

**Farnham Infrastructure Programme
Local Liaison Forum: Community
Wednesday 25 November 2020, 6.30 pm**

Present:

Cllr John Neale, Farnham Town Council
Cllr Andy MacLeod, Waverley Borough Council
Cllr Wyatt Ramsdale, Surrey County Council
Cllr Stephen Spence, Surrey County Council
Cllr Kika Mirylees, Farnham Town Council
Cllr Mark Merryweather, Farnham Town Council
Chris Tunstall, Programme Director, Surrey County Council
Paula Gough, Programme Manager, Arcadis
Peter Burch, Arcadis
Andy Cleaver, Design Lead, Atkins
Jonathan Foster-Clark, Atkins

76 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

I. Welcome and opening remarks

Cllr Neale welcomed attendees to the third Local Liaison Forum to discuss community aspects of the programme. He introduced the panel, including Chris Tunstall as the Programme Director (with a wealth of experience in running infrastructure projects around the country), Paula Gough from Arcadis (who has worked on many similar projects and has experience of modern infrastructure and applying for government funding), and Jonathan Foster-Clark from Atkins (with experience of major highway projects and solving difficult traffic and road problems).

Cllr Neale explained that the purpose of the webinar was to provide background to the programme, to update on progress to date and to outline what the programme may achieve and the rationale for that vision. The focus of the meeting was to hear what attendees thought and what should be included in the plans. Cllr Neale said that most of the programme was about delivering changes to the roads and traffic movements in the town centre and around the town through the major highway network. Cllr Neale explained that the meeting was not just to talk about solving the road problems but also to discuss what type of town and town centre people wanted to emerge from the programme, for example, making the town better to live in, to work in and to spend leisure time in.

2. Update on the Programme

Chris Tunstall said that the consultation on the programme vision statement had recently closed and that roughly 900 responses had been received which were broadly positive and in agreement with the identified themes. The themes included:

- Supporting businesses and encouraging economic growth: In the last 13 years, there had been a decline in footfall in the high streets and a growth in online shopping.
- Place community first: Creating a place that people wanted to visit and were proud of which was not car dominated. In Farnham there were 2,400 spaces within 100 yards of the town centre which represented 6% of the population. Chris said he had never known so much parking to be available so close to the town centre which was the contributing factor for the high volume of central traffic.

- **Prioritise health:** Chris said that the air quality was poor in town centre due to the high volume of cars and HGVs. There was a climate emergency and all three authorities had made declarations to be zero carbon.
- **Enhance mobility and connectivity:** Creating a town that was not car dominated and encourage walking, cycling and use of public transport.
- **Integrate digital and technology:** Chris said this was about not going back to the normal before Covid-19.

Chris Tunstall said that the themes would enable the development of an Optimised Infrastructure Plan (OIP) which is a transport plan to identify how people could move around Farnham in the future. Chris said that the OIP would be presented to the Board in January with a list of possible schemes and proposals. Everything was open for discussion currently, including pedestrianisation, park and ride facilities, 20 mph limit, a freight consolidation centre, and other ways of getting cars out by providing the necessary infrastructure for people to get into town.

Chris Tunstall said that this was the fifth Local Liaison Forum and another six would be taking place to consult and find out people's views. He said 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. Chris Tunstall 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.

Following completion of the consultation in November, the Board approved an HGV study which showed that the number passing through Farnham is not great. However, the number of cars had decreased whereas the number of HGVs had stayed the same which gave a disproportionate perception that there were more. The three local authorities had agreed to ban HGVs travelling through the town centre and a further consultation was underway with Highways England, the police and other authorities. The ban would be 'not for access' to prevent through traffic and solutions would be needed for HGVs to service shops.

Chris Tunstall explained that the programme would be an exemplar to demonstrate what could be achieved and there were three major projects under consideration. Firstly, addressing highways issues in the town centre (including the volume of traffic, HGVs and width of footways), secondly the A31 Hickley's Corner and finally a Wrecclesham bypass. All of these needed to be looked and Chris Tunstall said that it was important to discuss them again. Chris gave an example of a similar infrastructure project at Durham.

Paula Gough said that in Waltham Forest businesses were against pedestrianisation of the town centre and thought they would be adversely affected. However, it created a substantial increase in job opportunities and economic growth. Paula Gough said that Winchester had similar issues to Farnham which involved improved active lifestyles, reducing city centre traffic, and investing in infrastructure that supported the right type of growth. They started to look at parking and bus prioritisation lanes and worked with providers to find solutions. The scheme had been very successful and gave a good comparison close to home.

Andy Clever said effective investment could improve the viability of a town centre which was well demonstrated through Winchester.

Paula Gough said that all the themes identified in the vision statement were responsive to the ten-point environmental response that the government had recently announced, around enabling digital, electric vehicle charging and increasing active travel. Paula said that the programme team was interested in hearing from people in Farnham about what would improve and enhance these issues.

3. Topics for discussion

Cllr Neale said that the discussion could be split into four topic areas, with the first being about the town centre and the second about getting around the future by walking or cycling and using the car less. Thirdly, discussions could be about the outer areas where people mainly lived and the changes that could be made in these areas. Finally, a discussion could be about whether people were prepared to change daily lives to enable things to happen.

Cllr Neale asked attendees if they wanted to pedestrianise the town centre as many other towns were doing around the country, or did people want to keep the cars travelling through it. In terms of the street scene, Cllr Neale asked if a café culture was welcomed with community features, a new retail scenario, and opportunities for digital information points.

Cllr Neale said that as a nation we needed to become less dependent on cars as they were throttling town centres and making it difficult for children to cycle to school. There was also a need to dramatically improve bus services with routes that focused on bringing people to the heart of the town. There also needed to be more opportunities for walking and cycling. Cllr Neale asked what was missing from your area and were there things that young people and old people needed.

Cllr MacLeod said in response to an earlier question about regional planning that there used to be regional planning, but it was abandoned now that councils cooperate with each other. There was an emerging Transport for the South East body, similar to Transport for London, which would bring in greater regional transport planning. Cllr MacLeod said that Waverley Borough Council had taken 50% of Woking Borough Council's unmet housing allocation, which was an unfortunate but unavoidable situation as it was a duty to cooperate as decided by the Planning Inspectorate.

In response to a question asked by Cllr George Hesse, Chris Tunstall said that empty buses were to do with behavioural change and there was a need to identify why people were not using them. There was a need to change this and something that was unique to the UK where cars are preferred. Chris Tunstall also said that new roads did encourage people to use them, but if roads were taken out of use, traffic did not appear somewhere else. This indicated that people had changed their habits and moved around differently.

4. Participant discussion – All

A list of questions and statements are available in Appendix I.

