

**Farnham Infrastructure Programme  
Local Liaison Forum: Town Centre  
Wednesday 9 December 2020, 6.30pm**

*Present:*

Cllr Andy MacLeod, Waverley Borough Council  
Cllr John Neale, Farnham Town Council  
Cllr Wyatt Ramsdale, Surrey County Council  
Cllr Tim Oliver, Surrey County Council  
Cllr Paul Fellows, Waverley Borough Council  
Cllr Stephen Spence, Surrey County Council  
Chris Tunstall, Programme Director, Surrey County Council  
Paula Gough, Programme Manager, Arcadis  
Jonathan Foster-Clark, Atkins  
Peter Burch, Arcadis  
Andy Cleaver, Atkins Global  
Alex Pye, Atkins Global

77 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 fifth Local Liaison Forum (LLF) to discuss town centre aspects of the programme and introduced members of the panel. It was noted that launch LLF and the LLF relating to community issues were attended by 220 people, and the LLF aimed at resident associations and businesses were attended by 52 people. A commitment had been made to hold another LLF for businesses as the last one coincided with the beginning of the national lockdown and may have prevented people from attending. Cllr MacLeod said that over 800 responses had been received for the consultation on the Programme's Vision Statement.

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.

## **2. Views from the Programme**

Chris Tunstall said that he recognised that Farnham had been studied many times over the last 25 years and there was a need for something to be done to improve infrastructure. These studies, although useful, were now out of date and needed to be brought into current thinking. The key was to know from people attending the LLF's their views on what needed to happen to improve travel and traffic in Farnham. Chris said that examples of what Farnham could look like in the future would be shown at the meeting to assist discussions but that there were no preconceived ideas and no decisions had been made on potential schemes. Chris showed a flow chart that demonstrated how the consultation would feedback into the development of the programme.

Chris said that the programme team were developing an Optimised Infrastructure Plan (OIP), a transport plan which would identify how people could move around Farnham in the future with a list of possible schemes and proposals, to be presented to the Farnham Board on 22 January 2021. Chris explained that no decisions had yet been made and everything was open for discussion. A consultation on the proposals would take place in early 2021 before the May elections.

Chris said that there was a high car dependence in Farnham, where it was used more than the national and South East averages, which meant that there was less walking, cycling and use of public transport. People living in Farnham who crossed the town from north to south and vice versa contributed to the issue, as well as the 2400 car parking spaces within the town centre. Chris said that in recent months the number of HGVs had stayed the same but there had been an increase in delivery vans while cars had reduced. An HGV study had been completed and it was proposed to restrict traffic coming from the M3 into town and beyond and in the opposite direction. They would also be working with local shops to find better ways to do deliveries and would be looking at the classification of roads to prevent sat navs from sending people through the town centre, including A325 and A287. Chris explained that unless changes were made, Farnham would continue to be dominated by cars and HGVs and would have the same traffic and travel issues. Moving to electric cars would not solve the pollution problem as they still emitted particulates.

Chris said that objectives for the OIP included reducing carbon emissions, improving quality of place, supporting the local economy and creating well-connected communities. The emerging components of the OIP were new walking and cycling routes, planning places for people, improving bus services, creating a park and stride/ride, changing traffic circulation and changes to access to car parks.

Chris showed a map of the town centre to show the area that was under consideration and a number of potential schemes to facilitate discussions which were based on ideas that have emerged from the consultation process. Chris said that discussions were taking place with Crest Nicholson at the Brightwells development to minimise highways works so that they could be undertaken by the Farnham Infrastructure Programme.

### **3. Introduction to discussion**

Cllr MacLeod reminded people how to ask questions and give comments.

### **4. Participant discussion – All**

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 Tim Oliver, Leader of Surrey County Council and Chairman of the Farnham Board, said it was a challenging project and everyone agreed that it needed to be bold to improve the congestion and pollution in Farnham. The challenge was to find a single solution that was suitable for everyone and address all the competing interests. The work that had gone into creating the vision statement had been widely shared and responded to and they were beginning to see a reasonable consensus about what people wanted from the programme. The County Council was in dialogue with all the bus operators in the county to look at the right size vehicle on the roads. There would be a trial pilot of a hopper bus service and the County Council was keen to invest in low emission electric buses. To get the drivers off the road there needed to be sensible alternative means of transport. Cllr Oliver asked for people's tolerance as they worked through the difficult decisions and said that the county, borough and town councils were all united in finding long-term solutions which may take time to develop and implement.

Cllr MacLeod thanked everyone who attended the meeting for their useful contributions, and thanked Chris Tunstall and Paula Gough for supporting conversations and Iain Lynch at the Town Council for organising and hosting the meeting.

Cllr Neale said that it was a bold project and the future challenges were not underestimated. He reassured everyone that there were many things that they wanted to achieve, including improving the town centre as a place to go and visit and draw people into, especially Farnham's community. This involved creating a community centre and not just a shopping centre, and removing the cars where possible and providing alternative means of travel. There was a need to make sure that there was access

to the town centre by what ever means people wanted to come, including the car, buses, cycling and walking. The other issue was to tackle the problem of moving the traffic around the town which would be available for discussion at future LLF's, as follows:

- 6 January 2021 at 3pm: A31 and Hickley's Corner
- 6 January 2021 at 6.30pm: Upper Hale
- 7 January at 6.30pm: Wrecclesham
- 14 January at 3pm: Young people.

Meeting closed at 8.40pm.

