

# **Farnham Infrastructure Programme Local Liaison Forum, Thursday 4 March 2021 Optimised Infrastructure Plan Consultation**

*Present*

Cllr John Neale, Chair, Farnham Town Council  
Cllr Andy MacLeod, Waverley Borough Council  
Cllr Wyatt Ramsdale, Surrey County Council  
Cllr Stephen Spence, Surrey County Council  
Cllr Paul Follows, Waverley Borough Council  
Cllr John Ward, Waverley Borough Council  
Chris Tunstall, Surrey County Council  
Paula Gough, Arcadis  
Peter Burch, Arcadis  
Alex Pye, Atkins  
Iain Lynch, Town Clerk, Farnham Town Council  
Clare Kennett, Farnham Town Council

96 members of the public were present.

## **1. Welcome and opening remarks**

Cllr Neale welcomed attendees to Local Liaison Forum (LLF) to discuss the Optimised Infrastructure Plan (OIP). Cllr Neale introduced himself as the Leader of Farnham Town Council and a member of the Farnham Board, which was made up of the three-councils running the programme. Also in attendance was Cllr Andy MacLeod and Cllr Wyatt Ramsdale. Cllr Neale introduced Chris Tunstall, Programme Director at Surrey County Council, who had a wealth of experience in running similar projects around the country. Chris would be moving on soon and would be handing over the role to Simon Duke. He introduced Paula Gough from Arcadis and Alex Pye from Atkins. Cllr Neale outlined proceedings for the meeting and how people could ask a question or make a comment which would be considered as part of the consultation.

Cllr Neale explained that a series of LLFs were held in 2020 and early 2021 to consult on the vision statement for the programme. Since then, the Programme Team had been looking at all the previous work and the aspects that were relevant in today's situation to bring everything together into the OIP. It also included all the views that emerged from the consultation. A published version was available on the website, as well as a consultation. Cllr Neale hoped that attendees had managed to read through some or all of these.

## **2. Update from the programme**

Chris Tunstall explained the role of consultation in the development of the programme and showed a diagram that indicated the process that was being followed. He said that feedback received on the draft OIP would enable the development of schemes and the creation of a strategic business case which would be available for consultation in May or June after the County Council elections. Individual schemes would be worked up and would be consulted on again. Chris Tunstall explained the information on the presentation slides was only the key headlines and that full details of the consultation was available on the website.

Chris Tunstall said that Farnham was an attractive town, but the centre was dominated by cars and associated congestion and air pollution. The A31 divided the town into two and any disruption on this road caused congestion in the town centre. There were also narrow roads and pavements. He

said it was time to do something about it, and there was a common vision and goal between the three councils and Jeremy Hunt MP to drive transformational change through the OIP. The programme wanted to hear from residents about how change could improve Farnham. Chris Tunstall said the vision that was developed in late 2020/early 2021 underpinned the programme. He said the volume of vehicles in Farnham had caused the air quality problems, although the programme was not anti-car, but it was about looking at how other options could be provided.

Alex Pye explained the current situation and said Farnham had a strong economy with a highly skilled population and high levels of economic activity. The town centre was characterised by heavy traffic, HGVs, narrow pavements, severance issues and poor air quality. The A31 and the railway line caused severance between north and south of the town and it was heavily congested at Hickley's Corner. A significant challenge was high car dependency for all journeys, and low uptake of public transport. Walking was popular for shorter journeys, but cycling was less popular, possibly to do with the topography and because the road network was busy. HGVs impacted on local communities, particularly in the town centre, north Farnham and Wrecclesham. It was important to look to the future as significant growth was forecast over the next 30 years with a projected significant increase in traffic. Without action, carbon emissions would not reduce at the speed required by national legislation and congestion would continue to be an issue.

Alex Pye said that four key objectives had been identified for the OIP including rapidly reducing carbon emissions (a UK legal requirement to meet net zero by 2050); creating well-connected communities to provide effective choices to help meet economic and day-to-day needs; supporting Farnham's economy (there was a danger post-Covid of levelling down and people needed to think about what could be done to develop a vibrant and dynamic shopping and hospitality environment); and improving quality of place and reducing the impact of traffic on local communities.

Alex Pye said an integrated approach had been applied to developing the OIP, including the town centre to create a strategy that ensured high-quality public spaces; improvements to integrate walking routes from new development areas; major improvements to walking and cycling; major changes to town centre road layout, improvements to the walking experience; better management of car parking, review of existing car parks, new 'park and ride/stride' sites; new public transport hubs; review of bus services; off-street locations for deliveries; and new freight consolidation centres.

Alex Pye said the possible options for North Farnham included traffic management measures; improved walking and cycling including segregated routes through Badshot Lea and Weybourne, and new/improved routes through Farnham Park; wider pavements and narrower roads; investigating and enhancing bus services and infrastructure e.g. A325 Farnborough Road Corridor; working closely with Hampshire County Council to ensure seamless travel; initial assessment on the potential benefits of a Western Bypass; and 'quick wins' to tackle the impacts of HGVs and speeding traffic were being progressed.

Alex Pye said possible options for South Farnham included further studies for Wrecclesham, including investigation for a bypass; schemes for improved walking and cycling; further studies of the station area and ways to tackle severance from the town centre; potential options to reduce traffic using the level crossing; new bus routes and better bus infrastructure through Wrecclesham; and 'quick wins' would also be progressed to reduce the impact of speeding traffic.

