Upper Hart car park and two distribution centres. A link road would not take into account the new housing in east Hampshire. A new road could be sensitively landscaped so no one would know it was there.	
23. Tim	Doras Green was already being used to get into the town centre and also the western side of the town or to go west. Either this needed to be improved or an alternative route created.	

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

Appendix 2

	<b>Question</b>	<b>Panellist answer</b>
1.	Tim Stanley: Was the schedule 15 years from now? Is there an overall schedule	Yes about 15 years and should be covered in presentation. 15 years is the estimate of the whole project. It should be phased in my opinion.
2.	Tim Stanley: Looking at the traffic flow maps they do not appear to show the extent of Dora Green Ln as a rat-run	The project are aware of this issue, thanks
3.	Thomas Lankester: Will the Waverley Borough Cycle Plan Supplementary Planning Document be updated in line with the OIP?	Good question! You could ask Paul Follows who I think is here tonight.
4.	David Howell: Can we define LGV's?	Hi David, an 'LGV' is, in the UK at least, defined as a vehicle constructed for transporting goods with a gross weight of 3.5 tonnes or less.
5.	Geraldine Eaton: When was the HGV study done and over what period?	The HGV study was conducted at the end of 2020 - it utilised survey data from both June 2019 (to capture pre-Pandemic volumes, trends) and October/November 2020 to ascertain impact during the pandemic.
6.	James Sims: I don't recognise that HGV data. I live on Upper Hale Road and can say more than 17 HGVs pass by per day	We have achieved agreement that HGVs over 7.5 tonnes except for access will be banned on the Upper Hale Road and Folly Hill later this year.
7.	Paddy: I question the numbers of 17 HGVs shown as entering North Farnham. I would argue that there are 17 prior to 0700 hours every morning. The information on the slide is incorrect	Excess HGVs over 7.5 tonnes except for access will be banned on Upper Hale Rd and Folly Hill later this year.
8.	John Overton: I agree that HGVs are much more prevalent since the 2020 debut of all the Folly Heights building	Excess HGVs over 7.5 tonnes except for access will be banned on UHR and Folly Hill later this year.
9.	David: Please, please, please DON'T stop parking in Upper Hale Road. This slows the traffic.	This is understood. That is an active debate that your opinion is crucial too.
10.	Isabel: Has there been analysis on what the LGVs and HGVs are carrying and how to reduce the number of journeys before they start?	Excess HGVs over 7.5 tonnes except for access will be banned from Uper Hale Rd and Folly Hill later this year. Early win!
11.	Sarah Steele: It seems inferred that all heavier vehicles will be directed along Alma Lane. Diverting traffic from an A-Road onto a B-Road with speed humps and a school route is utterly insane and unacceptable to any Authority so any weight limit would also have to apply to the B3005 primarily.	We need to get the through traffic especially HGVs onto the M3, A331 and A31. Excess HGVs over 7.5 tonnes except for access will be banned from Upper Hale Road and Folly Hill later this year. Quick win from this project.
12.	Isabel: Has there been a climate footprint analysis for suggested improvements?	Climate aspects are central to all plans. No specific footprint plans right now

13.	John Overton: Park and ride by Daniele's restaurant / By Halfords? Park and stride: - any suggestions?	Being looked at.
14.	Rik Adams: The town centre parking situation is something which is a real issue - there should be, as Catherine suggests, a park/stride option on the outskirts of Farnham, which allows people to use the town centre without going through town. This needs to be free. Residents having to pay parking charges to use local shops really puts people off - so people drive through Farnham to then shop elsewhere!	We agree the issue, note that free parking attracts all day parking who are unlikely to be shoppers.
15.	Isabel: Parked cars cause increased air pollution from the stopping and starting of engines	A good point so note there is a trade-off.
16.	Mike Downs: How are you going to stop HGVs using the Upper Hale Road	We need an enforced ban on HGVs over 7.5tons. By banning them over 7.5 tonnes except for access. Happening later this year. Quick win from this project.
17.	Simon North: Why do we see regular mobile speed camera units along Weybourne Road (near Nuffield) and never along Farnborough Road where there have been several accidents in the last year? Perhaps this deterrent would support speed adherence and safety?	We didn't know. We need better police enforcement generally.
18.	Isabel: Has there been analysis on what the LGVs are carrying and how to reduce the number of journeys before they start?	This is being looked at in terms of consolidating deliveries into less number of vans
19.	John Townsend: Catherine. What a great summary. Excellent succinct presentation. An exemplar to others. Hope these ideas are being listened to. Fully support. Well done.	OK
20.	Kevin Hyman: Catherine mentioned that Lower Weybourne Rd is weight limited, BUT all the signage in Badshot Lea alerting lorries has vanished and not been replaced.	Should be replaced. I'll raise it with Surrey.
21.	Rik Adams: @ Cllr Wyatt - Thanks for replying. Free parking doesn't have to be all day, could be for 3 hours or 4 hours max, and only for residents. *Also - The same point goes for taking kids to school - our children go to Polycarps, and if we could park somewhere on the outskirts and walk, it would be much better than having to drive through town and try to park in South Farnham.	Good point.