### 4. Participant discussion

Name/organisation	Question/comment	Answer
<p><b>1. David Wylde</b></p>	<p>How soon would HGVs be banned for the centre of Farnham and given the state of retail nationally what contingency plans were being made for Brightwells when the lack of uptake of its retail options became apparent? Would cycle lanes leading to the station become part of the Brightwells picture?</p>	<p>Chris Tunstall said they were working to reduce the number of HGVs that travelled through Farnham which could be implemented from May 2021. The restriction would be applied to the A287 however, there still needed to be agreement from Highways England for implications to the M3. HGVs also delivered to businesses and options included allowing HGVs to park in the car parks instead of blocking central roads or a freight consolidation centre which would be distributed by electric vans and cargo bikes. This still needed to be discussed with businesses. Chris said that a cycle lane would be provided into Brightwells but would not be available on all access points as they were too narrow.</p> <p>Cllr MacLeod said that Crest Nicholson had the obligation to rent the units as well as the housing. There was concern about the current retail environment but Crest remained confident. It may be necessary to think of alternative options if they cannot rent the shops. There was a commitment from all parties to make the development was a success.</p>
<p><b>2. Paul Hoskins</b></p>	<p>Everyone wants to make Farnham better as the current situation is dire and this meeting and public engagement is to be commended. It was important to consider the reality and the programme focused on reducing/eradicating cars which would reduce pollution. No one would notice any difference if HGVs were banned and 20 mph zones would not have an impact as traffic does not move fast in Farnham anyway. Two recent housing development schemes were quoted with reference to the number of parking spaces available. The footway widening in the town,</p>	<p>Chris Tunstall said that the programme was not suggesting that people should sell their cars but that people could travel in a slightly different way. This was about people who live in Farnham and they would be clear about what the implications of changes would be so that people could make choices. Chris said that national evidence shows that people do find other ways of doing things when changes were made.</p> <p>Cllr Neale said that it was about balance and encourage people to lessen their use of the car and to think of other options instead.</p>

	<p>imposed without consultation, had contributed to pollution and congestion and had been removed in other towns. Traffic cannot disappear and it would go somewhere else including the outlying areas. The issue was to get the current traffic moving by getting rid of the lane blocks, changing the traffic lights outside Sainsbury's and the allowing the free movement of traffic exiting the central car parks. Would like the town centre to be pedestrianised but needed to be realistic about the consequences. Councillors should lead by example by selling their cars and walking and cycling instead.</p>	<p>Cllr Fellows said it would be necessary to make changes to get people to think about the alternatives. Good public transport links were required. Cllr Fellows said he did not own a car and walked, cycled and used public transport.</p> <p>Cllr MacLeod said the road system was inefficient and every journey required people to travel through the narrow town centre.</p>
<p><b>3. Diana Jeffery</b></p>	<p>Understand that the County Council owns the Coxbridge Farm and the land there. Could this be used to build a park and ride and could this happen soon? If we waited for electric cars and everything else, it would be another 10 years before anything was done. We could not keep having consultations and someone had to take the decision. Farnham residents needed to get together and move this forward. People in West Street were fed up of traffic. Why build houses at Coxbridge Farm when so many developments were being built.</p>	<p>Cllr MacLeod said that County Council owned some of the land at Coxbridge Farm and that it was an interesting point that would be considered. Waverley Borough is given a housing target by the government that had to be delivered each year.</p>
<p><b>4. Christopher Butler</b></p>	<p>Colossal amount of new housing development around Farnham and HGVs are travelling down Castle Street and through the town centre to service the developments. Is it time to look at a western bypass because until we have this, traffic problems will never be resolved in Farnham.</p>	<p>Cllr Spence said that Folly Hill development was opposed by the local planning authority and approved by the Planning Inspectorate. It is hoped that HGVs would be banned in these locations, except for legitimate purposes, to resolve the issue. The process to get views from residents meant that a consensus on the way forward would be made to make changes.</p> <p>Chris Tunstall said the western bypass had not been forgotten but that funding from government would be required. There was strict criteria that would need to be met.</p>
<p><b>5. Emma Bandey</b></p>	<p>Lives in the centre of town with a young family and it was important to consider the number of children</p>	<p>Cllr MacLeod said he had sympathy with the issue of cycling in central Farnham with the narrow roads.</p>

	<p>who go to school through the centre of town. The recent bids did not provide cycling provision to children going to St Andrews and Pottersgate schools. Many of the roads were not safe and needed to feel safer. Segregated bike lanes gave families, and others, the confidence to cycle. Recognised the need to widen footpaths in the town centre but was aware that many people did not use the extended area. People with mobility issues and buggies did not use them because it was hard to get down the edge of the pavement. Welcomed that all three councils were looking at the issues and trying to make improvements.</p>	<p>Chris Tunstall said that the bid was put into secure the funding and there was unfortunately a limit to what they could do. This was just one scheme and they would be developing a local walking and cycling infrastructure plan and cycle routes to schools would be included. New guidance now involved the creation of segregated cycle lanes.</p> <p>Paula Gough said that they would be working with all schools to make sure they have bikeability and were able to make the most of walking and cycling.</p>
<p><b>6. Chris Whitehouse</b></p>	<p>The volume of traffic going through a single lane in the town centre might not solve the problems and make the issue of pollution worse. Changing the road networks so that traffic could flow was important. Was there any data on the level of pollution before and after the social distancing measures were implemented? In favour of park and ride. In agreement with the cycling issues and the need for better provision. New housing development welcomed to make house buying more affordable and not true that they were building too many in the South East.</p>	<p>Cllr MacLeod said that the Borough Council had a responsibility to monitor the air quality but it was unable to control the issues that created the pollution.</p> <p>Cllr Fellows said that the cost of rent in Waverley was high and a lot of the issues were to do with the types of houses that were being built and the lack of appropriate infrastructure to support the new developments. This problem had been building up over time, including a lack of schools and roads, and that infrastructure was being put in retrospectively across the country.</p> <p>Chris Tunstall said that traffic volumes were currently down so while it may seem that congestion still exists, the pollution was likely to be better.</p> <p>Alex Pye said that traffic was still being monitored and air quality would be looked at as part of the annual review process. A number of variables influenced air pollution.</p>
<p><b>7. Max Lyons</b></p>	<p>Strongly support some pedestrianisation in the town centre. Having the A287 and A325 going through the Borough and Downing Street would never create a pleasant place to shop. There was a need to improve footpaths into the town centre as they were in an</p>	<p>Chris Tunstall said that pedestrian access on the outer parts of the town would be considered as part of the cycling and walking plan and would cater for the needs of all people, including those with disabilities who currently struggle on Farnham's roads.</p>