5. Closing remarks

Cllr MacLeod thanked people for their engagement, which was a helpful contribution to help develop the programme, and the panellists for their support. Cllr MacLeod reminded people about the next Local Liaison Forums, which were as follows:

- 9 December 2020 at 6.30pm: Town centre
- 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

Appendix I

Name/organisation	Question/comment	Answer
Cllr Mark Merryweather	Changes to the town centre affected areas on the outskirts, such as Badshot Lea. Many living half-a-mile from town centre were unwilling or unable to change their means of transport and could not walk or cycle. He said there were no buses and so this was not a valid choice. A holistic approach was needed and he was pleased this helpful discussion was taking place to try and fix it.	Cllr Neale said that the bus routes mainly go to Aldershot as the depot is located there but there was not a west-east route or a north-south route and the service needed to be more effective so that it could be used more. This included using more efficient buses. Park and ride was something that needed to be looked at and people would still need a way of travelling short distances to the town centre in a car.
Cllr Kika Mirylees	Used to commute to London on the train and always drove to the railway station as no other option to get there. A shuttle bus was a viable business opportunity as many commuters needed to get to the station and this would cut down on people travelling in the town centre and using central car parks.	
Cllr Stephen Spence	Studies have all identified that something needs to be done but nothing has been done. In the last three years, Surrey County Council has set up the Farnham Board and kick started this conversation. All the comments submitted so far are relevant. This was not the end of the process but the beginning and it was important to hear people's views.	
David Adcock	Moved to Farnham three years ago and it seems that the problem is not the town centre but people commuting to and through Farnham. There is a lot of population around Farnham and the solution is not as easy as that in London as people	Chris said that the car was not bad and most were car owners who compared marginal costs, such as petrol and car parks, against the cost of a bus. Using a car was about appropriate use that did not impact on everyone else. A park and ride which was more peripheral, such as 500 yard walk instead of 100 yards, was a possibility although provision would be put in place for those who needed closer facilities. Most authorities

	are more spread out and trying to get into the centre. The car in this instance was a necessity, particularly for those with young families or with disabilities. Needed to resolve issues of people transiting through Farnham	were asset rich and cash poor which impacted on services and the programme would need to look at how to subsidise reliable services, such as little electric hoppers. Also needed to get rid of through traffic and HGVs but alternative routes were needed so that traffic did not impact on other areas.
Zofia Lovell	Similar problems in South Farnham to that of Badshot Lea with traffic backing up. In an ideal world, have a bus to pick people up and drop off at station. Many young families were moving to the town with children at different schools and parents that go to work. The programme was possibly looking at issues back-to-front by trying to sort out how the town would work but it needed to look at how people moved around the town. People cannot always change their lifestyles due to economic reasons.	Cllr Neale said that many children used to cycle to school and now roads have been given to cars.
Cllr Mark Merryweather	Used to live in a small town abroad and every child went to school by bus. Subsidising buses seems to be an issue in the UK.	Cllr Neale said that the County Council used to provide buses for school children but they have been taken away over the years.
Cllr Wyatt Ramsdale	In the past the majority of people cycled to school. The biggest problem in Farnham was that roads were not safe which prevents children from cycling.	Paula Gough said that the government had recognised this as an issue across the UK. It was trying to encourage parents and children to cycle and walk to school and there was new policy guidance which recognised travelling to school as the biggest contributor to emissions. The programme would be following this guidance for Farnham and the key point was understanding local issues.
Catherine Powell	The worst area to get to school was in the north of Farnham where there were no pavements. There was little chance that people would cycle to school as the pavements were not safe and the volume of traffic was horrendous. There were also few speed signs. Most of the roads were	Chris said the programme would be integrated and roads would be closed for through traffic. Hopper buses could link up main parts of the town, funded through a surplus from the park and ride and controlled parking zones. The biggest group of people that had objected to park and ride in projects in other parts of the country were people that worked in shops as it would cost them to park, but it is more important that people can access the shops to spend money. Electric bikes was also a possibility. A

	<p>unadopted roads with no pavements. Public buses were needed to bring people into the town at all times of the day. There were limited facilities for young people in north Farnham.</p>	<p>new way of thinking was required. The amount of traffic on the road was preventing people from cycling and everyone had a part to play in changing their lifestyles to change the way we travel.</p> <p>Cllr Wyatt Ramsdale said that the major roads needed the traffic taken off it through buses, signage, sav navs and status of roads. 30 mph signs were not applicable to all areas, especially if there were no street lights.</p>
Cllr Mark Merryweather	<p>Most residents do not live in the town centre and there was a need to find ways of bringing them in. Bullers Road is dangerous for cyclists and it would soon be made a safe school street.</p>	
Libby Ralph	<p>How would this forum interact with planning and development? There were ongoing developments in the town that were making these types of issues even worse, for example at Folly Hill where there were few pavements.</p>	<p>Paula Gough said they would like to share this with Waverley Borough Council's Local Plan and with other local authorities with proposed developments close to Farnham. The programme would look at all of these issues.</p>
Jac Slim	<p>If people were not allowed to park near schools, it would force people to use school bus services. Parents with children at different schools was an issue which contributed towards congested roads.</p>	
Jane Brooks	<p>Applauded the idea of making Farnham more pedestrianised but shops were closing. How would businesses be supported? There were a lot of coffee shops in Farnham but people tended to use other shopping areas because it was not possible to do all shopping in Farnham.</p>	<p>Chris said that Farnham needed to be made into an attractive place that people wanted to come to with appropriate marketing. There were many superb shops in Farnham and not just chains which was the selling point. People do use park and ride services because they know that there is little parking in the town centres. Farnham was a beautiful place but the problem was the volume of traffic which spoilt it.</p> <p>Paula Gough said the programme would be using the government's 15 minute neighbourhoods programme and the new retail model which identified what future high streets will look like. Farnham, with its independent shops, lends itself to these ideas.</p>

Clive Teague	Needed to educate a whole generation that cycling to school provides health and environmental benefits. Needed to be integrated into the scheme with the best possible cycle routes to make it a success.	Cllr Neale said that Weydon School had a huge cycle park but it had disappeared over the last 20 years for various reasons.
Dave Carter	Park and ride worked well in Oxford and Guildford because there were few car parks. In Farnham there was great parking in the centre which was easy to get to and should be kept. The HGVs were the problem, as well as the delivery vehicles stopping on central roads. Park and ride was not the first solution and other options needed to be thought of as well.	Chris Tunstall said an integrated approach was required.
Simon Foale	A lot of research had been carried out by the programme but nothing new seemed to be identified. Viable suggestions would be welcomed for constructive feedback to get an idea of preferred options. In danger of yet another study which may not progressed.	Chris Tunstall said an OIP would be presented in January 2021 with a series of viable schemes which would then be consulted on.
Cllr Kika Mirylees	Apart from car parking and road issues, what did people want in the town centre? Independent shops were struggling but the centre of the town could be made more interesting for cultural interests and youth provision. This would also benefit retailers.	Cllr Neale supported the idea of an interesting cultural centre, with big screens and opportunities to sit out.
Cllr Stephen Spence	Brightwells might not attract the commercial outlets it hoped to attract so other options were being looked into including an art gallery or arts and crafts shops. Traffic was the problem. Some developments were beyond the Borough Council's control, such as Folly Hill which was approved by the Planning Inspectorate.	