22.	Mike Downs: How are you going to stop HGVs using the Upper Hale Road?	Need an enforced ban on HGVs over 7.5tons.
23.	Jim Strugnell: Cars parked on UHR only slow traffic going 'uphill'. Not downhill. And causes people to dash for gaps between parked cars.	understood, thanks
24.	Alan Gibson: I don't know if this is the right forum to suggest changes to Farnham Park, but improving the paths through the park for both walkers and cyclists would provide a good alternative for people to travel safely from North Farnham into the centre.	Good point and yes valid to make here.
25.	Cllr Stephen Spence: Excess HGVs over 7.5 tonnes except for access will be banned from Upper Hale Road and Folly Hill later this year. Quick win from this project."	
26.	Cllr Stephen Spence: Where is it proposed that these HGV's will be diverted to? Along Farnborough Road where the HFV's are already causing safety issues?	Stay on the M3, A31, A331, A3, which their sat navs take them off.
27.	Rik Adams: It's very niche - but some traffic calming on Lawday Link would be great to stop rat-run through that route which has a lot of pedestrian traffic!	E-mail your County Councillor, Stephen Spence, with the specific idea.
28.	Linda Shurlock: Catherine's presentation was excellent. why is she not on the Board	Live answered
29.	Thomas Lankester: Thanks Catherine!	Live answered
30.	Jane: Excellent presentation Catherine	Live answered
31.	Derek: there is only one long term solution. Build the western bypass	That's on the list for the project but hardest thing to get because most expensive.
32.	Ben Page: Well done Catherine... Excellent presentation.	Live answered
33.	Cllr George Hesse: Catherine Powell's presentation was very impressive. Well done putting all that together.	Live answered
34.	John Overton: Yes, thanks Catherine that was really clear.	Live answered
35.	Rebecca Bromley: Outstanding presentation, Catherine. Thank you so much for representing the views so well.	Live answered
36.	Helena: Why can't a regular bus service be implemented so us locals don't have to take our cars into the town?	That would be great and needs to be looked at.
37.	Jane: Western bypass seems the best solution for North Farnham and Farnham centre	Part of the project to look at that but most expensive and therefore hardest to get but not off the table.

38.	Isabel: Are there estimates for costs for the proposed improvements?	Not really yet, that will come later on
39.	John Overton: What would be the environmental impact of the 2008 proposal to have a NW bypass ending up at Coxbridge roundabout?	Not been done as yet. The northern route is a Special Protection Area - a major problem
40.	Elliot Russo: I'd like to know where the stats Alex Pye presented come from? Clearly unrealistic of current levels. This is worrying for future decisions if they are based on unverified data.	The HGV Study is available and in the public domain - this presents the data sets utilised in more detail. In summary, surveys were undertaken in June 2019 to capture pre-pandemic volumes and movement patterns, and additional survey data captured in September and October 2020 to capture data during the pandemic and any changes in volumes and patterns.
41.	Derek: Why not connect the new round about on folly hill through to Cockbridge roundabout?	This I think is known as Western bypass or Western and Northern bypass, they are being considered but are very expensive.
42.	Julie Flude: Thank you Catherine for brilliant presentation. Badshot Lea resident	Live answered
43.	David: Why are we not forcing through traffic to use the A331 rather than 'cutting the corner' along Upper Hale to the M3 at Hook?	That's exactly one of the things we're trying to do.
44.	Amanda: Thank you Catherine, great presentation representing the views of the local North Farnham residents very well in deed.	Live answered
45.	Tim: Will you be looking beyond the road network, for instance improvements to the paths in Farnham park will help people walk or cycle into Farnham. The paths are currently in a poor state.	This is an ongoing role for County Councillors with the local Highways officers.
46.	Simon Foale: Catherine thank you for an excellent presentation; clear, succinct and well evidenced.	
47.	Philip Peace: Is there any consideration for a Western Bypass. The issue appears to be volume of traffic, this would surely divert traffic and keep it on dual carriageway roads as opposed to passing through a residential area.	Yes, the project is looking at that but it would be one of the most expensive options and so therefore harder to achieve.
48.	Isabel: Is there any evidence that improved pavements, cycle paths etc lead to significant increased usage?	Yes - if it's well designed and in the right locations it definitely does. Lots of studies available in the public domain, across the UK and internationally, which look at before and after impacts - not just volumes walking and cycling, but also the positive impact on local economies, local businesses etc. We would expect increased usage