	<p>appalling condition in many places. There was also poor visibility when crossing roads.</p>	<p>Paula Gough said there was a balance to be made and a number of options would be available in the OIP for people to comment on and influence.</p> <p>Chris Tunstall said that they would be reviewing how walking, cycling and transport operates in the town and there would be a need to make changes. There was also a current need to resurface roads although it would be a shame to dig up roads that had only recently been resurfaced, and therefore they were looking at deferring some of the resurfacing projects. Chris asked for people's patience.</p>
<p><b>Fiona Massari</b></p>	<p>Happy that the three councils are working together and that many of the measures sounded excellent. They key seemed to be the order of events. Footpaths and cycleways could happen without restrictions, 20 mph zones would help, an HGV ban and electric delivery vans a park and stride/ride would be great. It would make a difference if the traffic from the northern area did not need to go all the way around the town. However, the land required for a link road in north Farnham was in private ownership. Farnham should be a zero-emission town with electric buses so that we could get towards pedestrianisation. Reduce traffic through some of these measures would enable the current central car parks into a community/event space linking with the World Craft Town status.</p>	<p>Chris Tunstall said there was a need to put something in place first and give people the facilities and opportunities. It would be possible to provide hopper buses soon and the County Council was looking into electric buses. There was a desire to make Farnham an exemplar town. There would be the opportunity to use the central space for other purposes. Some of the central car parking spaces would still be needed for people with disabilities but that the rest of the space could be used for community purposes.</p> <p>Cllr Spence said that conversations were taking place with the University and the Watts Gallery on the Brightwells development to possibly make a craft area.</p> <p>Cllr Oliver said that there was a need to make the Brightwells development a success that would add value to the town, and that included looking at all options for its future.</p>
<p><b>Pamela Pownall</b></p>	<p>The narrow roads in Farnham were an issue and people walking on the narrow pavements felt in danger. The widening of the pavements was a good solution but it prevents cars, bikes and pedestrians all in one space. Is there a thought of making cycle lanes that are completely off road? The town was for people to enjoy shopping and for recreation, not for cars and bikes.</p>	<p>Chris Tunstall said that off road cycle paths were being considered.</p>

<b>Christopher Butler</b>	Many of the buses, including the double deckers are empty and hopper buses would be the best option – less pollution and take less room on the roads.	Chris Tunstall said that buses outside London are deregulated and it is the providers decision to run the types of vehicles. It is a commercial issue and councils have no power over them, although they can try to negotiate services etc. Some companies may have double deckers and additional smaller buses may not be viable. Covid-19 has seriously affected public transport.
<b>Chris Whitehouse</b>	On street parking reduces the road width, creating one lane instead of two which slows things down. Has there been any thought into preventing on street parking?	Chris Tunstall said that on street parking does affect bus services and the highways authority does take action to try and prevent it. However, it is about balance as people need to park their cars at the same time as allowing free flow. It also acts as traffic calming.
<b>Andrew Milner</b>	The recent resurfacing has been a major improvement for cyclists. If South Street cannot be resurfaced in the near future, can the troughs and potholes be repaired?	Chris Tunstall said that these issues would be looked at and it would not be left unsafe. The programme would also looking at advance stop lines for cyclists at traffic lights to allow them to move before traffic goes through.
<b>Zofia Lovell</b>	Please could the programme team speak to schools in South Farnham about cycling provision. Many would like to see cycling from the town to the station which would help commuters. Interested in how this idea would be approached on Station Hill – would it be on-road cycling or shared space. The former school bus service had poor uptake and became unviable and there were lessons to be learnt.	Paula Gough said they plan to contact all schools in Farnham to understand current take up of walking and cycling, the key blockers and the views of children and parents to develop solutions. A survey/questionnaire would be developed to capture walking and cycling from the school perspective. The success of the programme depended on the integration of all types of transport.  Chris Tunstall said there was not enough time to consult on the scheme put to the government for funding but that they would consult on it retrospectively and there were likely to be changes.
<b>Paul Hoskins</b>	Everyone wants us to change and the situation is dire. However there is frustration about the amount of contradictions from councillors. The situation is not just because of Covid. Alternatives are needed first and there was a need to get cars moving.	Cllr MacLeod said that over 800 responses were received in the recent consultation which was a good response rate for the size of the town. They were interested in hearing the views of people and no decision had not yet been made.  Cllr Spence said that congestion existed before the Covid measures were put in place. For many years people have not been able to walk and cycle in the town centre because of the dangers of passing traffic.



		<p>Cllr Ramsdale said the Covid measures had made the town centre safer and it had helped people to access the shops. There was a need to get the through traffic out to make the town centre the lovely historic town centre that it used to be. Many providers cannot afford two sets of buses and so that is why double deckers are often used even in quieter periods.</p>
<b>Fiona Massari</b>	<p>More information about the private land near the northern car park to prevented as it could make a big difference.</p>	<p>Cllr MacLeod said that the issue of private land was a sensitive subject and had to be considered appropriately. However, a northern link road would certainly have a big impact on the town centre and would be considered.</p> <p>Chris Tunstall said that it would be considered as part of the OIP. If a benefit was identified, there were mechanisms available to compensate people as most roads cut across private land. They would look to negotiate an agreement with the owner, and as a very last resort compulsory purchase would be available. The creation of alternatives does impact on people and so these issues need to be dealt with carefully.</p>
<b>Chris Shephard</b>	<p>The programme is an excellent idea and hope that it makes progress. As a shopper, the town is more inviting than ever before because of the Covid measures. Drivers are courteous and this is what we need to achieve as part of the programme.</p>	<p>Cllr MacLeod said that his general experience of Farnham is that people are very courteous, including in the series of LLFs</p>
<b>Nigel Ling</b>	<p>Urge the councils to be bold and not to be backward in transport policy ideas. Many places in Europe much more ahead with walking and cycling provision. A lot of people may be reluctant to move away from using cars but change was needed.</p>	
<b>Thomas Lankester</b>	<p>Felt that people do not cycle because they were put off because of danger, congestion and pollution. Recently, seen the governments cycling model which looked at what happens if those constraints are removed and appropriate facilities and infrastructure are put in place. Can see in Farnham many people are put off although there is a want to do it, particularly</p>	

	with school aged children. Need to put in alternatives so that people can make the choice. A secondary network was required to allow the retail and vitality to continue.	
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4. Question and answers. Questions asked at live the webinar and answered by the panellists.