David Johnston	Extend the scope of the 20mph scheme to solve issues in the town centre and improve road safety. Tremendous assets in the town centre and encouraging leisure and culture in the town may compound the problems but Farnham needed to be economically viable. There needed to be an opportunity for transition and active travel had shown an increase in economic benefits.	Chris said that the programme would look wider than just the town centre for the 20mph scheme. Where roads had been reallocated, for example pedestrianisation with cafes, it increased money into retail with people being able to wander about.
Cllr Mark Merryweather	Highlight a comment from Carey Conway that Farnham is a university town which is important to consider.	
Cllr Kika Mirylees	Not engaged with students enough and need to do more. Blue Bear bookshop had an open mike night recently which proved to be an effective way of communicating with students. Many students stay where they have studied and become permanent residents.	
Leon Sucharow	Odd talking about traffic and transport issues in the town centre at the same time as talking about how it could be made more attractive by increasing footfall and retail. Possibly prioritise non-retail aspects on the outskirts of the town so they are easier to access which would impact on amount of people accessing the town centre.	
Fiona Massari	What were the timescales for projects? Seems to be consensus already for all the viable options and the integrated approach. For example, active travel, park and rides/strides, recategorising roads and removing HGVs. Could a community assembly deliver action faster on the road and traffic issues which would enable more	Chris said that the overall programme was around 15 years but the town centre was a lot less and any improvements would impact on Hickley's Corner. There was a process to go through and a legal order, and it is hoped that an HGV restriction in the town centre could be put in place soon. Some issues could take a little longer, such as a link road to Castle Street if this was closed. The OIP would be presented to the Board in January which would bring ideas together for the town centre. There

	work to be done on achieving the community aspects of the programme?	would then be a process of consultation in February and March. Also talking to Crest Nicholson to see what can be done there.
Max Lyons	A degree of pedestrianisation would make a big difference and it would solve a lot of problems with through traffic. Also, needed to sort out a solution at Hickley's Corner and the level crossing and if all of these were achieved, the other issues would fall into place and we would be in a fantastic place.	Chris said that the programme was still listening at this stage and that ideas would be developed in due course.
Dave Carter	Needed to consider the younger generation that used the town centre. Brightwells was a great opportunity and could be used as a market square, a venue for local schools to use, arts and crafts and performers. Farnham could be a great destination town.	

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

Appendix 2

	Question	Answer
1	Emma Bandey Today the Government announced a new “Fund for England”. Money will be available for local areas/groups for local infrastructure schemes up to £20m per project. The schemes must have a visible impact on the community and help drive growth. However, schemes must be delivered in this Parliament. Will proposals be ready to bid for this in the New Year?	The programme is following a clear process to provide the required level of local engagement and support with the necessary evidence similar to that outline by Cen Gov today to produce business cases to apply for funding from a variety of government funding sources, the short to medium term proposals could potentially meet these timescales for this funding, this funding has not always been available! Steve Howard, SCC
2	David Adcock Cambridge is full of students & cyclists, we don’t want that.	We already have students and cyclists. They tend to get dominated by cars and trucks. We need to develop a better balance Cllr Stephen Spence, SCC
3	Sarah Scardarella Has the possibility of a park and ride been considered? If so, what was the outcome?	Considering park and ride is one of the discussions being advanced. Cllr Stephen Spence, SCC
4	David Adcock That’s one vehicle in 5 is an HGV sounds like that is problem. Stop persecuting the car drivers.	1) Trucks are an issue. The huge number of car journeys per day are also an issue Cllr Stephen Spence, SCC 2) How do you mean persecuted, no permanent changes made? We are collecting views on what the issues are we need to address Cllr Wyatt Ramsdale, SCC 3) I believe there has been a large increase in vans as well due to increase in online deliveries Cllr Kika Mirylees, FTC
5	Libby Ralph If HGVs are banned from certain routes how will existing restrictions be enforced? - Eg, there is supposed to be a weight limit on Crondall Lane but it is often ignored, more so if Castle Street is closed	Greater use of cameras Cllr Stephen Spence, SCC
6	Paul Hoskins They are not COVID measures. See MA400AT-848493	They are COVID measures Paul and will be reviewed when the COVID situation has advanced.

		Cllr Stephen Spence, SCC
7	<p>Zofia Lovell (Chairman) South Farnham Residents Association Many people will undoubtedly support all of the visions, however without knowing how the visions are to be implemented and what are the implications of the various schemes the consultation process becomes almost meaningless. When will residents be able to know for example how the Hickleys Corner scheme might work and what would be the benefits?</p> <p>Sorry Councillor Spence I don't think you have answered my question.</p>	<p>1) Through engagement like this and the other consultation processes being put in place. Cllr Stephen Spence, SCC</p> <p>2) When the analysis has been done and proposals are ready further LLFs will be held. Cllr Wyatt Ramsdale, SCC</p> <p>There's no magic answer Zofia. Engaging with what we've got is all we've got. Residents Associations have never been shy giving their views and will continue to do so. Quite right too.</p>
8	<p>Libby Ralph Are there plans to do studies on other types of journeys beyond HGVs, eg, how many journeys are short trips that could be walked?</p>	<p>1) Absolutely Libby, as part of the transport study we will look at all modes and types of trips being made Paula Gough, Arcadis</p> <p>2) Yes all modes / journeys will be considered Steve Howard, SCC</p>
9	<p>Libby Ralph Cameras do not stop vehicles, they enforce fines. Same as all the cameras and signs don't stop HGVs from colliding with Wrecclesham bridge!</p>	<p>Until the culture is changed, that is correct but the cameras are part of changing the culture. Cllr Stephen Spence, SCC</p> <p>With respect the Vehicle Activated Signs have made a massive difference in informing drivers and thus reducing bridge strikes in Farnham. Frequent camera detected speeding offences need follow-up (inc Police) with offenders and with determining why vehicles speed at particular places Cllr Wyatt Ramsdale, SCC</p>
10	<p>David Adcock Car journeys are naturally going down as more people work from home, forcing people onto public transport will just hurt the town.</p>	<p>True and I certainly will object to forcing people onto public transport. Alternatives have to be made attractive if we want use of cars reduced Cllr Wyatt Ramsdale, SCC</p>
11	<p>Tim Clay We're already drowning in the detail. The determination needed to solve these issues resides at a much higher level (a SE Regional Assembly) to</p>	<p>We don't have a regional assembly, the Council's are what we've got and the Council's are driving this project Cllr Stephen Spence, SCC</p>

	ensure joined up thinking across local authorities. We need 'Top down not bottom up'. I am sick to death of responding to Farnham consultations which go nowhere because ultimately Berkeley Homes and Wates put the pressure on to get their way in return for political donations. Andy Mcleod tells me that Guildford and Waverley are building additional housing to compensate for Woking BCs failure to deliver. I wasn't consulted about this - were you?	
12	Peter Clark It's always been said that the FIP is a long-term project. What measures have the board considered, to keep the programme on track, whilst project directors come and go and the political landscape changes at both national and local levels?	1) The quick wins are dealing with the trucks and examining 20mph. Both will go to further consultation. Cllr Stephen Spence, SCC 2) An excellent question and an issue we have referred to the Farnham Board Cllr Wyatt Ramsdale, SCC
13	Catherine Powell The HGV study is clearly focused on HGVs and does review the impact of the recommendations on pedestrians and cyclists. Some recommendations such as removing HGVs would clearly be positive for all but others such as removing cars parking on roads from some areas has potential negative impacts on pedestrians where the pavements are very narrow and the parked cars actually slow the traffic down and protect the pedestrians. Is there a plan for an integrated review of roads, pedestrian access and cycle routes?	Simple answer is yes. It has to be a fully integrated transport plan Chris Tunstall, SCC
14	David Adcock Grant Shapps ruined Welwyn with his anti car approach and is having to reverse it?!	Thorough stakeholder engagement upfront is essential to identify a solution that is fit for the local area rather than a pre set policy where things may have gone wrong here... Paula Gough, Arcadis
15	Paul Hoskins I urge all participants of the meeting to view the works instruction. The intention is clear.	I've already told you about that Paul. Orcas replacing the more temporary cones. Cllr Stephen Spence, SCC
16	Jane Brooks with so many businesses and shops closing how will new ones be incentivised to move into Farnham? If there aren't many businesses in the town centre then there's no reason to visit.	1) There is a lot of thought leadership on the future of retail and high streets and Farnham with its many independent retailers lends itself incredibly well to the new envisaged model. Paula Gough, Arcadis