49.	Thomas Lankester: Without alternatives, the 14k (and growing!) residents in North Farnham are locked into car use funnelling through just a handful of roads.	A point well made by Catherine and we need to encourage a change to walking, cycling and buses.
50.	Jon Watson: Can we have assurances that a Western Relief plan, properly updated and costed, will be produced by the programme?	This is being considered, but there are various problems with getting this plan to work
51.	Chris Badham and Tom Quinn: Paul's comment on cycling to Farnborough Main and the difference between N Farnham and Hants in terms of provision for cyclists is spot on.	OK thanks
52.	Isabel: Could the project be made carbon neutral?	All plans will be cognisant of the climate issues
53.	Paul Sowden: Yes absolutely agree that there are many footpaths in North Farnham that are further narrowed due to overhanging foliage. Keeping these clear would be very helpful	Constant problem that I take up with Surrey. Tends to get resolved hedge by hedge until now. Hopefully this project can see a more holistic solution.
54.	John Overton: I'd be a bit concerned about completely removing hedges, bushes. There is some birdlife that can still survive in these bushes, isn't there? I do understand that the greater good is pedestrian safety, but can't they just be pruned?	I think the main idea was getting people to cut back off the public highway.
55.	Thomas Lankester: Two problems with the western bypass: 1) induced demand (increased capacity draws in and creates more traffic movements); 2) the northern section across Caesar's Camp is a heavily protected rare habitat. With most of the 'through traffic' actually being local movements across Farnham, is this 'solution' a very expensive way to avoid addressing the real problem?	I suspect cost will be a problem to viability.
56.	Isabel: Will wildlife crossings be made if there are new roads built? If not, how does the project intend to protect local ecosystems and how will this protection be measured and the project held accountable?	Hi Isabel - yes, it's standard practice to undertake ecological studies when constructing new roads and include mitigation measures (such as crossings for wildlife).
57.	Jocelyn Close: Can the paths in Farnham Park be made wider so they can be used by both a cyclist and a walker at the same time. Presently only 1/2 people can walk at once and not Covid friendly. More people will cycle to town if the paths could accommodate a cycle path and a pedestrian. Presently it is not possible to cycle without someone having to leave the path.	Great idea! Good point and similar to one earlier.