**Appendix 2**

	<b>Question/comment</b>	<b>Answer</b>
1.	Diana Jeffrey. Why does an. A road continue to go through the centre of Farnham when there is a by-pass?	Unfortunately its was never declassified when the A31 was built. But it is an issue we are looking at.  Excellent question and something I have been pressing for as a Quick Win so SatNav traffic is not directed through the town centre.
2.	Cllr Jerry Hyman: Why is Chat disabled? Why do we get the same half hour of Chris at every meeting? Are you not listening? Is it no surprise that residents think this is a charade?	There are residents who haven't attended before. Not everyone is as lucky as us to come every time Jerry.  Chris is providing an update on progress and highlighting the areas for critical consideration to ensure we can create an investable business case and secure the funding to deliver the improvements.
3.	Paul Hoskins: Reduce car parks = reduce vists to Farnham= reduce viability of Farnham. Pointless.	Some people certainly think that Paul, others think more pedestrians, more cyclists will increase people coming to the Town Centre shops. It's a good live debate and ongoing.  Cllr Stephen Spence: absolutely and also good quality, reliable and affordable alternatives to car use such as bus, rail and park/ride and park/stride. These are being written into Central Government policy and essential to deliver on carbon reduction.
4.	Simon Valley: Reducing the ability of people to come into Farnham by taking away car parks and creating bottlenecks - as we have now, under the guise of COVID - is going to kill the town.	Some people think that, others disagree. That's the live debate we're having.
5.	Clive Teague: I am sure no one's Ideal Farnham includes either speeding cars or queues of stationary vehicles. We need to support the plan to park cars in the outer car parks and then ride in on buses or stride in for those that are able.	There are people who think that, others disagree, that's the debate we're having.  Very good point!
6.	Jeremy Daines: The town centre's transport system is currently dysfunctional, failing on most counts. Until necessary bypasses and/or park & ride schemes are instigated (which are very expensive and long term; therefore low probability), the low hanging fruit approach is	HGVs being limited is certainly needed and the rest very good contributions to the debate.

	<p>recommended.</p> <ol style="list-style-type: none"> <li>1. Ban HGV's except for notified access.</li> <li>2. Optimise traffic flow via integrated traffic lights so that people and the emergency services can get into &amp; out of the town centre in a consistent &amp; realistic timeframe, particularly during shop opening hours. This should be achievable within 12 months and at relatively low cost.</li> </ol> <p>A) Benefits:</p> <ol style="list-style-type: none"> <li>i. Much reduced traffic congestion</li> <li>ii. Much reduced pollution</li> <li>iii. Quicker Emergency Services response times</li> <li>iv. More efficient access for businesses &amp; visitors</li> </ol> <p>B) Costs:</p> <ol style="list-style-type: none"> <li>i. Will not deter driving to visit the town centre (is this really a valid objective for Surrey CC or Farnham Town Council?)</li> <li>ii. A traffic flow analysis, additional traffic lights &amp; a computerised traffic flow management system. Cost £250,000?</li> </ol>	<p>Some of what you suggest is in our Quick Wins. But we also need to be aware of unintended consequences.</p>
7.	<p>Chris Whitehouse: This is said about every pedestrianisation scheme ever, yet towns that do it aren't reduced to rubble. Pedestrianisation also has positive effects on foot traffic!</p>	<p>Good comment.</p> <p>Absolutely!</p>
8.	<p>Jon Watson: Why is Chat disabled?</p>	<p>The Q&amp;A is the best place for discussion.</p>
9.	<p>Catherine Powell: Slightly concerning that the map Chris was just showing includes no cycle upgrades in North Farnham. Is there the potential to include all of Farnham?</p>	<p>Live answered.</p> <p>But what he showed was the suggestion given, not a programme suggestion.</p>
10.	<p>Nigel Ling: Paul Hoskins - dated thinking. Cars must be reduced. Farnham is years behind other towns in that respect</p>	<p>Another interesting perspective in the debate.</p> <p>Good point.</p>
11.	<p>Jon Watson: Before chat got disabled I asked what O/D data existed (and is it published?) and when it would be updated?</p>	<p>Chris said in his presentation that o/D data exists but it needs further work which is challenging just now because of COVID&gt; Why not ask this question verbally and get a more detailed response.</p>
12.	<p>David Uffindell: Really sorry: I have to go now. But I have very much appreciated the presentation from Chris, especially the "impressions" of what what might be possible and the ideas re traffic direction arising from the consultations from the grass roots. Thank you.</p>	<p>Thanks David.</p>

13.	Chris Shephard: Interesting proposal about the two Hopper style bus routes - one north south, the other east west. This could really work to stop shoppers driving into town from the residential areas.	Interesting thought. Electric small buses are a likely part of a solution to reduce vehicle traffic.
14.	Brian Perryman: Could deliveries to the town centre be restricted to off peak hours as in many other towns.	Interesting idea. There are meant to be restrictions now but no or limited enforcement.
15.	Cllr George Hesse: It would be interesting to know of any update on the Upper Hart Link (Castle Hill to Upper Hart car Park). With this connected the people of North Farnham will have a car park in the Centre. That means South (Central & Wagon Yard), West (Hart Car Park) East (Riverside and Brightwells multi storey) are provided with car parks. That would allow a much bolder approach to pedestrianisation BUT the link is a key part.	Chris T is still open to this George, don't particularly want to broaden out here J. George you've heard as much as the project can say for now.
16.	Helen Locke: Can we please get somewhere to park bikes in the centre of town and some electric car chargers? It has been mooted to cost £45,000 to put in some bike shelters, which is a fraction of costs for other schemes. It's only 2 miles into town. Park and ride seems a bit pointless. Easier access and cheaper more regular buses would help.	Cllr John Neale: We are expecting to make this provision. Good point and I believe we should action.
17.	Diana Jeffrey: I know the County Council owns Coxbridge Farm - why don't we immediately get a Park and Ride there/ If we wait for electric cars we will have to wait another 10 years to achieve any difference in Air Pollution ? I cannot get a picture so cannot ask my questions live???	If you put hand up in Participants box, you should get in. How are you linked in/listening, the Chair should be able to take point by phone.
18.	Zofia Lovell: Pedestrians and cyclists (shared space) appears to be controversial. What is Chris Tunstall's view?	Cllr John Neale: Generally we want to separate them, unless there is no space to do this.
19.	Clive Teague: Is there a plan to link Castle Hill with the Upper Hart Car Park to reduce the traffic on Castle St and in the centre of town	Cllr John Neale: This is under consideration Clive, but not an easy one. we will try. That is one thing that is being considered.
20.	Emma Bandy: Please don't forget the number of children going to and from schools in and through the Centre of town. Providing nudges and incentives to encourage cycling is needed but safer roads are key. (The narrowing of Downing St has made it feel even less safe.)	We agree, you can voice this out if you like.