Alex Pye said that more study work to assess the A31 corridor was required to develop a programme of improvements. This included addressing the challenges at Hickley's Corner; full integration with town centre and South Farnham proposals; junction improvement packages for Coxbridge roundabout, Hickley's Corner, and Sheppard and Flock roundabout; and improvements at the level crossing. They would be investigating a wide range of options that could solve the problems facing this area.

Alex Pye explained there were a range of options for Farnham as a whole to support travel choice including the creation of a travel app and introducing car clubs; working with schools to increase walking and cycling; improved footpaths, priority streets, new crossing points; improved paths and cycle parking in the town centre and other key locations; hire or subsidised purchase of e-bikes and e-scooters; piloting and then rolling out low traffic neighbourhoods; improved bus stops and services using electric and ultra-low emission buses; and review of fares and routes.

Alex Pye said they wanted to get people's view as to whether the OIP was meeting people's expectations and if it was tackling the routes causes of what the town was experiencing at the moment. Importantly, the team was interested to find out if the OIP supported the vision.

### **3. Seeking your views**

Cllr Neale said that they wanted to know whether attendees thought the summary reflects the original vision. There were a range of options in the OIP and they wanted to know views on these. They also wanted to know how they could address the difficult questions, as solving one problem could often create a different problem, or shift the problem, elsewhere. That, of course, happened in all projects of this nature when there are limited options available, both in space and technical complexity. Cllr Neale said there may need to be compromises, both in the technical solutions and in all personal or local preferences, and there was a need to take people along with them, as much as possible. They also needed to recognise what is happening in the world, both at national level and in the wider context such as climate change, air pollution, using cars less, and many wellbeing aspects. There was a need to give children the ability to walk or cycle to school without parents having to be concerned about safety on the roads.

Chris Tunstall said there had been a lot of questions about congestion in the town centre. He said the programme was trying to reduce the volume of traffic to improve air quality. This was an opportunity to do things differently and provide alternatives. If there was no change, nothing would change in Farnham.

### **4. Participant discussion**

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

### **5. Closing remarks**

Cllr MacLeod thanked the attendees and said that the audience had been great and there had been excellent discussion with interesting points. Cllr MacLeod thanked Cllr Neale for chairing the meeting, the panellists for their valuable contribution and the officers who had organised the meeting. Cllr MacLeod explained that the consultation would finish on 14 March. There was a further LLF on Monday 8 March and Simon Duke, the new programme director, would be in attendance, as well as Jonathan Foster-Clark from Atkins. The slightly different panellists may be of interest for people to join again. Cllr MacLeod said that on 10 March there was a Facebook Live session, which would be chaired by Simon Duke and the programme team. On the same evening, a LLF was being held for businesses which would be chaired by Cllr Ramsdale. Cllr MacLeod said he looked forward to seeing everyone again at another session which they were welcome to attend.

Meeting closed at 8.30pm.

## Appendix I

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

Name	Question/Comment	Answer
Stewart Edge	<p>The OIP was brilliant in identifying issues and possible options. The problem was that there was not a real focus on the necessity about how to keep the town economically viable as the changes took place. The impression was that the traffic needed to be moved out, not that the traffic needed to be suppressed and there would be an improvement as new features were brought into the town. He had been a councillor 15 years ago and they wanted a proper traffic survey for Brightwells at the time. This was absent in the OIP and it was necessary to make the changes.</p>	<p>Chris Tunstall said the OIP was a view on ideas and proposals. If they launched into all the options, people would say that they had not looked at all the options. It was his personal view that the car parks in the centre of the town were part of the problem as they attracted traffic. A park and ride would resolve some of these issues as it had in other places. Carrots were needed first, such as hoppa buses and cycling facilities, to provide alternative routes. This would need to be put in before things were taken out which was what they were trying to do. Rather than launching into solutions, they wanted to develop the programme and schemes with the backing of local people. If the car parks were kept, there would be little change in Farnham. There was a balance by putting the alternatives in first.</p> <p>Alex Pye said that modelling and analysis had been carried out, but it would need to be updated based on data post-Covid restrictions.</p> <p>Paula Gough said they would be bringing a package of solutions together to enable the reduction of car parks, including improved bus services and cycle infrastructure, so that people can use these options instead of using the car.</p> <p>Cllr Ramsdale said the congestion arrived long before orcas in the town centre. It was only going to get worse as more people used Farnham. He encouraged people to think about what they would like the future Farnham to look like.</p> <p>Cllr MacLeod said that proper transport work was not carried out for Brightwells and the programme had given the opportunity to look at it to create an integrated solution. The options would be</p>