58.	Elliot Russo: I live on UHR and I am amazed (and saddened) that there are so few pedestrian crossings at key points. The number of residents who take a risk crossing over UHR to get to Oast House Lane is unacceptable. One or two pedestrian crossings would be 'quick wins'.	The team should look at! Big issue. Crossings denied to date due to Highways budgets being slashed in the austerity years. Needs to be addressed.
59.	Cllr Pat Evans: Anne Cooper is not able to be present but through me has expressed her concern at the lack of disabled provision.	Pat, I would expect these aspects to be addressed once more detailed options are discussed
60.	David: The quickly introduced road width reductions in central Farnham to allow Covid distancing has increased HGV traffic on Upper Hale Road greatly. How long will it take to introduce measures to reduce this?	This year re HGV ban
61.	Rik Adams: How holistic is the OIP going to be - this has been an excellent discussion around North Farnham, but the impact of pedestrianisation of the town centre will have a catastrophic impact to those in the North. So far the idea hasn't been managed well - in the last election, Jeremy Hunt advertised that something like >80% of people supported pedestrianisation, based on a survey where there was no option to oppose it! All these other measures will pale into insignificance without a proper joined up approach to Farnham as a whole.	Joined up is what we're going for but I want to make sure Farnham North isn't left out!
62.	David Gee: Has the HGV study been published?	It's publicly available. Should be on the SCC website. <a href="https://mycouncil.surreycc.gov.uk/documents/s73523/Agenda%20Item%205%20-%20Annex%20A%20-%20HGV%20Review%20-%20HGV%20Study_v1.1_issue.pdf">https://mycouncil.surreycc.gov.uk/documents/s73523/Agenda%20Item%205%20-%20Annex%20A%20-%20HGV%20Review%20-%20HGV%20Study_v1.1_issue.pdf</a>
63.	Paul Sowden: Absolutely agree with Jocelyn widening paths in Farnham Park would support safe access to the town centre from North Farnham by bike.	we're looking at new and / or improved paths through the park as part of the package(s) of measures within the OIP. Great idea.
64.	John Overton: There can be a small asphalted entry from Shady Nook to Farnham Park to meet widened 2.5 metre paths in the park.	Ok thanks
65.	Julie Flude: hear, hear Janette to your concise & detailed argument for a north-western by pass. Badshot Lea resident.	Ok



66.	Jacqui Holroyd: How likely is it that UHR will be downgraded to a B road?	De-trunking A roads is a protracted process which can be difficult to achieve. It's only the Department for Transport that can de-trunk (downgrade) roads, so unfortunately not within Surrey County Council's gift to deliver on their own. We have a number of roads that need downgrading, but it is not a local decision/action. I have been trying to make regrading of roads in the town centre a quick win since before the programme started.
67.	David: We have given up walking in Farnham Park due to Covid social distancing problem (on the footpaths)	Is that because of the footpath width and mud off the footpath?
68.	Jane: Agree with Janette, the time is now to bring all of this together and implement a north-western by-pass	Noted, being considered, but difficult
69.	Amanda: The paths in Farnham Park are in a very poor state of repair and the bridge across one of the streams is very narrow too, and cycling over it is a challenge. This really needs to be included in the plans.	Agreed, but as we have heard WBC has the responsibility and the plan to implement.
70.	Allan Arthurs: Please consider the idea to use some space within Farnham Park to facilitate cycling routes from North Farnham into the Town Centre.	Good idea.
71.	Daniel Gee: Thanks both - you beat me to it Catherine. We have reported on it after all... A lot has happened since November!!	
72.	Cllr George Hesse: There's millions (many) of pounds in the SPA (Special Protection Area) fund dedicated to the upkeep and maintenance of the SANG's (of which Farnham Park is a major SANG) We desperately need the upgrade of paths into "Active travel" routes through and around Farnham Park. They are old, narrow and unfit for the number of people who use them.	These funds are at WBC yes??
73.	Amanda: If i have to drive to town, i would park near the cricket club and walk down into town, but when it is darker, then the lighting and the paths are slippy as non of the leaves etc are ever cleared away ! so that also needs to be included	We are aware of this, and always looking for solutions
74.	All plans will be cognisant of the climate issues'	
75.	This is reassuring to hear but I would like to know in practice what that equates too. If we are investing in building infrastructure, we also need to be investing equally in protecting existing ecosystems. I	I can't be more specific here. If you would like an answer here, please ask the question verbally to the team.