21.	David Urbani: The Upper Hale Hoppa route does not cater for the lowest part of the area, forcing residents around Drovers Way to walk uphill to the bus, This prevents older and less able people from using the service. Can this be considered in any Hoppa route?	Cllr John Neale: That picture is only indicative. We would consult on this in detail.
22.	Brian Perryman: Maybe with a pre booking system that we've all got used to before we go anywhere	Cllr John Neale: Not sure about your point - email us if you like, thanks.
23.	Chris Shephard: Interesting proposal about the two Hopper style bus routes - one north south, the other east west. This could really work to stop shoppers driving into town from the residential areas. However this means we might have superfluous parking spaces in the town centre. If out of centre car parks were developed a similar bus system could attract visitors and more distant shoppers to those car parks. Again this could lead to redevelopment of the town centre car parks for other uses. However I think the crunch point would be the cost of those bus services. So long as the fares and outer car park charges together were significantly less than the town centre car parking fees this scheme could really create a significant improvement, both in reducing traffic and improving the environment for shoppers and visitors.	Interesting view.
24.	Simon Valley: Completely agree with the points made by the last speaker. These road narrowing ideas have created far more problems of pollution etc. It is obvious to anyone that they are not working. What plans are there to remove these?	When COVID no longer requires social distancing in our narrow streets the COVID arrangements will be reviewed.
25.	Jon Watson: At the very first meeting I asked why there seems to be no business plan production activity. I still have received no response. The idea that you can raise substantial amounts of cash based only on warm green words simply isn't realistic.	Live answered.  All of this is how the 'business plan' is being developed Jon, included the community input. The system now is cash has to obtained by bidding and aprt of the the project is to develop bids to the appropriate bodies.
26.	Nigel Ling: Traffic is not a fixed quantity. Most journeys are short. Alternatives to driving gets people out of their cars.	Cllr John Neale: Agree in principle - this is the aim  Good point.
27.	Cllr George Hesse: I was told today the Wagon Yard Car Park was fairly empty while West Street was choked all day, suggesting the traffic wasn't heading for town centre car parks but "going through" to other destinations. That traffic could go around the town on the main	Cllr John Neale: Agreed George. Mainly public have to speak here!  One of the things we've got to try and resolve George.

	roads. With the through traffic removed the smaller volume remaining could get into town, park and shop. But how do you get the vehicles to go around?	
28.	Michelle Quinlan: I disagree with Paul Hoskins living in the heart of Farnham 20 mph outside peak times traffic travels move at ridiculous speeds, which puts pedestrians, elderly and mums with buggies at high risk. Remove the ease of using Farnham as a through road, people will find other routes.	Cllr John Neale: interesting views as always Michelle.  Good point.
29.	Fiona Massari: What are the stages that the council are planning to go through to reach pedestrianisation?	Cllr John Neale: You should be able to speak on this.  An attempt to show this is on a slide in the early presentation. If you can't get direct Fiona then ask me to forward.
30.	Nigel Ling: Balance is good, but it must be shifted in favour of walking, cycling and public transport.	Cllr John Neale: Agreed – that is the aim.  Absolutely.
31.	Cllr George Hesse: The idea of 20mph is fine but in the absence of Cameras or Policing speed calming would be needed to stop the boy racers who are a menace.	Live answered.  It is a step in the right direction, but needs enforcement an issue I was recently talking to the PCC about.
32.	Chris Shephard: Would it be possible to have a local poll as part of this programme as to people's perception of the Covid social distancing measures? There is a lot of controversy about whether people support or criticise these works. While they were an emergency measure they certainly show what is possible and it would be good to get an unbiased opinion from the local electorate to inform the judgements now being worked on in this programme. Personally I find shopping in the town much more pleasant now than it was in the past. The traffic is slower and the drivers are far more courteous to people crossing the roads despite the fact that they are waiting in a queue. On the occasions that I do drive into town I now ensure that I allow sufficient time to cope with the traffic. We all need to learn to adapt to the new normal.	Not the topic for tonight we are trying to look further ahead.
33.	Fiona Massari: What are the impediments to a Northern carpark next door/behind the art college with a cut through opposite Farnham	Cllr John Neale: We agree with that aim. But some of the land is private owned - so there are difficulties. We will try.