		<p>2) We want to make the town attractive from a highways/access etc point of view. Attracting businesses is a different role within Councils. You will note we had a specific LLF on the issues/needs of retail and other businesses in Farnham. Personally I believe that achieving our vision, not least taking much of the traffic out of the town centre creating a 'cafe society' with arts and crafts to the fore will attract people and people/shoppers will attract businesses.</p> <p>Cllr Wyatt Ramsdale, SCC</p>
17	<p>Jac Slim We have three largish supermarkets in Farnham. At present the shopper can load his/her purchases into their car after a very short walk using a supermarket trolley. Although I think park and rise sounds good it won't be so attractive to people with 6 plus bags of shopping?</p>	<p>Other places, towns and cities have adopted park and ride or park and stride services, this could a part of a series of measures to help address Farnham's known issues, others have why not Farnham?</p> <p>Steve Howard, SCC</p>
18	<p>Libby Ralph Are there studies that show for these 'good example' towns, to what extent total journeys are reduced as opposed to re-routed?</p>	<p>Yes these are mapped as part of the benefits realisation process of any major infrastructure programme. The overall data could be obtained from Hampshire CC.</p> <p>Paula Gough, Arcadis</p>
19	<p>Lucinda Fleming We would like to know how we would be getting from the North of Farnham to the station for work?</p>	<p>That's a good question and part of the discussion.</p> <p>Cllr Stephen Spence, SCC</p> <p>We are closely considering the North-South connectivity. When we release the findings of the OIP our initial options would be shared for consultation. Please feel free to share your thoughts and suggestions for our consideration.</p> <p>Paula Gough, Arcadis</p>
20	<p>Clive Teague Is building more new roads compatible with the need to dramatically reduce the number of car journeys to comply with the declared Climate and Ecological Emergency?</p>	<p>That's a live debate. Some think only a western Bypass will resolve things others that even if it was built it would fill up with traffic very quickly</p> <p>Cllr Stephen Spence, SCC</p>

		Yes. Better roads will enable efficient shorter journeys. and the new roads will in part take the traffic out of the town centre. Cllr Wyatt Ramsdale, SCC
21	Chris Shephard Surely the important thing for the town and the people that live, work and visit here is that the plans give them what they want and need.	Absolutely and please share your thoughts. Paula Gough, Arcadis
22	Zofia Lovell (Chairman) South Farnham Residents Association I gather from Chris Tunstall when he spoke last that the Western ByPass / Relief Road is "still on the table". Can we simply know if such a scheme is actually viable financially or are we wasting our time asking for such a project?	It's a big budget project so harder to achieve but part of the debate. Cllr Stephen Spence, SCC We need to do the analysis to find out. Personally I suspect it is not but the Wrecclesham bypass (less than 20% of the length) is and would be an important first step.
23	Anonymous Attendee We don't want to change the look and feel of the town with modern boulevards, its why we live here. Hinkley corner is the only real problem.	1) Preserving the historic character of Farnham is part of our vision. Paula Gough, Arcadis 2) But many think there are more problems such as the A325 in Wrecclesham going under a low railway bridge and through a Conservation area. Traffic on Upper Hale Road is similarly a problem Cllr Wyatt Ramsdale, SCC
24	Catherine Powell What about the villages? It isn't just about the Town Centre there are villages such as Upper Hale being completely blighted by infrastructure issues. Pedestrians are a long way down the list in North Farnham due to lack of pavements and safe crossings. We want our village centres back too	1) Absolutely Cllr Stephen Spence, SCC 2) Agreed and we need to make sure the issues are covered at future LLFs. Cllr Wyatt Ramsdale, SCC
25	Libby Ralph Cllr Spence, there are study after study over the past 40 years that show new roads generate 10-20% more traffic overall, a Western bypass is likely to do the same	1) That's certainly a view many have Libby. Again part of the debate. Cllr Stephen Spence, SCC 2) There is certainly a valid argument that additional "space" will be filled up hence absolutely essential that we have a mobility solutions that reduces all modes of traffic before introducing further capacity if needed.

		Paula Gough, Arcadis
26	Emma Dearsley Chris, a very good point. "Behavioural change". I use an electric bike but I can understand how people worry about this or cycling in general.	The future for electric bikes is bright and will be part of success in a hilly town like Farnham. Paula Gough, Arcadis
27	Emma Bandey Our town centre has so many uses - we have residents, businesses and schools. We have elderly residents, children, families and students. On our daily school run to a central Farnham school we dodge vehicles and air pollution. It isn't pleasant. At times it isn't safe - eg no pedestrian crossing near schools or parks. Sadly the narrow CV19 measures have made it worse because it causes congestion. We need something to make active travel more attractive (cycle paths, Boris bike)	A lot of the congestion was caused by roadworks and the gas leak. when they aren't there the traffic moves with the COVID changes no worse than it did before they were introduced. That doesn't mean changes aren't needed. The debate is what changes. Cllr Stephen Spence, SCC Absolutely! Cllr Wyatt Ramsdale, SCC
28	Peter Marriott What criteria does Chris define for an 'optimised plan'?	These are covered at high level in our vision and they are in alignment with objectives shared by this document. The first iteration of OIP is underway and a consultation on the options is expected in Feb 2021. Paula Gough, Arcadis
29	John Townsend I would be interested in learning more about the Waltham Forest example or is it to be covered in another session.	It can be a topic in the Town Centre LLF Iain Lynch
30	Chris Shephard Surely the important thing for the town and the people that live, work and visit here is that the plans give them what they want and need. Until the major classified roads are signed/diverted away from the town centre we won't know the true proportion of transiting traffic (as opposed to coming to Farnham) and that makes it difficult to envisage what it is truly possible to achieve for our town. I fell many of the questions you are asking tonight can't be answered by the interested parties until we see exactly what the re-routing has achieved. General ideas yes but the details no as a new normal can't yet be envisaged.	1) That's right the details need to be developed and that's what this process is about. Cllr Stephen Spence, SCC 2) Yes as Stephen says Cllr Wyatt Ramsdale, SCC
31	Clive Teague Building more roads generally means more traffic	Not necessarily and not just. In Wrecclesham a bypass would make the roads in the built-up area quieter and safer for pedestrians and cyclists.