	personally would not support any project that did not do the above.	
76.	John Overton: I know you will all hate this: how about a cable car from Folly Hill, past the castle and down to town! Gorgeously touristy and, just perhaps, expensive!	Don't hate it, think all such ideas are great, its whether we could get funds for it.
77.	Dina: I was a Badshot Lea School parent in the late eighties - we tried back then to get proper crossings to improve safety. I live on Weybourne Road which has very large numbers of school pupils using the road for All Hallows, Heath End and William Cobbet Junior and Infants, yet very little to slow traffic down. A number of years ago flashing speed warning lights were tried, but they never worked for more than a few days. Driving around I frequently see ones which are always working - why can't we have some? There are also road markings and speed bumps all over the place to improve safety, but not here.	I agree, my children have to walk from Alma Way to All Hallows, crossing the Farnborough Road. It is very dangerous and time consuming to cross the Farnborough Road, and with the three schools, there are hundreds, even thousands of Hale children who have to cross their every day. I believe we should have a very clear school zone from the Royal Arms down to St John's
78.	Ayshea: I'd also love to see the proposed crossings on UHR. My daughter has just started at the nursery at Hale PS and our walk to school along and crossing UHR feels very unsafe. It's a pity to see a primary school on a road with so few measures to support safe walking in its immediate vicinity.	I've been promised a traffic island opposite Spring Lane from the Folly Hill S106 money to help cross the UHR, so one small step forward, but you are right.
79.	Ayshea: Thank you to Catherine for presenting views of many in north Farnham so well.	
80.	Steve and Marion: Thank you to Catherine for clearly articulating residents' problems with local traffic. As residents who live on Badshot Lea Road (near the junction with Lower Weybourne Lane, by the infant school), we'd like to highlight that we live with these issues daily. One side of the road is taken up with parked cars, restricting traffic flow; however, HGV vehicles regularly use the road from early morning, causing houses on our side of the road to shake! Also, cars race over the traffic lights (frequently jumping the lights) the road is also , which is lined on one side	Thanks, this area is being considered
81.	Julie Flude: As a Badshot Lea resident, I would like to endorse the above comments from Steve & Marion regarding Badshot Lea Road & the speed of traffic, constant HGV use and narrow pathways. Could our road be added to the list of banning HGVs please?,	It should be looked at.

82.	As a resident on UHR, traffic noise is as much a problem as pollution. There are many houses fronting the road directly and the road surface is poor with HGV's crashing over drains and uneven surfaces. Also speeding cars/motor cycles are not only a safety hazard but an annoyance to locals impacting quality of life.	Thanks, we are aware of these issues, and a number of us have walked the road to understand the problems
83.	ps particularly as we also have a well attended local infants school at the cross roads..	You do and the kids need to be safe.
84.	Steve and Marion: Thank you to Catherine for clearly articulating residents' problems with local traffic. As residents who live on Badshot Lea Road (near the junction with Lower Weybourne Lane, by the infant school), we'd like to highlight that we live with these issues daily. One side of the road is taken up with parked cars, restricting traffic flow with cars mounting the pavement to pass; HGV vehicles, which could use the A331, regularly use the road from early morning, causing houses on our side of the road to shake; cars race over the traffic lights (frequently jumping the lights); the pavements are narrow and often overgrown by hedges. We'd urge a 20mph limit as a 'quick win'!	In my view all residential roads in Farnham should be 20mph, we have some locations but need to expand.
85.	Tim Stanley: For HGVs with restrictions are GPS mapping suppliers being engaged to route HGVs away from North Farnham	Yes they are.
86.	Julie Flude: I agree with 20mph in Badshot Lea Road :)	I'm all for 20mph! 20 is plenty.
87.	Dick Whittington: I'd like to underline Catherine's point about not allowing the roads between Alma Lane and UHR to become used even more as rat runs. Not only do these not have pavements but often they are unpaved. Pushing more traffic along these roads will mean they deteriorate further. These are not currently maintained by any council, the repairs often falling to residents. It is unthinkable that the council could cause further deterioration of roads they currently wash their hands of.	I think we all agree the issue.
88.	David: Yes to both plus people of all ages not taking seriously social distancing!!!!	OK
89.	Tim: More charging points should be provided in the car parks to encourage electric vehicles rather than polluting petrol or diesel.	In progress, thanks

90.	Tim Stanley: Thank you for the response. Can you advise if this is actively in place and can this be introduced before any physical changes. I note that road signage on the M3 have been in place for some time but with no effect	We need to take the action that means the SatNavs don't bring traffic on this route. I also want to see national legislation that in time will require all HGVs to have modern self-updating HGV specific SatNavs.
91.	Paul Sowden: I think banning HGV's on Upper Hale Road will inevitably drive them along Farnborough Road instead. My impression is that this is what happened with traffic in the past when Upper Hale Road has been closed for extended periods of time during work to renew water and gas supply mains. This seems to be inconsistent with the reassurances to look at issues holistically. I think consideration should be given to making a similar ban on Farnborough Road and any others roads that might be similarly affected as a knock on consequence of changes to HGV access along Upper Hale Road.	A good point.
92.	David: Another area to review along with signage is the provision of mirrors to help with many of the blind turns we have as part of living in such an historic area. For example, at the bottom on Queens Lane, coming out onto the UHR, it is impossible to see what is coming down the hill towards you. Often drivers need to rely on listening for cars coming down or looking for lights in the windows of houses. A mirror would make this junction much safer, especially for cyclists.	
93.	Dick Whittington: In addition, a detailed review of where double yellow lines are painted is important. There is a gap in the double yellows big enough for one car on the UHR exactly opposite the bottom of Queens Lane. Cars park here making an unsafe junction even more dangerous	Something we need a technical answer for, SCC is very negative about.
94.	John Overton: Re Tesco deliveries in UH, the A3016 entrance might be widened with a sinkable bollard so that lorries can have access but it won't become a rat run.	Good idea.
95.	Chris Badham and Tom Quiinn: Decisions on new GP surgeries are for the CCG/Primary Care Network	True, hopefully we would work with CCG/PNG
96.	Simon North: In agreement with Paul. We wouldn't require a study into right turns, if the HGV's were not using the Farnborough	That's what we have to try and solve.