	castle entrance? It is essential so that all the North Farnham residents don't need to go round the one way system	Good point. An impediment may be ownership.
34.	Elaine Fell: Don't you think we have already found other ways to do things? We just avoid going into Farnham altogether. Hampshire provide some great town centres with good car parks!	That may be true for some, but not for many others.
35.	Clive Teague: Good idea. Park and Ride at Coxbridge!	Something to consider
36.	Paul Hoskins: West Street needs the COVID? Active measures removed	Valid view, but not supported by lots of people.
37.	David Urbani: Andrew is correct, and it would be easier to have an internal "bypass" by implement the scheme from Castle Street to the Hart.	Interesting thought.
38.	Fiona Massari: I agree Diana - Coxbridge Park and ride/Stride with the electric Hoppa's going through	Cllr John Neale: Ok, talk on it.
39.	Paul Hoskins: Wyatt, please show the audited survey that tells me most people want the COVID measures removed?? Where?? Who??	I don't know of an audited survey. I know of views expressed to me and feedback from other Councillors.
40.	Michelle Quinlan: I totally agree with Chris Butler!	Cllr John Neale: Not sure what you mean.
41.	Cllr George Hesse: Diana, Yes we are fed up with standing traffic in West Street - currently most of the day 7 days a week. But with this initiative there will be a solution in due time. Chris Butler is right about the heavy tipper trucks using the town and Castle Hill so a Western Bypass is the way to go. The heavy trucks are damamging historic buildings and everyone is aware of the problem.	Cllr John Neale: ok
42.	Paul Hoskins: For the record. Councillors want us to use the car less or not at all. Councillors however, will not all participate in that aspiration.	Not true, and that is why many of us walk and cycle.
43.	Nigel Ling: Cllr Spence. Absolutely. There was a traffic management plan by the council many years ago. Nothing happened.	Which is why this opportunity to try and get a concensus, if we can, is so important or. at least a vision a majority of people can support
44.	Chris Shepheard: Interesting discussion about out of town car parking and the need to build more house. Why don't we use the ou of town sites slated for housing to create car parks, then build houses on the current town centre car parks? The people living there would have less need of their cars to get into the town centre too.	Interesting idea and may have some good financial viability.



45.	Pamela Pownall: Hard to make meaningful comment in this forum on possible solutions/combination of options. Can we have an (email) address to write to with our views please?	Cllr John Neale: You can email me.  Cllr Wyatt Ramsdale: Pamela, how about writing to your own County Councillor we are all on the Farnham Board. My email is Wyatt.Ramsdale@surreycc.gov.uk for Farnham South. Similar for Stephen.Spence (North) Andrew.Macleod (Central).
46.	Paul Hoskins: So ask the question again to councillors please. I will not be allowed back in. Thanks.	Paul you can come back again – raise hand.
47.	Catherine Powell: Exactly, one of the studies needs to look at where the children live and the schools they go to and we need to create safe walking and cycling routes and / or affordable buses to support people to reduce their car use. This is true in all areas of Farnham. The pavements are none existent in many areas of the center of town and other areas, particularly North Farnham.	Good point and very topical in Wrecclesham.  Cllr John Neale: We aim to do that. I am trying to get Sally Dickson to arrange for me to meet you and NF people.
48.	Cllr George Hesse: Active Transport : Using most roads with bicycles super dangerous. Segregated lanes where possible is the way to go. Riding in a 20 mph zone on a bicycle is OK (I've done it a lot and there's not much danger) We absolutely want SCC to work with The Waverely and Farnham Cycle Campaigns to identify and agree the routes to be built.	We do!
49.	John Bell: On a practical level how would a 20 mph speed limit in the town centre be enforced?	Cameras would likely be the main way.  Cllr John Neale: No obvious answer, which is why police are wary about this limit. But we will try and achieve this speed reduction somehow.
50.	Christopher Butler: I am really concerned that the new roundabout at Folly hill is because there will be more development in the adjacent fields which means even more traffic in the town centre via Castle street.	Other residents are very concerned about that too. Hopefully now the neighbourhood plan is fully made will restrict the ability to do it.
51.	Cllr George Hesse: Spot on Paul - you are right about the lack of infrastructure resulting from developments. The community are being short changed. The type of houses built are often not for lower income groups.	Development and infrastructure should be approved together not development first and then scabble for infrastructure improvements after from money that has to be found.
52.	Nigel Ling: I would encourage the council to be strict with cars. Carrot and stick is always going to be part of your measures, but with many car users a big stick will be necessary to effect real change.	Cllr John Neale: Nigel you are right of course. But we want to take the community with us, so we don't want to be too heavy in our approach. We are heading in your direction in the project.

53.	Clive Teague: Looking to the future do you have any plans for using the redundant car parking spaces once we have sold our cars and are using autonomous electric vehicles?	Cllr John Neale: We're very future aware, but let's get the new street scene accepted first or we are taking too much on in one go.
54.	Chris Whitehouse: George, ultimately while the overall supply is so low, no houses built will ever be for lower income groups! Fair cop on infrastructure: but, perhaps we need to think about recouping costs/tax/money from developments to build it!	Chris do you know the detail on developer contributions to local infrastructure? Currently CIL or Community Infrastructure Levy. A lot of money is raised.
55.	Nigel Ling: By which I mean cars in town should be restricted. Buses will be important. Apart from park and ride, will there be any new services. Brighton is a good example of bus use.	We are undertaking a full review of bus services and ensuring we can integrate an effective, user-friendly service to maximise take up.
56.	Catherine Powell: What plans are being considered about linking Brightwells with the rest of the town? At the moment there is really no linkage at all	Cllr John Neale: This is very much the aim . please see what the plans say in the new year.
57.	Cllr George Hesse: So chris, please add a footway along the north side of the road from the Sandy Hill Estate to the BP station further along towards the Ewshot roundabout. People have nothing to walk on.	Hi George, thanks for flagging - we're looking at pedestrian route improvements in multiple locations; I've made a note of this specific idea and will incorporate into work we're progressing for the wider programme.
58.	Michelle Quinlan: Max mentioned a good point about the dangerous crossing at Old Park Lane onto Castle Street. That is why the 20 mph zone needs to start at the existing 30 mph sign. Very dangerous turning right out of the Farnham Castle too.	Cllr John Neale: I would expect the project to address this.  Thank you for sharing this great point. We will consider this as part of the 20m/p study that is currently underway.
59.	Paul Hoskins: Chris Tunstall. You said no point in resurfacing only to cover that up. But that is exactly what you have done. You can see the contradiction can't you?	Paul slight difference with a couple of bolt holes and pedestrians still walk on that surface
60.	Brian Perryman: If the Government can impose targets for housing on LAs up to 2032 why doesn't it fund the necessary infrastructure to accommodate it? A Western bypass would not only remove traffic from the town centre but also provide an opportunity for the planned expansion of Farnham to the west rather than the piecemeal development we have been seeing in recent years.	Central government would look to that if the local road operator makes a good investment case for it mainly involving reduction of congestion, enabling housing and encouraging active travel.  Some of that funding from different routes e.g. LEPs is what the FIP would be applying/bidding to in future.
61.	Cllr George Hesse: So right - beautifully put. the Upper Hart - Castle Hill link is the MISSING LINK	A view many of us would like to see happen.
62.	Christopher Butler: I know it has been discussed before, but if we have a 20mph in Castle Street and Castle Hill we have to have cameras, or	Absolutely!