		Cllr Wyatt Ramsdale, SCC
32	Thomas Lankester Building a car-convenient route will just encourage more journeys and draw them into the area. Is the problem of 'induced demand' begin considered (esp. in the case of the western bypass).	Thanks Tom, valid Point Paula Gough, Arcadis
33	Catherine Powell What about reducing the cost of public transport? It is common in some countries to have free public transport particularly from more deprived areas into shopping areas, sports facilities, arts / craft facilities and medical facilities. There is no doctors surgery in North Farnham a return bus ride for a mother with 2 kids under 15 is more than £10. For some families that is simply too expensive.	Again good discussion point. Cllr Stephen Spence, SCC
34	Simon Foale There's lot of talk of further consultation at the same time as reports that we've been consulting for almost 20 years, probably longer. There's always going to be some groups which will be disappointed with a solution but can you give, when you consult, say three potential viable schemes, rather than another blank sheet of paper, which we can vote on to get the process really going.	I think you are jumping ahead in the process. Cllr Wyatt Ramsdale, SCC
35	Emma Bandey Hi Cllr Spence - the road works made it much worse absolutely, but daily it is still causing issues at certain points of the day	I don't disagree and we need to understand how and why and what we can do. Cllr Stephen Spence, SCC
36	Chris Shephard With the buses, if you look at all the buses that service Aldershot, Farnborough and Camberley advertise that they run every 10 or 15 minutes. The villages linking Farnham town centre to the outlying residential districts and villages run every 30 minutes at the most frequent. That is not at all attractive to get residents to stop using their cars	1) That is very true Cllr Stephen Spence, SCC 2) Yes but they run empty much of the day Cllr Wyatt Ramsdale, SCC
37	John Townsend Comment rather than question. Pedestrianisation in Winchester primarily took place in around 1970s I think. Park and ride started around the late 1990's. Lessons no doubt can be learnt, but there may be more current examples.	Good comment Cllr Stephen Spence, SCC
38	Catherine Powell	Yes the OIP will bring the proposed Walking and Cycling infrastructure up to current standards.

	Have all the roads with limited or no pavements been identified? Without addressing those people will not walk more as they won't feel safe.	Paula Gough, Arcadis
39	David Johnston Visitors to the town centre from the surrounding areas are currently discouraged from cycling by the woeful lack of provision in terms of safe cycle paths and secure cycle parking.	That's true Cllr Stephen Spence, SCC
40	Anonymous Attendee Does the study take account of the recent increase of trains and hence closure of the level crossing a minimum of 8 times an hour? The closures cause a lot of congestion on the south side of Farnham and impact bus services too.	Yes the project are fully aware of these issues and severance between the t/c and S Farnham and will be considered as part of the Infrastructure Programme. Thank you for raising. Steve Howard, SCC
41	Mark Mulberry To encourage and support local business consideration could be given to the creation of say a local "Amazon" that would enable local retailers and residents to both buy locally and benefit from home delivery at the same time.	We launched one last week called wearefarnham. Businesses pay just 1.1% .. Early stages but we believe this offers real opportunities. Iain Lynch, Farnham Town Council
42	Catherine Powell The office I normally work in, in Farnborough have a number of free of charge buses for these employees from the local train stations and the key bus stops, it is funded by the companies - can this be considered for those who are working in the town.	Absolutely should be. Cllr Stephen Spence, SCC
43	Emma Dearsley Better bus routes is a very good idea with more social timings. Park and ride, nice idea but the cost for a small market town when it is more about dealing with pass through traffic seems a waste of time looking into?	I don't think anything is a waste of time to look at. Might need to narrow down what we propose to implement when we get further down the track. Cllr Stephen Spence, SCC
44	Libby Ralph A quick win for walking routes would be to look at safe crossings - eg, Long Garden Walk dumps to the widest point of Castle Street, Lion and Lamb not aligned to cross West Street, the new roundabout and crossing of Folly Hill doesn't allow you to get safely to Old Park Lane. People crossing in the 'wrong' place also holds up traffic	All good points Cllr Stephen Spence, SCC
45	George Hesse Hickley's corner traffic back ups are sporadic at peak times but it does move through. Spending the budget on a Wrecclesham and Western bypass would	All need to be considered! Cllr Wyatt Ramsdale, SCC

	alleviate a lot of the problems. The Firgrove hill Interchange idea is another way to syphon off traffic away from the town (J. Neale proposal)	
46	Anonymous Attendee Comment, as a cyclist I find the recent COVID traffic restrictions make cycling more challenging, often compressing cyclists and cars in a smaller space. Please engage with local cyclists in the next phases. To make cycling more attractive, those on bikes need to feel safe.	We are in constant communication with Pete and Tom from the Cycling Campaign as these are real issues that they are brilliant at highlighting. Cllr Stephen Spence, SCC
47	Simon Regan We need to see an integrated approach, not a number of separate schemes. Buses could work if they are more frequent, but currently more expensive than parking. We need cycling routes as the more recent change to e-bikes and e-scooters suit our hilly landscapes, but they need secure parking in the centre, and the approaches need to be compatible too e.g. for the 5 miles or so from Farnham. We need parking in the centre as people need to access the supermarkets and shops, but we can reduce the reliance on it - there is very little option currently. The national population is ageing, so cannot rely on active travel too much.	An integrated solution would be great. Cllr Stephen Spence, SCC
48	Catherine Powell There are very limited sports and social facilities for young people in North Farnham and the cost of bus transport is prohibitive into town. We are having a number of challenges with bored young people we need to find a way to allow them to access facilities at low cost.	Thank you for raising this. Meeting community needs is part of our success criteria and an integrated approach is the only way to achieve it. Paula Gough, Arcadis
49	Anonymous Attendee Can we make town centre car parking (other than the supermarkets) blue badge only	Another thing that could be examined Cllr Stephen Spence. SCC
50	Emma Dearsley Thank you and I respect that Cllr Spence but we have looked into it previously and the costs outweighed the benefits. I feel we need to deal with the traffic going through the town and not stopping parking going into it. I know my mum wouldn't cycle or walk, nor get a park and ride. She wants to drive in and park as a local resident.	We need a solution that will work for your Mum Emma! Might not be straightforward but the debates about trying to find that. Cllr Stephen Spence, SCC
51	Catherine Powell Will the OIP cover walking and cycling infrastructure outside of the town centre and include areas such as North Farnham and particularly linked to school routes?	Yes infrastructure networks for walking and cycling need to connect to destinations Steve Howard, SCC

52	Simon Regan Hickley's corner seems to be about resolving an issue that is caused by the level crossing. Has it been considered that better value for money could be to remove the level crossing?	Hickley's sat on a list since 2004 and gradually worked its way up to the top ten, which is why it's now being examined. As it's considered the level crossing can also be discussed. Cllr Stephen Spence, SCC
53	Paul Davies How will the same level of vehicular traffic on the roads outside the town centre incentivise people to walk and cycle? Needs a full solution.	Holistic solution would be much better if we could achieve it. Cllr Stephen Spence
54	Emma Bandey My two primary school aged children are confident cyclists but vehicles dominant the short route around the one-way system to their school off West Street.	We need to change that. Please do feel free to share details of the commute they would have that they are not having due to safety concerns. Paula Gough, Arcadis
55	Clive Teague Children cycling to school or using a bus is essential.	Would be much better Cllr Stephen Spence, SCC
56	Thomas Lankester There is also a choice issue here. Only a fraction of the children who want the independence to cycle actually do so. This affects both physical and emotional development.	Good point Tom. Cllr Stephen Spence, SCC
57	Chris Shephard Listening to the ongoing discussion it still appears that the main problems (traffic and heavy vehicles) will be best solved by getting the road classifications A325 and A287 moved away from the town centre and introducing HGV bans/restrictions through both the town and Hale.	We are looking at the classification of roads as part of our brief. There is a statutory process for declassification of a Major Road Network which Upper Hale road is. Paula Gough, Arcadis
58	Mark Mulberry I understand roads are large part of the infrastructure scheme - I thought they were to be a topic of another meeting - disappointed the meeting is not being steered more to other aspirations - cinema, local amenities for the youth of Farnham etc	But the programme isn't about cinema and amenities etc. it is about infrastructure. Cllr Wyatt Ramsdale, SCC
59	George Murray Radical Simple Idea.... Close the Central Car Park, Turn it in to a Community Square so you can have Markets and Events, Turn The Station Car park in to a 5 minute Park and Ride with an electric bus service to Gostrey Meadow. Reducing cars from driving around the one way system and creating a great new focal area for the town.	Needs consideration. Nice idea. Cllr Wyatt Ramsdale, SCC
	Jac Slim	