	road. How can we ensure those lorries are only using the main roads?	
97.	Janette Gallini: we don't have access to Doras Green as it is in Hampshire	Correct!
98.	Anna Telford: Following from the point about the right turn from Oast House Lane onto Upper Hale road, I cross UHR every day from Willow Way to access Farnham park from Oast House lane (to walk our dog) and the traffic makes the crossing lethal due to the speed of the cars and vans. My children (aged 12 and 14) would love to walk to the park to meet their friends but without enforcement of the 30mph this is too dangerous.	I was looking at this with Sally Dickson recently. We are trying to put these issues forward.
99.	Linda Shurlock: Dora's Green/Crondall Lane is already there. Well said by Mr Stanley. Investigate! Dave Shurlock	We are aware of this route. The project will need to consider the pros and cons
100.	Fiona O'Mahony: Rat runs are an issue for many areas. The Avenues in Upper Hale is becoming more venerable to this with substantial increase in usage. This will no doubt only get worse. Speed restrictions in residential areas is a potential solution.	We are trying to look at all the roads
101.	Cllr George Hesse: Tim is 100% right about Doras Green Road. It is a mini Western bypass but not a good road. The few people who live along the road would make a sacrifice for the good of the many.	'Would' or 'Would need to' ??
102.	Clive Teague: I think it would be better and more direct to connect Heath End to the West re Upper Old Park and the connection to Upper Hart to the West. We would not need to take so much rural land to do it that way. It would be a hazard in terms of environmental impact to expand that Doras Green Road.	Any inputs on specific routes is welcome - especially main routes. Please send in email on this
103.	Chris Badham and Tom Quinn: An Old Park Lane 'greenway' sounds attractive for cyclists and pedestrians	Yes one the team should include!
104.	Phil Williams: Isn't the north Dora's Green road entrance in Hampshire?	Yes I think much of that route is in Hampshire.
105.	Cllr George Hesse: As far as I know Doras Green Road is an adopted Highway. I believe Cranleigh has similar narrow routes not upgraded, that are being used by lorries and vans. If nothing is done, with new housing developments coming on-stream and more	True.

	residents who will use their cars it will become choked and even more dangerous.	
106.	John Gaskell: Can these Q&A's be sent afterwards to all participants?	They should be available.
107.	Cllr George Hesse: Doras Green Road is accessed from Crondall Lane off West Street. I think it skirts Hampshire CC land (or some might go through HCC)	Can also access from A31 opposite River Lane. and yes goes into Hampshire. We will be talking to Hampshire.
108.	Nick Vagg-Williams: Just want to say I love the idea of opening up Monkton Lane in order to reduce traffic on Farnborough Rd.	It has been considered. as always pros and cons
109.	Clive Teague: We need to be considering more electric buses and active travel routes rather than encouraging more cars, taking a lot of the countryside (Doras Green Lane) and creating another route for more cars. It is not about who lives there, it is more about the climate and ecological situation being considered and using shortest routes possible to keep environmental damage to a minimum. If we reduce traffic through better buses, active travel, park and strides and access to Upper Hart carpark from Folly Hill then we won't need to damage more of the countryside.	good points
110.	Rebecca Bromley: Is there anyone here representing Heath End School (or any of the other schools?) I am sure that Heath End would be able to get some good feedback and suggestions from parents and students.	Hopefully we will get their input next week - Young people LLF
111.	Neil Taylor: Yes Farnham Heath End School is represented on the call by the chair of governors Rob Williams, but our contribution will be to the dedicated schools forum	It will be good to hear the schools views.
112.	Rebecca Bromley: Additionally, I am currently borrowing 'Elane' the e-bike purchased for the Farnham Cycle Campaign and this has enabled me to cycle to and from the town centre (something I am not fit enough to do without the electric assistance!) and I think having more borrowable e-bikes would encourage more cycling to and from town	the cycling group has been great promoting e-bikes. I believe there is still spare availability on Elane. This first ebike for borrowing was SCC funded. We can look at funding a second.
113.	Gerry and Marie O'Donnell: How can we have cycle routes on already narrow roads without pavement. Also can cyclist please be encouraged to buy a bell and use it.	We are interested in submissions on specific viable routes