	some means of control. As I live on Castle Hill, I know for a fact that a high proportion of the traffic is well above the speed limit in fact some is more than 50mph! and very noisy	An argument we need to keep making to the Police and PCC.
63.	Catherine Powell: If we go for park and ride / stride it has to be in multiple locations if this is really going to work - including near six bells roundabout, near the cricket pitch off Folly Hill as well as at Coxbridge	Yes of course.  Hi Catherine, good point - we are exploring multiple locations for potential park and ride / park and stride sites, to make them as convenient / effective as possible.
64.	Helen Locke: Thank you for all the work on the cycle paths and the Hoppa idea is wonderful. It would be nice if services extended to the evening so that we can come into the Maltings and boost our local restaurants. If retail doesn't take up the Brightwells units, they would be ideal for our graduate creatives to work and sell from.	Good point.  Some of us have been in contact with the university, are approaching Watss Gallery and trying to get knitters, crafters and other arts and crafts producers to start to develop the argument for a 'plan b' for Brightwells.
65.	Catherine Powell: Would be good if the hopper buses also linked into the hospital, train station and the centre of town from the different areas of town. That is still the nearest doctors for the North of Farnham and some residents find the cost of public transport cost prohibitive.	Good point.
66.	Cllr George Hesse: Cycle routes. Again, we need SCC to work with cycle groups to get really serious about this. It has to happen - local cooperation with SCC so local knowledge is incorporated into plans for routes	Totally agree George. And we are talking.  Hi George, the project team are working with SCC on this - you're quite right, local and county cooperation required. SCC are pursuing Local Cycling and Walking Infrastructure Plans (LCWIPs) across the county, including in/around Farnham.
67.	Fiona Massari: Key thing is the order of events to give alternatives to the car. Foot paths/Cycleways and cycle parking - '20 is plenty' speed limit, HGV ban with Electric van only delivery from outlying HGV depot, Northern carpark next door/behind art college with cut through opposite castle entrance is essential so that all the North Farnham residents don't need to go round the one way system. Frequent electric bus service from villages passing through outlying carparks. Outlying park and stride/ride car parks from end West St (Coxbridge Farm). Zero emission bus, delivery and disability vehicle access only. As traffic reduced through measures above, potential for turning central carpark into green social event space. New	Hi Fiona, thanks for the breadth of ideas - we have some of those you've mentioned already on our 'long list', will incorporate those we'd not thought of for consideration in the wider programme.  I agree and am trying to make those steps.

	developments for housing and related social needs, Extension of common resources for rewilding and food production as well as the traffic considerations please. Thank you	
68.	Michelle Quinlan: Brightwells Arts and Crafts experiences and workshops would pull people into Farnham.	And give them new things to do.
69.	Nigel Ling: Subsidised prices would help. Not a popular idea these days. Brighton had fixed fares which were reasonable. Frequency also important.	Nigel id agree and it is something we will definitely be considering.
70.	Cllr George Hesse: The Borelli pedestrian bridge connecting to the station, has to be an exemplar for great design and become an “Active Travel” route....	Good thinking.
71.	Fiona Massari: Chris Whitehouse, you may be interested in <a href="https://homesforfarnham.org.uk/">https://homesforfarnham.org.uk/</a> . not for profit community led housing initiative	Very interesting
72.	David Howell: Can Chris give us an idea of proposals for finishing South Street? I think an issue with complete pedestrianisation of for example The Borough between Castle Street and South Street that would require residents using cars living in Castle Street being required to drive north to the Upper Hale Road, Hale Road, S&F roundabout etc	The proposal was to resurface in 2021 but with what we were looking at with the Farnham Infrastructure Programme we look to defer it. On the basis of the discussion I will relook at it.  I agree and suspect any 100% pedestrianisation of any road is not possible.
73.	Catherine Powell: Exactly Chris, there is a balance between on street parking and slowing traffic down. In some areas in Farnham the parked cars protect the pedestrians on the very narrow pavements, but the do inconvenience and slow down cars and buses.	A balance is key.
74.	Cllr George Hesse: There are on street parking “pinch points” around the town and there are alternaive parking locations for those vehicles that the council can provide FOC as alternatives. The traffic needs to “flow” Chris but with traffic calming.....	
75.	David Howell: Does the Hickley’s Corner work need to be confirmed as proceeding when works within the town go ahead ?	Cllr John Neale: We expect the town centre to proceed in the vanguard, but it will be done with the outer road schemes in mind.  I can say that many of us on the Board are clear that improvement of the outer roads needs to be co-ordinated so that traffic chooses to go round the outside.