	Agreed!	
	Michelle Quinlan George Murray - a great idea for the weekends. I have always thought the central car park is a wasted area. Should be the HEART of Farnham.	
	Anonymous Attendee Agree with George Murray too	
	Catherine Powell Agree with George Murray	
	Paul Davies @George Murray, great idea!	
60	Peter Tomlinson Comment, my wife borrowed the Farnham cycle campaign electric bike and was so impressed went on to buy one of her own. She has since lent that to 2 friends who have also bought electric bikes. Change can happen. Now let's make the town centre safe for cyclists.	Great to hear, I hope Pete, Tom and the guys from Farnham Cycle Campaign are listening. Cllr Wyatt Ramsdale, SCC
61	Catherine Powell Absolutely agree that reducing traffic will help road safety but at the moment there are just not safe walking or cycling routes from say Sandy Hill in North Farnham to either Heath End or All Hallows Schools	This question has been answered live
62	Fiona Massari Can you let us know whether as well as the transport provisions you are asking WBC to make in the building developments, you are asking them to adjust plans and use the most zero carbon materials and energy generation/heating etc for the developments?	1) This is not core to this programme, other SCC activities are involved in this. But one Council can't tell another what to do. Cllr Wyatt Ramsdale, SCC 2) WBC has to implement rules that are set by central government which has its own priorities. Cllr Mark Merryweather, FTC
63	Leon Sucharov I find it slightly odd that we are both speaking about making Farnham attractive to visit and being concerned about too many people visiting the centre (with Cars). In your slides you also talked about the High Street and retail. From my perspective I would prefer that we prioritised services that I cannot get online - Cafe's, Pubs, Leisure Centre, Park Areas - and a pleasant environment to enjoy them in - fewer cars.	Or maybe the other side of this is that maybe we could deprioritise physical retail rather than supporting it? Cllr Wyatt Ramsdale, SCC

	The town centre needs to change to reflect changing shopping patterns. The programme can't decide which businesses are using the locations. All outlets need support now, for example help on Business Rates.	
64	David Johnston There has been limited reference to the use of 20 mph implementation as part of the solution. Chris Tunstall said that this was being looked at for the town centre. Can consideration also be given to extending the scheme to the surrounding villages and in between. This would make the access roads safer and encourage active travel. It would also minimise the confusion of crossing boundaries.	1) Yes, it does need to be. Cllr Stephen Spence, SCC 2) Agree 100% Cllr Mark Merryweather, FTC
65	Theresa Gecim Could Chris Tunstall name please the independent shops, rather than chains?	There are more in Farnham than other towns. The future view is that there will be more and this is what people look for rather than chains. We see these models emerging globally. A balance is important. Paula Gough, Arcadis
66	George Murray As a local Coffee Shop owner in Lion and Lamb Farnham, the rents are the main prohibitive cost for independents. Hopefully, there will be a realistic alignment in the coming years.	How can the Councils help on rents, these are private contracts are they not? Cllr Wyatt Ramsdale, SCC
67	Carey Conway I have lived here for 20 years and brought 3 children up here, I hated going into town when they were young because of the cars and narrow pavements meant it was stressful. I now do not go into the shops for the same reasons as the car dominates, I go to places where pedestrians take precedence as it is relaxing and enjoyable - agree entirely that needs to be made attractive. Our kids always walked to school but I was always worried about them doing so. Cars should not rule especially in this day and age!	Something to change! Cllr Wyatt Ramsdale, SCC
	Michelle Quinlan Carey a very valid point. I have heard the same comment from many mums.	
68	Thomas Lankester How engaged are Crest Nicholson, given the facilities, open space and cross town access that Brightwells Yard has the potential to provide?	1) There are links, but their priority is not going to be all of Farnham Cllr Wyatt Ramsdale, SCC 2) Discussions with Brightwells at this stage is mainly on traffic issues but the discussion needs to broaden.

		Cllr Stephen Spence, SCC
69	<p>David Johnston</p> <p>It seems counterintuitive with the existing congestion problems but for the sake of economic sustainability in the town centre we do need to encourage visitors and therefore more travel. We should envisage a transformation from struggling bricks and mortar retail to attractive entertainment and personal services. With marketing Farnham could develop a more compelling tourism offer. Many studies have shown that improved active travel infrastructure actually leads to a significant increase in business benefits.</p>	<p>Good point!</p> <p>Cllr Wyatt Ramsdale, SCC</p>
70	<p>Fiona Massari</p> <p>As Stephen says if we make decisions on traffic and begin to vision the centre, when can we get that happening? If we use a citizen's assembly we could get consensus very soon. We seem to have consensus on recategorising roads to get HGV's sat nav's to take them elsewhere, to develop electric buses, having more active travel options and routes as well as creating parks and strides to get cars out of the centre. Then we can create the wonderful cultural market square in the centre for the increased number of residents. Why don't we use Assemblies to speed up decisions and actions?</p>	<p>Surrey is talking about establishing Local Community Networks, which in my view is a form of Citizens Assemblies but other forums organised by the community directly are also good.</p> <p>Cllr Stephen Spence, SCC</p>
71	<p>Fiona Massari</p> <p>We would need a random selection of members of the whole community to come to consensus on priorities. Is there a timescale for beginning work? What do you think of the idea of using an assembly to enable and speed up decision making?</p>	<p>A fabulous idea which needs empowerment to work - a commitment from government to fund what the assembly decides. No one else has the money...</p> <p>Cllr Mark Merryweather, FTC</p>
72	<p>Anonymous Attendee</p> <p>If the council gave rate rebates for a disused building, the community could use it and assemblies could happen that were not funded but where we would willingly go to discuss these issues.</p>	<p>Business Rates are set by central government who keep 95% of them. Waverley has no power to do this.</p> <p>Cllr Mark Merryweather, FTC</p>
73	<p>Clive Teague</p> <p>Will the new Farnham Community Hub be supported by the FIP?</p>	<p>Should be absolutely.</p> <p>Cllr Stephen Spence, SCC</p>
74	<p>David Howell</p> <p>Can we put together a summary of all the suggestions and responses ?</p>	<p>This will happen</p> <p>Iain Lynch, Farnham Town Clerk</p>