114.	Cllr George Hesse: There's £18 million in the SPA funds for SANGS (Suitable Alternative Natural Greenspace) Let's get some funds for Farnham Park!!!!	That would be great.
115.	Rik Adams: Can I ask what we can expect to see as a result of this meeting/discussion? There have been many ideas presented, some specific, and some holistic, but how do we, as residents track the action as a result of this?	Suggest you hands up to address the question to Paula. It all gets put into the mix, the project will produce a draft plan and that will be put out for consultation.
116.	Rebecca Bromley: It would be nice to hear the opinions of the kids who actually have to put up with the dangerous roads every day. My daughter was hit by a car on UHR on her way home from school (fortunately she didn't suffer any serious physical injuries), so I know this is an important topic to the students.	We are looking for these inputs next week: LLF young people, thanks There is a forum for young people at 3pm on 14th January.
117.	Kathy Godwin: Dora Green Lane is another 'rat run'. Crondall Lane residents and those who live in the adjacent roads really suffer as a consequence. It is already an unsuitable road for the amount of traffic using this route. The carriageway and pavements are narrow especially at the lower end. Significant damage occurred as a result of the Abbey View development. Motorists on Crondall Lane do not observe the 30 mile an hour limit and the change to 40 mile an hour is too close to housing. If you are to look at Dora's Green please also consider the impact for Crondall Lane and locality.	Good points.
118.	Phil Williams: I have previously raised the issue of speeding traffic on the UHR, with SCC, plus the lack of effective, visible signage. They replied that there is no more signage required as it is obvious that it is a 30mph area due to the siting of street lights - well, quite clearly it's not that obvious!	The trouble is if we started putting 30mph signs on roads with street lights we would have to do them all, otherwise speeding drivers would have an excuse.
119.	David Howell: I think that we mustn't change the environment of Farnham Park unduly, i.e. tarmac over too much grass., introduce extensive 3m wide footpath and cycling paths	Interesting view David - some would agree, soe not I am afraid John
120.	Gerry and Marie O'Donnell: Regarding new signage - why is the new roundabout sign south of the Folly Heights roundabout hidden by foliage, why was it not removed, and why was is so close to the roundabout. By the time you see the sign you have already seen the roundabout.	Signs are a constant issue!

121.	Simon North: I had exactly the same response to my questions when approaching the council. I was also pointed to a digital speed sign close to the CO-OP, which doesn't even exist!	Work with Stephen Spence to get it replaced.
122.	Tim Stanley: Do large 20 MPH zones increase accidental speeding.	Lot of discussion on 20mph already, with project and police - ongoing, thanks
123.	John Overton: Can it become the norm that wherever a new bike path is established, a hedge or at least broadleaf trees line the path? Great to encourage biodiversity, reducing flooding and shade in these hot summer days.	Good ideas!
124.	Julie Flude: I think bells on cycles should be compulsory, all other vehicles have a warning horn, I don't know why cycles are exempt?	I'm all for bells! It is currently a legal requirement for bicycles to be sold with a bell installed.
125.	Clive Teague: 20mph throughout is a fantastic strategy. The data on road deaths are many at 30mph and ZERO at 20mph. Also it is better to know you are travelling everywhere at 20 than it to chop and change so you get caught out. It means you can plan your journey and know how long it will take, rather than expect to take 10 mins and get stuck for an hour because it should also encourage more to take the (frequent cheap buses) and to cycle with the new cycle routes.	20 is plenty! Understand your points, this is being considered. Not an easy answer as Paula is saying
126.	Elaine Fell: Re buses. Please make them small and link up the estates rather just travel up and down the main roads. My late elderly mother lost her independence of catching a bus in the Avenues to go Farnham and Aldershot once they were axed.	Good point! Good point, we are hoping to move to electric or hydrogen fuelled buses.
127.	Kathy Godwin: The Western Bypass was discounted due to the environmental impact. That element has not changed and if anything is even more of an issue now. The reduction in 14000 people using their vehicles and being given suitable alternatives for moving into and across Farnham seems to be a no brainer and thank you to Catherine for highlighting the many ways in which the local environment can be improved for everyone.	Western Bypass being looked at but harder to get because of the expense.
128.	John Overton: The future is: bicycles with lovely bells on and A CABLE CAR from top to bottom! ;0)	
129.	Julie Flude: And maybe even a tram line through Farnham Town centre :)	Another great idea if we could get the money.