		looked at in conjunction with the programme. The OIP did not say how the solutions would be achieved. The next stage of programme plans would consider proper plans about how they would get there.
Jason Stoop	Some of the proposals for the town centre look great and environmental impact seemed to be a high priority. How was the Western Bypass being considered with the impact it would have on the environment? On the A331 and A31, redirecting traffic did not always work.	Chris Tunstall said that evidence showed that new roads attracted traffic. However, if the bypass was being considered as people felt it would resolve issues and so it is being explored. It may not be feasible, but they would look at it as positively as they could. The HGV restrictions order would be advertised on 19 March and they planned to resign routes.
Christopher Whitehouse	Agreed with the presentation, aims and objectives as the status quo was not ideal and there needed to be change. He did not drive into the town centre but drove north to work. He seconded what was said about the car parks in the centre as he thought they were a waste of prime real estate in a prime location and they attracted cars into the centre and increased pollution. They could be used for other better purposes. People worried about pedestrianisation but generally people did adjust, and people spent money rather than cars, so there would be a benefit in time. It was easy to criticise some of the issues, some were chicken and egg, and buses were a good example.	Agreed. Cllr Neale said there was a question in the Q&A relating to this: Where is any extra funding coming from?  Chris Tunstall said that the County Council had agreed to invest over £50m to work with the operators and invest in electric buses. Running buses was always a problem (most local authorities were asset rich and money poor for services) but there were ways and means of dealing with it, such as park and ride subsidising hoppla buses around the town or SCC could buy the buses to help cover the costs.  Cllr Ramsdale said the £50m was also for hydrogen and hybrid vehicles.
David Johnston	One of the questions at the beginning was what would encourage people to change behaviour. He did not cycle into the town. A town-wide 20mph zone would be the best option rather than a piece meal approach suggested in the OIP. Speeding traffic on the approaches to the town and residential roads was a problem. A properly joined up cycle network was needed but the specific proposals in the OIP were woefully short of this. They needed to be more ambitious to encourage people to travel differently. It would not be easy, and they needed to be innovative, creative and aggressive to get the right solution for Farnham.	Alex Pye said that they have looked at a town centre 20 mph zone, and also 20mph speed reductions for some of the approach roads. A full speed report was available on the SCC website. Both Surrey Police and national legislation had strict rules that needed to be complied with. Proposals fitted in with the criteria and needed to be appropriate to the location. Plans for cycling routes were high level at the moment and they would be looking into more detailed studies in due course. They would like more information on the routes people would like to cycle on through the consultation process.

		Paula Gough said that there was a UK standard for cycling that they would have to follow.
Tim Stanley	For a long time, the priority had been southern and east-west traffic. A western bypass would help the traffic from the north that had to transit around the town. There was not an alternative route to the town centre and south. There was no parking for traffic coming from the north of Farnham, with a priority for southern and east-west traffic. Cycling and public transport was not applicable for everyone. 20mph did work.	Chris Tunstall agreed with these points and said that it was about winning hearts and minds to achieve change. Needed to show what would be possible and wanted to provide the alternatives first. They wanted to improve bus services and provide walking and cycling opportunities first. They would not remove things from the town centre until alternatives were available.
Damien Blower	Like to commend you all for the work that had been done and with real momentum. It had given confidence that things could happen. It would be helpful if the language could be changed in the OIP. For example, traffic was talked about as a collective, but traffic was 'drivers'. Also, pedestrians and cyclists were described as plural. Could the OIP be changed so that it talks about 'the pedestrian' and 'the cyclist' and could the word 'traffic' be changed to 'drivers'? This could be broken up into a multiplicity of drivers all doing different things. This would change the narrative in the OIP.	Chris Tunstall said they would take this point in mind.  Cllr Ramsdale said he thought this would help us understand different people with different choices.
Zofia Lovell	With regards to the traffic reports, it has been said that a lot of the traffic in the town was local traffic. However, this was not the case. She had carried out a traffic survey with Cllr MacLeod at the level crossing and they recorded 4,000 vehicles. Much of it was through traffic turning onto the A31 and few went straight on into the town. They needed to do more of a traffic survey to establish the fact that we needed to change our lifestyles. It was important to remember all the people that had to use their cars, for example the parents who had to take children to multiple schools etc. Hickley's Corner was a problem for pedestrians, and it would be nice to be able to cycle across it. A bridge would be better than an expensive roundabout.	Chris Tunstall said the OIP identified these issues. When talking about through traffic, he was looking at the centre of Farnham. They would have liked to have done a full traffic survey but Covid meant there were changes to traffic movements. They did not want to have to wait until such a time as when things were back to normal. He was not sure that people would want to leave the A31 and wind their way through the town centre, unless it was for access. HGV restrictions on Castle Street would help the situation. The way to stop through traffic in the town centre was to make it less attractive as a route. They could ban HGVs to an area but they could not ban vehicles as a whole.  Alex Pye said the bridge would be investigated as a potential option. Costs were an issue but they would identify the best option.