75	Dave Taylor Does the 2400 car parking spaces include the parking at Farnham railway station?	
76	Dave Carter Park and ride works best when a town centre does not have much car parking or there are real difficulties getting into centre. We have very good town parking and easy to get to.	
77	Anonymous Attendee Echoing the comment on Winchester, the park and ride is very successful, but the one way system is very definitely not. When considering pedestrianisation, you must think about where the traffic will be displaced to. We will be displacing traffic to the A31 which is already at a standstill at times of the day.	
78	Hilary Dickson A question of approach rather than a specific one about changes. There is probably no solution that will not draw objection. How will this project navigate between the need to make sometimes-unpopular changes, and the need to take account of valid concerns and issues?	
79	Catherine Powell Absolutely agree with Mark Merryweather, school buses would definitely help. We could use the buses for school runs at school times and then put them to other use for transportation of other groups at other times. It needs an integrated approach, such as that used in other countries - we seem to be very bad at it in the UK with every group needing to provide it's own transport and drivers.	
80	Peter Marriott Wrecclesham bypass good for Wrecclesham, but will have little benefit to town centre. Money better spent elsewhere, like a kink road from top of Castle street to Upper Hart carpark..	
81	Hilary Dickson There are very few east-west hills in Farnham to challenge cyclists - there are also opportunities for enhancing existing paths both east and west of the town centre, to provide safe shared use between cycles and pedestrians. This would provide some easy wins.	
	Paul Davies	

	Hilary, that's great if you want to access the A31, but not much good for anything else.	
82	Dave Taylor One change in our lives over the past 10-20 years is that our lives seem to be very much busier. We are constantly rushing from one activity to another with little time in between to use public transport or walk. The car provides us with the flexibility to do this.	
	One behavioural change I have made, admittedly in response to Covid, is to reduce the number of trips I make, but each trip accomplishes multiple goals. This would be much more difficult without the flexibility provided by a car	
83	Thomas Lankester Is there a theme in the FIP looking at facilitating children safely and confidently making their own way to their local school? (Also freeing up some parents from the school run).	
84	Emma Bandey I am not sure buses is the panacea for all ills. We should be encouraging walking/active travel for physical and mental health benefits, where possible. Buses, even electric ones still have an impact on the environment as well. Not all destinations are suitable of course and school buses could be useful element.	
85	George Murray Yes Cllr Wyatt you are correct, I am just saying that this is the biggest discouragement to small independents starting in Farnham. I do not think Councils can influence this.	
	George Murray Nobody has given an opinion on my idea....	
86	Libby Ralph What do we want in the centre of town? Yes, Kika Mirylees, recognise that future town centres will not so much be about shopping, but also about cafes, entertainment. Also agree that it must be much more about a community where people live in the town centre - we have lost that angle	
87	Catherine Powell	

	Are options to pedestrianise more than just Castle Street being considered? For example, Downing Street and The Borough? particularly pedestrian friendly routes between say Downing Street and the Brightwells development which appears to have no really access on to any road other than East Street.	
	Simon Foale The town would die if that happened	
88	Thomas Lankester Answer to Kika. The opening of the skate park by the leisure centre was key to my son's teenage years, physical activity and the friendships he developed. Down side was needing to depend on me for lifts in :(
89	Michelle Quinlan Stephen Spence Farnham Watts Gallery sounds amazing. More experiences and craft workshops.	
90	Catherine Powell Answer to Kika, we definitely need to do more for the young people in the Town Centre and in the surrounding villages and make them easy to access. We need to work with the schools to get input from the young people directly as to what they want	
91	Libby Ralph We also need to take much more notice of the character of Farnham. It is a green town, with hedges, trees, shrubs. Yet every new development comes with a maze of wooden fences and not much else. If we want people to enjoy the town and walk around, we need to maintain and enhance urban trees, wildlife corridors etc.	
92	Emma Bandey @paula - how can I share feedback about the school run? Is there a good email to use? Thank you	
93	Dave Carter Just want to pick up on what Kika and Stephen were talking about regarding what to offer for the younger generation and making use of Brightwells	
94	Wendy Neal-Smith Thanks to Kika for raising the key point that we need Farnham to offer activities and experiences as a Craft Town we must have lots to offer	

95	George Hesse Why did the UCA have to negotiate with RUSHMOOR for student accommodation. Farnham needs to wake up and work harder to keep the Students here. Cobgates could have been repurposed into a part of the UCA campus.	
96	Theresa Gecim Farnham and The Maltings have recognised craft town status and why not have more collaborative plans to offer different choices to the community. Also, there could be exercise classes organised across different age groups in park areas. You could also have 'pop up' shops	
97	Dave Taylor We need to ensure that we do not lose sight of the fact that there is a evening economy that needs to be catered for as well. Would the Park & Ride operate into the evenings?	
98	Paul Hoskins NOTHING can be done until there is alternative transport. Either new roads out of town or better Public Transport or whatever. Let traffic flow for now rather than squeezing two (or three) lanes into one. Plan Do Check Act. Not act then talk about it for months. If the alternatives were good, then close the roads. No problem. Ideas on the future are fine, but manage the present. Elections are coming...	
99	Catherine Powell How is the Infrastructure Programme working with Hampshire in particular? For example, pupil movements associated with schools clearly have an impact on traffic along with housing development as mentioned earlier. For example, the Waverley schools provision report only seems to look at the population in Waverley - which is clearly not appropriate in some parts of Farnham	
100	David Adcock The only thing i think there is a consensus on is getting rid of the HGVs!	
	Simon Foale Agree	
101	David Howell I think there is unanimous agreement that we need to ban HGV's, introduce 20mph speed limits in the whole of the centre of Farnham maybe further	

	afield and reclassification of the road. Let's get on with it. Furthermore we need park and ride. We need the bypass, lets move it forward now.	
	HGVs, yes, but I don't think there is a unanimous agreement on 20mph? Far from it.	
102	George Murray Well done Chris I wish you every success, all your experience, drive and persistence will be needed. Good luck	
103	Catherine Powell Assume that the current state of the Firgrove Bridge is being taken into consideration, if we make changes at Hickley's Corner and don't address that at the same time we could end up with traffic chaos twice to make improvements. Also is consideration being given to where the congestion will go if the constriction at Hickley's Corner is removed. For example, the Hindhead tunnel is wonderful for Hindhead but in reality it has just moved the problem to the A3 / A31 junction at Guildford.	
104	Anonymous Attendee There are a lot of buildings currently unused in the centre of town. Could one of these be usable for the community to have assemblies for discussion and decision making. It would help the council and create a space for local groups and young people.	
105	David Howell Can you confirm the number of attendees ?	76 plus board representatives and consultant representatives.
106	Catherine Powell Can you confirm that the local schools are being approached as well as UCA regarding the meeting on the 14th of January?	Yes.
	Paul Davies Please make sure that the young people can be included	We are anticipating a separate meeting for young people, in addition

Other matters raised in the Meeting chat facility

- Buses seem only to be used if there is no alternative. Why don't we provide school buses and prevent banks of cars cluttering up the roads around schools?
- The public need to be surveyed to find out why they are not using them. Even if 'clean green buses' replaced the current diesel buses, would people go back on them?