76.	David Howell: Little has been said about shared space, what are the panel's thoughts about that if for example the link road between Castle Hill and The Hart?	<p>Has merit needs to be considered but can have safety concerns.</p> <p>Hi David, the DfT have placed a moratorium on new shared space designs following a review a few years ago on the potential impact of these schemes on those with physical impairments, and blind / partially sighted users.</p> <p>We will be looking at a variety of options for access, layouts, but a flush surface shared by all users without any features which indicate which zones are aligned to which modes would be very difficult to progress in light of the change in DfT guidance.</p>
77.	Julie-Anne Flude: All good points and solutions have been raised during this meeting which is brilliant, keep the momentum up :) Small Hoppa buses definitely way forward, to and from surrounding villages to the town centre. Also the suggested northern road to park at back of UCA and keeping bottom of Castle Street free of traffic. Park & ride/stride with Hoppas and a flat rate cheap cost, on North, South, East & West of the town centre.	Good points.
78.	Fiona Massari: I believe there is no constraint on how the town council can raise funds as long as it's legal. We do live in an area where some people may have substantial funds to invest in improvements to the town. Is there any plan to do a private public partnership in order to achieve some of these initiatives urgently?	Cllr Wyatt Ramsdale: Fiona, Would like to know more from you on this.
79.	Michelle Quinlan: Car parking on Castle Street is like the dodgems. Dangerous because of driving speeds and impatience of drivers using the town as a through road.	
80.	Nigel Ling: On pedestrianisation, just about all the many towns that have done this will have similar problems of re-routing. That should not be a barrier to blocking roads off to cars during the day.	Is a balance we have to strive to achieve!
81.	Catherine Powell: I would suggest you work with the Farnham Schools Confederation to ensure that you cover all the schools.	Cllr John Neale: We will.
82.	Julie-Anne Flude: A right-hand turning on the by-pass at Hickleys Corner so that residents from the west side of farnham who are travelling to south farnham area/station can travel on the by-pass instead of driving all through the town centre to get there!	Good point!

83.	Catherine Powell: Please can you also look at connectivity between residential areas and other services such as sports, social and health facilities? You could ask people attend venues to complete a survey of where they came from and how they got there.	Of course we need to keep this under consideration.
84.	Julie-Anne Flude: Maybe some thought could be given to the Shepherd & Flock roundabout, which get regularly clogged up but maybe a new flow could be worked out which could run more smoothly.	Planned to be part of the Hickleys/A31 project.
85.	Nigel Ling: Sorry, Paul, but that is not true. Easier to get about with the wider pavements.	So true.
86.	John Bell: Could we reintroduce school catchment areas in effort to reduce traffic and pollution?	A great idea.
87.	David Howell: Has/could charging for non-residents using the congested roads be considered ? Has Wyatt's suggestion of charging everyone for accessing town but free parking be offered ?	Not dismissed but technology currently expensive to achieve I believe.
88.	Michelle Quinlan: Paul, I prefer the wider pedestrian areas created but the wider areas need to be at the same level.	Yes there is standard guidance on this now LTNI 20. At grade for pedestrians and grade separated for cyclists.  Good point and if permanent would be.
89.	Fiona Massari: 20mph is hugely safer. Deaths do not occur at 20.	Absolutely, hence the work to get the 20mph in Rowledge.
90.	Nigel Ling: I've lived in Farnham a long time too - and the single-lane scheme is better, no question.	
91.	Cllr George Hesse: S Spence is right - we had the traffic problems before. But doing nothing is not an option. This is a work in progress and only interim measures are in place right now. We have to wait to see what the FIP come up with after all these consultations.... patience for a bit longer is needed.	Yes. Thank you.
92.	Michelle Quinlan: Maybe the town supermarkets can buy in to local cargo bike deliveries. To stop Farnham residents having to circumvent the town to collect their heavy shopping.	
93.	Richard Stubberfield: The good thing about the new single lane traffic is I now shop elsewhere. You must make the western by pass a priority and part of something else.	
94.	Cllr George Hesse: So right, we need the Upper Hart link for North Farnham residents. It's the last piece in the puzzle.	

95.	Paul Hoskins: Forcing two lanes of traffic into one make congestion and pollution better. I can't fight that logic. The broader electorate can though.	
96.	Jeremy Daines: Any economic analysis of Farnham will conclude that for the town centre to thrive it needs to have efficient traffic flow, or no traffic at all with a park & go system. The former could be achieved relatively quickly and at low cost. The latter involves large investment & time frame. Get Farnham flowing ASAP and thriving, or keep procrastinating and trying to satisfy every member of the public's views.	Good points but we have to look out for unintended consequences.
97.	Julie-Anne Flude: Many thanks for your responses to the above points. From an interested Badshot Lea Resident :)	
98.	David Howell: Could the link road be a toll road in that the land owners is paid for every vehicle using the road?	Good thought David.
99.	Michelle Quinlan: You might be interested to know that Waitrose has added a £2 fee for local click and collect?	
100.	Clive Teague: Excellent discussion tonight with many good ideas on how to improve our town center.	
101.	Cllr Alan Earwaker: Well done everyone who contributed to a very good exchange of views	
102.	Nigel Ling: PH, what you do not seem able to grasp is that restricting traffic reduces it, if not instantly then after a period. The congestion is no worse than before.	
103.	Jeremy Daines: I'm confident a proper traffic flow (with an average speed through the centre of 20 mph) would provide a significant economic boost to the town. It benefits everyone, cyclists & pedestrians included, because congestion is removed with pollution much reduced. Pedestrians would know where to cross and know when the crossing times occur, because the flow system would be regular. It doesn't have to be the same flow system at different times of the day, but designed to provide consistent travel times & (low) speeds at the busiest times of the day. After 20 odd years this would be a great step forward.	

104.	Cllr George Hesse: Thomas - good to hear your views - yes, we need the secondary network which will encourage more people onto their bikes.	Cllr Wyatt Ramsdale: Absolutely and a big thanks for all the work you do Tom in co-ordination with SCC officers.  Tom your input has been extremely valuable, and we thank you for that. A robust network as a legitimate alternative is a firm objective for us.
105.	Fiona Massari: Can the community have a Centrally located community hub? It would be enormously beneficial to have meetings and assemblies to find consensus on these issues as well as opportunities for sustainable initiatives and community resilience activities to support us in dealing with the interrelated crises.	
106.	Iain Godwin: Definitely encourage a brave approach. Find and unlock the opportunities that Farnham hasn't grasped in the past. The Northern car park link with part pedestrianisation of Castle street, would be very positive. Shared zones in The borough. Altrincham in Greater Manchester is a town that has pioneered some interesting and revitalising strategies on pedestrianisation and traffic management.	Thank you for sharing Iain.
107.	Richard Stubberfield: Thanks for a very useful evening with good comments and plenty to consider. Plan small wins, what happened to the idea of coming out of Waggon Yard back to Firgrove Hill? Would save a lot of through traffic	