		<p>Cllr Ramsdale said that sometimes it was quicker to drive through the town centre if there was congestion on the A31. When talking about through traffic, what they wanted to achieve was for traffic to go around the town.</p>
Simon Foale	<p>Needed a coherent plan for 20mph zones and it could not be done in a piecemeal way. Had there been a decision to close any specific car parks or decisions on the location of a park and ride? Challenging to find a location that would attract local people. If people had to use a park and ride it might prevent people from coming into Farnham.</p>	<p>Chris Tunstall said no decisions had been made. Coxbridge and Shepherd and Flock were the two logical places for a park and ride. There would be car parks in central Farnham as people would still need to use them. Parking would still be available for the evening economy. The car was not bad, but it was the way that people operated that caused the pollution. The number of vehicles caused the air quality problems.</p> <p>Paula Gough said they were working with other councils to look at options, including reducing traffic on the A287 coming into Farnham. Nothing was fixed and the next step was to take forward recommendations of the OIP.</p>
Christopher Whitehouse	<p>The OIP did not include connections from Farnham to Fleet in terms of buses which would give an economic benefit.</p>	<p>Paula Gough said that they were engaging with Stagecoach to look at how the service could be improved, extended, and made more reliable, user friendly and environmentally friendly. Congestion reduction in the town would help with reliability. Services to wider areas, such as Fleet, was part of that work.</p>
Max Lyons	<p>Farnham did want change and they wanted less traffic in the town centre. Everyone should support the OIP so that potential solutions could be developed. Could not pass a law to stop through traffic but they could pedestrianise to prevent it.</p>	<p>Chris Tunstall said he agreed. However, pedestrianisation affected local residents and they would need to consider this.</p>
Catherine Powell	<p>Pedestrianisation could displace traffic. There was concern in north Farnham that there was a lot of development outside of the town that would impact on the area. A solution was needed for the whole area, not just Farnham. Was in favour of pedestrianisation but did not want this over destroying villages in north Farnham. Not all HGVs were through traffic and much of it was for access. A 20mph zone would reduce volume of traffic as Sat Navs would show it as a slower route.</p>	<p>Cllr Ramsdale said this was an issue. The problem was to make sure that traffic was following the right roads and not use short cuts. An HGV restriction would help with this. Nobody in the team had any power to make any changes in other areas. The programme team were talking to other areas to try and persuade them to make change.</p> <p>Paula Gough wanted to assure of the cross-boundary issues and they were collaborating with the neighbouring local authorities.</p>

	<p>Needed an integrated solution because Farnham as a town could not solve the problem.</p>	<p>They would be considering this and proposals would take into account traffic coming in from outside of the area.</p> <p>Alex Pye said there was not an easy solution, some could be done quickly and others needed more work and data. Speed reduction measures were being carried out and being considered. There was a package of measures and the HGV restriction would reduce the amount of through traffic. A more detailed survey of Upper Hale Road was required.</p> <p>Cllr Spence said that over the last 50 years, there had been many reports written, but nothing had happened to change the situation. Some still believed that nothing should happen. He did not think that and there was congestion long before the orcas. There was a better pedestrian/car/cycle balance to be achieved. Everything was on the table and not everything would be achieved. Had to find a resolution for North Farnham but it would not be possible to resolve everything. There was a real battle on their hands to find a solution that worked to for everyone. In the past, when it got to the bity bit, people started to fight with each other and the powers to be walked away from it. There was an opportunity now – not to resolve everything – but to make progress. They could resolve somethings and the HGV bans were important. They would not fix everything, but they would fix a lot. Many people were in support of doing something. If they achieved that, they would have done 50 years work in less than a decade.</p> <p>Cllr MacLeod said development was happening in every part of Farnham, not just North Farnham. Local councils did not always cooperate with each other which could lead to a lack of integrated solutions. A revised planning system would hopefully bring regional planning back. Transport for the South East would help to solve the problem that Catherine had referred to.</p>
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Maria Fitch	Do we know when Brightwell's would be finished?	Cllr MacLeod said the building of Brightwells would be finished by September 2021 and would be open for retail tenants. The residential aspect and landscaping would be finished by 2023.
Iain Harrison	The OIP was a good piece of work and he congratulated the team on creating it. The real benefit was in the importance of integration and developing an integrated solution. What was the sequence in developing solutions and how could they experiment further? Would pedestrianisation create an east-west separation in the town? The timeframe would be difficult given the availability of funding.	Chris Tunstall said pedestrianisation had not yet been decided and there would like to hear from people about what they would like. The town would not be split up if they put in the alternatives first before they looked at restrictions. They were still looking at options and they had not developed solutions yet. Wanted to find out what people wanted Farnham to look like. Did not want to create another divide. They would look at the impact of changes to develop the right solutions. The volume of traffic was increasing again and it would be important to assess the impact of the orcas. SCC had put the money £139m on the table.
Tom Lankester	While the OIP was being created, new developments were being built and were causing much of the problem by bringing in traffic. However, they also offered opportunities which the programme did not want to miss.	<p>Chris Tunstall said they were making sure that any new development and infrastructure changes were incorporated into the programme. They were also trying to respond as quickly as possible, for example the HGV ban which is being advertised from 19 March. They were also looking at the 20mph, road reclassification and Scholars Route through Farnham Park. They needed to try their best, celebrate these achievements and look at what else they could do.</p> <p>Cllr Ramsdale said the planning system meant that CIL monies could be spent anywhere in Surrey, whereas S106 had to be specifically associated to the site or in the Borough. These decisions were to do with the Borough Council.</p> <p>Cllr Follows said that CIL could be spent within the borough of origin. CIL was still being developed and there was a bid process for the money. The intention of it was to create infrastructure to support the new development. The planning system in general did mean that developments were lacking in infrastructure as a whole but that was a separate issue. There was a need to work with neighbouring authorities.</p>