- Could we close the central car park and turn it in to a community square? You could have all the markets/events in this area, it would reduce traffic and open the centre up
- Yes apart from school, college, university transport which is at full or near full capacity. Farnborough particularly difficult to get too from Farnham. Make it easier to pay as you go.
- Use the station car park as a park and ride
- No buses go to Frimley Park hospital from Farnham, other than taking a route of 1.5 hours. this needs to change to help support the community
- Whilst people own cars the choice to pay for a bus ticket is not one that a lot of people will chose to make.
- Can we not have appropriate monitoring to help support the argument on better air quality
- In 10 years apparently it will not be possible to buy a fossil fuel vehicle. How long will it be before personal transport will no longer contribute to co2 and pollution? There needs to be a plan for the future, the world is changing.
- The station car park is empty at weekends when it would be needed most
- Also, to draw more people into the town, we need to encourage smaller and local businesses, not these dreadful chains thar can afford high business rates. this mentality and greed has to be looked at seriously
- Super modern clean buses with air con with COVID-19 filters and make them free - that would probably bring passengers back. Where is the spare land for the “park’n’ride’ carparks?
- I know you do not wish to talk about traffic but we do have to protect the wider area of Farnham, i.e. around Crandall Lane, as they do not deserve to suffer with a deteriorating air quality, speeding vehicles, inc. HGV etc.
- Please don't say through traffic has no right to be there. They have every legal right to be there. Language needs to be chosen carefully.
- We need to extend cycle routes and make it normal again. Buses for children too. Electric buses. Electric bikes and trikes and more subsidised public transport. It would be great if more cycleways could make it a safer and easier way to get around town.
- Farnham HE School is directly on a safe cycle route but very few pupils cycle to school. Cycle training and active travel encouragement is needed.
- The fact that people no longer live within walking distance of where they walk. The fact that more households have two people that need to work and therefore to commute. So more and more households have two or more cars whereas in the 60's a family car was a rarity but other than that, probably not much but on the bright side my bike now has 22 gears and not the 3 that I had as a kid...
- In investment is made in the local communities providing good shop/ health centres and a bank we won't need to worry about getting people into the town centre
- Cycling to school only works if the schools are on board and have safe, secure spaces for bike storage. Weydon School has discouraged cycling in the last year because they have limited areas inside the secure compound and several bikes were stolen from the unsecure school front.
- A lot of rush hour congestion is from parents who have to drop at two schools or two sites of the same school; for example a bus service from the Lower Bourne site of South Farnham School to the junior school site in the morning and a similar one in the evening might ease several hundred cars daily?
- The centre should be a calm, relaxed and interesting place to visit. Please reduce the traffic.
- Street markets, similar to those in Winchester and Petersfield could be a reason for people to venture into the town centre
- FTC has been doing great community events which has attracted people into the town centre.

- We have the Maltings and it can be a real hub for leading culture across Farnham and yes we should have loads more art & culture going on particularly with the Uni - very little involvement of the Uni with the town...outreach programmes etc work in other places really well
- 20mph. with no enforcement will solve nothing.
- You've hit the nail on the head. Those inspectors who approve developers' appeals, too expensive for local authorities to fight, and lumbering us with unwanted developments and therefore MORE traffic without any infrastructure to go with it.
- 20MPH has to be enforced. We can add ANPR to our camera system but has to be allowed by the authorities
- 20mph can encourage cycling and improve safety. The full 20mp/h is being tried in Kent.
- Could do with that at Hickley's Corner with people going through the lights on red.
- Definitely support a 20mph zone in the centre of the town and also in North Farnham and around local schools to improve Road safety
- One of the local independent shops told me that when the Maltings Market is on monthly it has a massive uptake in business
- 1/5th of the population of the town is University students when the University is operating normally
- many students rent out of town and need transport to be able to get home.
- Communication is key, residents want to know what is happening (very much including the UCA).
- Park and ride works best when a town centre does not have much car parking or there are real difficulties getting into centre. We have very good town parking and easy to get to.
- Echoing the comment on Winchester, the park and ride is very successful, but the one way system is very definitely not. When considering pedestrianisation, you must think about where the traffic will be displaced to. We will be displacing traffic to the A31 which is already at a standstill at times of the day.
- A question of approach rather than a specific one about changes. There is probably no solution that will not draw objection. How will this project navigate between the need to make sometimes-unpopular changes, and the need to take account of valid concerns and issues?
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- There are very few east-west hills in Farnham to challenge cyclists - there are also opportunities for enhancing existing paths both east and west of the town centre, to provide safe shared use between cycles and pedestrians. This would provide some easy wins.
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- One behavioural change I have made, admittedly in response to Covid, is to reduce the number of trips I make, but each trip accomplishes multiple goals. This would be much more difficult without the flexibility provided by a car
- Is there a theme in the FIP looking at facilitation children safely and confidently making their own way to their local school? (Also freeing up some parents from the school run).

- I am not sure buses is the panacea for all ills. We should be encouraging walking/active travel for physical and mental health benefits, where possible. Buses, even electric ones still have an impact on the environment as well. Not all destinations are suitable of course and school buses could be useful element.
- What do we want in the centre of town? Recognise that future town centres will not so much be about shopping, but also about cafes, entertainment. Also agree that it must be much more about a community where people live in the town centre - we have lost that angle
- Are options to pedestrianise more than just Castle Street being considered? For example, Downing Street and The Borough? particularly pedestrian friendly routes between say Downing Street and the Brightwells development which appears to have no really access on to any road other than East Street.
- We definitely need to do more for the young people in the town centre and in the surrounding villages and make them easy to access. We need to work with the schools to get input from the young people directly as to what they want
- We also need to take much more notice of the character of Farnham. It is a green town, with hedges, trees, shrubs. Yet every new development comes with a maze of wooden fences and not much else. If we want people to enjoy the town and walk around, we need to maintain and enhance urban trees, wildlife corridors etc.
- Why did the UCA have to negotiate with Rushmoor for student accommodation. Farnham needs to wake up and work harder to keep the Students here. Cobgates could have been repurposed into a part of the UCA campus.
- Farnham and The Maltings have recognised craft town status and why not have more collaborative plans to offer different choices to the community. Also, there could be exercise classes organised across different age groups in park areas. You could also have 'pop up' shops
- We need to ensure that we do not lose sight of the fact that there is a evening economy that needs to be catered for as well. Would the park and ride operate into the evenings?
- Nothing can be done until there is alternative transport. Either new roads out of town or better public transport or whatever. Let traffic flow for now rather than squeezing two (or three) lanes into one. Plan Do Check Act. Not act then talk about it for months. If the alternatives were good, then close the roads. No problem. Ideas on the future are fine, but manage the present. Elections are coming...
- How is the Infrastructure Programme working with Hampshire in particular? For example, pupil movements associated with schools clearly have an impact on traffic along with housing development as mentioned earlier. For example, the Waverley schools provision report only seems to look at the population in Waverley - which is clearly not appropriate in some parts of Farnham
- The only thing i think there is a consensus on is getting rid of the HGVs!
- I think there is unanimous agreement that we need to ban HGV's, introduce 20mph speed limits in the whole of the centre of Farnham maybe further afield and reclassification of the road. Lets get on with it. Furthermore we need park and ride. We need the bypass, lets move it forward now.
- Assume that the current state of the Firgrove Bridge is being taken into consideration, if we make changes at Hickley's Corner and don't address that at the same time we could end up with traffic chaos twice to make improvements. Also is consideration being given to where the congestion will go if the constriction at Hickley's Corner is removed. For example, the Hindhead tunnel is wonderful for Hindhead but in reality it has just moved the problem to the A3 / A31 junction at Guildford.
- There are a lot of buildings currently unused in the centre of town. Could one of these be usable for the community to have assemblies for discussion and decision making. It would help the council and create a space for local groups and young people.
- HGVs, yes, but I don't think there is a unanimous agreement on 20mph? Far from it.