130.	John Overton: Ha! I'm fine, me! I was thinking of all the residents and TOURISTS who might provide our main income in the future!	If we could get Farnham cooking more tourists will come and you might get the cable car!
131.	Simon North: How will we be informed of future meetings? I was only aware due to the distribution of a paper to my letterbox. What is the timeframe? Thanks	those involved in North Farnham Voice will try to share whatever messages are put out regarding to the Farnham Infrastructure Programme, via the Facebook Page, our website and also by hardcopy leaflets Farnham Town Council website usually lists meetings coming up.
132.	Gerry and Marie O'Donnell: This is a new sign. Is there any hope for future signage	As we break this 'there is no money in the budget view' and improve how highways works are done we live in hope.
133.	Elaine Fell: If there was a unanimous vote for a western bypass over everything else. Would it happen?	Only if the money was available.
134.	Kathy Godwin: Did Chris Tunstall not comment on an earlier Webinar that building new roads only increases the amount of traffic?	That is a view often expressed
135.	Simon North: So in your last statement, we should expect further HGV's along F. Road if there is no way to prevent them from travelling along due to 'access'?  If this is the case, this contradicts the previous discussions that were had on the way we manage the HGV's along F. Road and the response I received that this signage would encourage the use of the other roads rather than F. Road. This is a significant point of concern	Alex Pye, Atkins: Aologies if comment led to concern - was intended to highlight there may be less of a reduction in HGV numbers along that route, because a larger proportion are delivering to businesses in Farnham and Aldershot, vs the A287, rather than suggesting an increase in HGV numbers on F. Road.
136.	Julie Flude: Can cycle paths and walkways be made of permeable or semi permeable surfaces wherever possible, rather than taking the asphalt route?	That would be great!
137.	Paul Sowden: With reference to Alex's response about HGV's and Farnborough Road. Whilst I appreciate that some HGV's would need to be able to continue to use the road for access I am not clear why this means that HGV's that do not need to use the road for access should be able to do so.	Good point. Enforcement is an issue of course if an HGV could be there for 'access'.
138.	Janette Gallini: It might be an idea to look at the Bexhill-Hastings Relief Road with regard to an increase or otherwise of traffic/ improved economic benefits,/ environmental/archaeological issues	Many thanks for ahring this. Agree a good example.

139.	Daniel Gee: SCC pays to sort out the Bordon traffic passing through Surrey (Wrecclesham), HCC pays for the Farnham traffic passing through Hampshire - seems a fair trade?	There is a S106 contribution of £1.1m from Bordon for improvements on A325 and A31. Wyatt
140.	Phil Williams: I understand the need for a holistic approach but delivery will be long winded and require compromises.	Absolutely.
141.	Neil Taylor: Thanks to all panellists - especially Paula & Alex	
142.	Phill Williams: We need to introduce pragmatic traffic reducing measures for North Farnham that offer quick wins soonest.	Yes of course.
143.	Steve: The existing footways on upper hale road do not accommodate wheelchair access. What are the plans to provide this access?	Good point.
144.	Jocelyn Close: This has been really helpful. I can't wait to see how this progresses and by when.	
145.	Daniel Gee: Report to follow in next week's Herald! Please do email over your post-meeting thoughts to <a href="mailto:daniel.gee@farnhamherald.com">daniel.gee@farnhamherald.com</a>	
146.	Elaine Fell: Surely £139million will pay for the western bypass?!	But others want funding! And no it wouldn't. £500million might.