Douglas McGowan	In favour of the OIP and the quick wins. Lived in town centre and it could be difficult to find parking spaces and did not want to lose the opportunity to park.	Chris Tunstall said this also applied to North and South Farnham. There was a balance to be made and they would not shift the problem to someone else. Removing HGVs would help Castle Street.
Jac Slim	He was sorry that Chris Tunstall was going because he was a straight talker and had a lot of experience. Transport problems would be easier to solve if they were taken out of Waverley and Surrey and integrated into a unitary authority based on Rushmore, Aldershot and Guildford. Farnham was part of a wider built-up area and problems could not be resolved by piece meal authorities. A larger authority would have its own mayor, powers and financial clout to solve problems. Green spaces could be protected and proper infrastructure planned. The programme needed to look to a future where they were under a totally different authority.	Cllr Follows said they County Council had looked at developing a unitary authority, which many at the Borough Council were not in favour of and started to fight. At the moment, it seemed to be on the government's back burner. A report had been commissioned on the closer collaboration of boroughs within Surrey, and at Waverley there had discussions about how they could work with other boroughs in the area. Whenever there was discussion about unitaries, it was always within the county boundary context. It was unlikely to be cross-boundary and they needed to keep focus within Surrey. They had been talking about closer collaboration with Guildford, but he was not in favour of a Surrey-wide unitary.
Janette Gallini	Astonished when she first came to Farnham that such a large central car park was located so close to the town centre, but she did use it a lot. Happy to go back to the bus if it stopped in a sensible place. The proposed uses for the car parks were a worry because it would either be used as a piazza or a freight transfer centre and traffic would be associated with that instead. Bologne was one of the most environmentally developed town in Europe and could be used as a case study.	Chris Tunstall said that there had been an increase in white vans and indiscriminate parking occurred on the streets in central Farnham. Some of the car park space could be used for some of these sorts of deliveries. The central car parks would not be used for a full freight transfer centre. Bigger HGVs would have a location elsewhere. There would always be places to park for people with mobility issues and they would come up with a solution that met everyone's needs. The central car park used to be a market and it did not used to be a car park.
Max Lyons	The central car parks used to be tennis courts and cricket club historically.	

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

**Appendix 2**

	<b>Question/Comment</b>	<b>Answer</b>
1.	Jon Watson: What will happen to the orcas post Covid?	It depended on what was implemented coming out of the OIP.
2.	Jon Watson: What are orcas? Orcas have replaced paint and planters.	The black and white markers alongside planters of the temporary pavement width extensions. Orcas were selected on advice to replace orange cones.

3.	Paul Smith: I hope this meeting is about the future of Farnham infrastructure and major changes, not these temporary measures.	It is about the OIP and anything surrounding it residents wish to raise.  The OIP currently out for consultation being a key stage of the FIP.
4.	Jon Watson: That's exactly my question. Are they interim measures or not?	They are interim, but how they will be replaced is not certain.  Until the OIP has advanced that is not known. For now, they are temporary Covid measures.
5.	Simon Valley: My question is the same as Jon's. Please answer this as they are causing nothing but unnecessary congestion and pollution	They are in place to allow social distancing on Farnham's narrow pavements as 2m is required for Covid.
6.	Paul Hoskins: Lane blocking is here to stay.	There are no pre-conceived answers.
7.	Jon Watson: OK, how and when will certainty be achieved?	I don't know, it will depend in part on what is seen as the long-term solution/way forward for traffic improvements in Farnham town centre. I would like to see the pavements stay wider but not necessarily exactly as now.
8.	Simon Valley: that is not answering the question. Are they interim?	They are there for COVID. That is the answer. What happens after is what these discussions are all about. So give your view.
9.	Tim Stanley: As there is minimal foot traffic in town during the week can the restrictions be removed during the week and only applied at weekends when the pavements are slightly more crowded	The pavements require 2m distancing at all times.
10.	Jon Watson: The OIP assumes that the orcas remain. Will they be removed until such time as the OIP is accepted? Because they're causing congestion now	The congestion was there long before the orcas.  No, they are interim but social distancing does not just work at the weekend. What the OIP is suggesting is taking the opportunity to widen footways by taking some of the carriageway space. But the extent and precise details following this consultation will be subject to further consultation.
11.	Paul Hoskins: (Quote) 'Vehicles are solely responsible for pollution'. So current measures make that worse. Inexplicable.	Not in my view. They are interim for Covid but also a trial of one element of perhaps taking traffic out of the town centre especially through traffic.
12.	Anonymous: Can you provide sources of evidence included in OIP? What census? Evidence of details of growth? Details of where information on number of vehicles came from? Whether issues of vehicles crossing	The information comes from previous studies. The Census is from 2011, traffic data is from previous studies such as those undertaken in 2019 and 2020.  Everything is being looked at.

	The Borough from Downing Street to Castle Street had been factored in?	
13.	Jon Watson: Air quality issues are exacerbated where traffic queues. So, keep the traffic moving by removing the orcas?	Or have less traffic in the first place, especially less through traffic such as car transporters or grab lorries going through the centre.  Traffic queued before the orcas.
14.	Jon Watson: Review of existing car parks is code for re-purposing the Central Car Park. Which means that it will get built on. See the Knight Frank Study.  The orcas exacerbated congestion.	There are no code messages, you are making massive assumptions. Assumptions I do not agree with.  There are numerous previous studies, but nothing done for over 50 years, so we're trying to see what can reasonably be done through this OIP process.  Jon as the OIP says we will be looking at reducing traffic volumes as well.  Congestion has been a long-time problem in Farnham orcas or no orcas.
15.	Emma Dearsley: Apologies but I'd suggest that we might listen to what is being said that might address some of these questions first!	Good to hear the discussion.
16.	Michael Roberts: The CCC has a strategy to get the UK on emissions reductions by 78% by 2030 or even earlier. I cannot for the life of me why this strategy is based on previous strategies which are now discredited. There has been no liaison with those of us who represent areas across the boundary and what proposed is no change because it's a high-level use of car travel. Not an answer but a massive question of a lack of focus on the climate emergency. This is not a plan but an environmental disaster and does not even respond to the Supreme Court recent case. I will be outlining a BV Transport Strategy in the next few weeks	Please put your feedback into the consultation to ensure we see it soon enough?
17.	Anonymous: Why have a Freight Consolidation Centre in the centre of the town?	Because it is one idea for discussion.
18.	Jon Watson: As I say, see the Knight Frank Study. Have you read it?	All previous Farnham studies have been examined  Yes, we know if it's through traffic

19.	Anonymous: Have issues of vehicles crossing The Borough from Downing Street to Castle Street had been factored in? it appears not ?	Yes.
20.	Tim Stanley: Integrating North Farnham with town has to be a priority and not reliant on bus usage	Agreed we need to have the capability to walk, cycle, bus or car into town.  Farnham North has got to be taken into account.
21.	Cllr Jerry Hyman: Following on from the points made by Mr Valley and Mr Hoskins - The OIP appears to contradict the expertise of AEA-Ricardo in their 2013 Farnham AQ Study and Report (Defra/WBC) which asserts that increased congestion and 20MPH limits both increase pollution levels (worsening AQ). What is SCC's position in this respect?	One study says that, the next says the opposite, which is why we're trying to crack the nut with this process of consultation.  Reducing traffic volumes and providing alternatives because ultimately we are the cause of pollution.
22.	Anonymous: Do we know where those travelling through Farnham are coming from and going too?	That has been and is being examined further.
23.	Anonymous: Have issues of vehicles crossing The Borough from Downing Street to Castle Street had been factored in? it appears not? Please can you confirm section or page number?	Yes, you might want to read the HGV Study that was undertaken which was considered this. The Report was considered at the November Board Meeting.
24.	Aren't vans and delivery vehicles causing congestion when stopping at kerbs rather than the number of cars?	Those and the number of cars all contribute.
25.	Clive Teague: Yes, in general the OIP does support our vision for our town. Can we proceed swiftly?	Quick wins are already being proposed.
26.	Catherine Powell: The junction of the A325 (Farnborough Road - FR) and A3016 (Upper Hale Road - UHR) was identified in the North Farnham LLF as a real area of concern yet there is nothing in the draft OIP for this section of road - does that mean that solutions will not be evaluated or are not felt to be an issue?	Catherine it has not been forgotten. For example, the HGV restrictions proposed will improve the situation by removing HGVs on the A3016.  I had not noticed that if correct it sounds like clerical error.
27.	Ann Vickers: Please outline what provision will be made for disabled residents	Live answered.
28.	Jon Watson: You have no data that underpins how to upgrade existing bus services effectively. Or do you? In which case why not publish it.	We are working closely with Stagecoach and have anecdotal evidence from previous LLFs and other stakeholders. Bus patronage/ usage is not a science but about providing services that the public want.

		All existing data will be examined and if we need to commission new data the Board will.
29.	Candida Boxer: Is there any plan to improve to improve the ventilation on buses? Air conditioning is needed in hot weather, and in view of our experience with Covid 19, ventilation itself is important. I would not be very keen to get on poorly ventilated public transport. Thank you.	Yes. We are certainly looking at modern electric buses.
30.	Alan Bate: We have heard so much about follow the science look at the data. Where is the data and analysis of traffic flows	We have a company working with us to provide the necessary modelling for the options we take forward. They have also been part of the OIP development
31.	Catherine Powell: Are the locations for the Freight Consolidation and Park and Ride indicative or fixed? The one in the North of Farnham is in an SSSI and the one on the Shepherd and Flock is a conservation area	Indicative at this stage.
32.	Lance Runyard: I'm not of the supportive view that Farnham has strong economic growth projections, Farnham is a dying town centre, offices are vacant, shops empty. Any infrastructure proposal needs to reinvigorate the town's purpose. Widening pavements, restricting cars, etc are good ideas, but we need to be bold it's this plan, Farnham centre needs radical change.	I do not see those ideas as radical but important options, options I like.
33.	Peter Clark: Can the panel expand on how a revised car parking strategy could help reduce traffic in the town centre?	Chris is doing that now.
34.	Paul Hoskins: Then you the transport improvements first, FIRST. Does that register?	Always has been the case.
35.	Jac Slim: The town centre with its narrow streets was never intended to take the volume of traffic and only by diverting the traffic that is not intended to use Farnham can they be solved. Castle Street must be downgraded from an A road and the A287 moved to the Western Bypass.	All these options need to be considered.  Cllr Ramsdale said he agreed.

36.	Catherine Powell: During the North Farnham LLF there was strong community input that no right turn from Upper Hale Road on to Alma Lane was not solving a problem that the community recognised and would create more rat runs through roads without foot paths. Why was this carried forward into the draft OIP?	Good point perhaps they had other views from elsewhere so wanted more input, but I'm not aware of such views.
37.	Jane Watson: Towns like Farnham have bypasses and Farnham has 2 wrongly designated A roads running through it. this is the change that needs to happen rather than just cutting down the traffic. It makes no sense. A traffic survey to see where this traffic is going to and coming from?	I agree the roads in the town centre need to no longer be A roads and this is on the FIP action list, but unfortunately it needs national approval not just a decision under County Council control. So, it in hand but won't be quick.
38.	Pamela Pownall: Where will the park and ride for all of south Farnham be?	That would need to be determined Paula if park and ride is adopted.  The most logical points could be Coxbridge and Sheppard and Flock although the precis locations would need to be carefully considered if taken forward.
39.	Catherine Pownall: A proposal was made to create a connection from the A31 between Hickley's and the Shepard and Flock to the car parks on the east side of the town to stop people having to travel through the AQMA to reach the car parks and potential create access for a freight consolidation centre without going through the AQMA. Is that not going to be considered? It would take a lot of traffic out of the town	It is being considered.
40.	Paul Smith: Farnham must be the only historic town in the UK and possibly one of the few in the whole of Europe that is not at least part pedestrianised. So, change is needed. I agree with that. Maybe one option is to stop through traffic. But not limit traffic from coming in and out.	Truck bans are part of that.
41.	Anonymous: Where will residents park coming from the south via the Firgrove Hill?	That needs to be considered.
42.	Thomas Lankester: The vision and today's introduction emphasis modal shift of private car journeys to active travel. The OIP does not seem to live up to this. For 2-	Cycling solutions are needed.  I think you are wrong about the OIP but it is not one specific section.

	4km journeys a cycle network is required but only a hand full of routes have been presented (and several of those seem to take strange routes). Is a systematic cycle network assessment being adopted? Is a mesh density of 250-400m the objective?	
43.	Alan Bate: In all you are doing, please recognise the uncertainty you unleash. People whose lives might be drastically affected are not sleeping at night and this will go on for years unless you narrow down and release people unaffected anxiety.	Congestion and air pollution causes anxiety Alan as does COVID. Not having done anything significant on Farnham traffic for over 50 years has caused anxiety for a traffic locked town. That problem needs to be addressed.  Not sure how we can do things differently given time taken to consult, do the work and raise funds.
44.	Jane Watson: Park and rides great, but why in a SSSI in north Farnham? the Farnham Park and Rides may well need to be in Hampshire. The problem is Farnham being so close to border and co-ordination between Hampshire and Surrey councils	Good point, well made.
45.	Michael Roberts: Needs to be some kind of pedestrianisation and join the radical way forward which has happened in Europe decades ago. The future is about change and Farnham has to offer COP26 something which this mainly does no.	Interesting points for consideration.
46.	Anonymous: A frequent, affordable, reliable bus network that links up to trains / schools / shopping hours and linking both sides of the A31 is something that I would very much support	Good points, that will be considered.
47.	Paul Hoskins: So lane blocks make it worse. Why does not one see that?	No, the numbers of vehicles are the issue. Many years ago the country moved away from 'predict and provide' before even environment became the issue that it is today.
48.	Peter Clark: Moving the car parks to the periphery of the centre would help, as many cars drive around the town looking for a space (when the town is busy of course)	Good point.
49.	Catherine Powell: There is an enormous amount of housing development around Farnham particularly North Farnham. Please can you confirm to the Community that this will be taken into consideration when developing any plans as this seems highly likely to create more through	We are certainly not looking to move the issues elsewhere which is why the location of the HGVs restriction ensures that the problem is not just moved to Upper Hale. Which is also being developed in full consultation with Hampshire.



	traffic that will not be influenced by the population of Farnham. A fully integrated Surrey / Hampshire solution is required across all the districts and boroughs - this is not just Farnham's problem	
50.	<p>Catherine Powell: A 20mph zone is proposed for the Town Centre where to be honest the traffic probably does not travel above 20mph. What about areas such as North Farnham - has an area wide 20mph zone been ruled out in favour of only 20mph zones around some of the school.</p> <p>I have read this entire document. I would say that there the speed monitoring was undertaken in North Farnham is far from ideal and myself and other members of the North Farnham Voice Group that would welcome working with you to identify better locations for any further work</p>	<p>Hi Catherine, we are indeed looking at options outside of the town centre. Hopefully some of my answer to a question posed by someone else covered part of your query, but we're looking at options in a variety of more residential areas outside of the town centre.</p> <p>It's a bit of a lengthy document, but the full speed study we undertook, and proposed solutions (aligning with national rules) is available if you're interested in the details:</p> <p><a href="https://mycouncil.surreycc.gov.uk/ieListDocuments.aspx?CId=828&amp;MIId=7799&amp;Ver=4">https://mycouncil.surreycc.gov.uk/ieListDocuments.aspx?CId=828&amp;MIId=7799&amp;Ver=4</a></p>
51.	Anonymous: "A fully integrated Surrey / Hampshire solution is required across all of the districts and boroughs - this is not just Farnham's problem" - absolutely agree	That is true and well worth exploring.
52.	Michael Roberts: Wyatt those of us across the border have not been directly asked and maybe you should do that. Cllr Mike Roberts Opposition Lead Economy and Spatial Planning. Parkinsons theory of traffic!	<b>Post-meeting answer:</b> There have been ongoing discussions with adjacent local authority officers and in the case of Hampshire between the respective deputy leaders of Hampshire and Surrey County Councils.
53.	Helen Locke: It would be useful to look at behaviour that won't change. People need to get to and from the station, school and town safely. Electric cars and bikes need to have chargers and parking, bus routes and pricing is key when the town is cut off by A roads on all sides. Parents who work need to drop off and pick up children who are too small to walk or ride- make this easy and safe with organised drop offs. My kids still prefer to walk, make it safe for them by widening the pavements, crossings safer	All very good points.
54.	Emma Dearsley: We are a lovely historic town, not a large one. The costs of a park and ride must far outweigh the benefits. Farnham is too small for a boris bike scheme.	We are a lovely historic town, not a large one. The costs of a park and ride must far outweigh the benefits. Farnham is too small for a Boris bike scheme. Having better cycle lanes and secure places for locking bikes would be good.

	Having better cycle lanes and secure places for locking bikes would be good.	All good ideas which will be considered.
55.	Alan Gibson: A bypass should be considered because people need to travel and need to travel around Farnham without going through it. That will help the air quality and pollution issues within Farnham. Farnham isn't always the destination, but people are forced to travel through it.	A western bypass and a Wrecclesham Relief road are being examined. These are more expensive options so harder to achieve but on the radar.
56.	Clifford Jones: Question for Chris. Where is the funding coming from for the extra bus services and the infrastructure for the electric fleet. Having fought tooth and nail to keep the 46 Farnham Guildford via Elstead and Godalming I'm not aware of any funding for any more buses anywhere in the County. Buses pass through Farnham. is the intention to merely electrify park and rides? Ideas and suggestions have impacts beyond the town border.	Live answered.
57.	Jon Watson: How will Sat Navs be told to avoid the centre?	Sat Navs factor in rules so when truck bans are in place, they will pick them up.
58.	<p>Catherine Powell: A recent traffic survey on the Upper Hale Road and Beacon Hill Road seemed to identify a significant number of vehicles travelling between the Collards site on Beacon Hill Road just over the Surrey / Hampshire border and the Earthline site in Wrecclesham. Would this be prevented by the HGV ban if it is implemented?</p> <p>Please is it possible to share some definition of "access" so that we can understand how this will impact on Construction and inert waste traffic in particular. I have particular concern about the extended life of local inert waste recycling and landfill sites locally and the impact that this has on traffic - for example SCC is currently considering extending the time that at least one possibly two inert waste recycling centres can continue to operate for longer in an AONB which will keep waste trucks</p>	Hopefully, we have answered this. But the HGV proposals will certainly help.

	travelling along inappropriate roads longer and delay site restoration.	
59.	David Beaman: The majority of bus services are currently operated by Stagecoach commercially. Surrey has no control over the routes operated or fares charged on commercial routes and it would be illegal to provide services which "compete" with commercial bus services. To improve bus services will require Stagecoach to agree. Have there been any direct discussions with Stagecoach?	My understanding is that is happening or will happen.  Yes, we are in dialogue with Stagecoach and we will be working with them to define a better service / route to improve current service as well as looking at Electric Buses for future launch.
60.	Maria Fitch: Once you start eyeing up car parks as potential real estate it is a slippery slope. Do we know when exactly Brightwells will be finished or an estimate?	<b>Post-meeting answer:</b> We are only considering car parks from the point of view that they are traffic attractions and not from a real estate angle. It is currently being programmed for completion at the end of this summer/early autumn.
61.	Jac Slim: Problem with a central car park is that many drivers round the town trying to get a space there and only park in the peripheral car parks when they fail. This causes additional congestion. We should replace it with a car park on the north side then people can approach the town from all points and park in the nearest car park without having to go into the centre.	Interesting point, worth thinking about.
62.	Catherine Powell: Having done some research if North Farnham parents who send their children by schools in South Farnham decided to hire a bus it would cost about £5 each way per child - so £50 a week per child. This is clearly too much for most families. Are school buses being proposed? They are not specifically mentioned in the draft OIP	<b>Post-meeting answer:</b> It is something we are still looking into. However, the issues as pointed out is the level of fare cost and how this could be provided at an acceptable level for parents. The County Council had a scheme, Pegasus, which ran from 2005 with two routes in Farnham but the ongoing revenue cost proved to be an issue and as a result it was stopped in 2010.
63.	Paul Smith: I agree Central Car Park is simply not needed. It would make an amazing town square with additional housing around it.	Thanks for your thoughts.
64.	Clifford Jones: The money equates to 100 buses in the entire county. Thats not many buses for Farnham is it?	We should get as many as we can.
65.	Simon Foale: Can you confirm that NO decision has been taken to close specific car parks nor the positions of Park and Ride facilities?	Confirm no decision has yet been made.

66.	Catherine Powell: There are no specific pedestrian / cycling improvement routes along some of the key school routes in North Farnham. Is a full review still going to be undertaken?	We will be undertaking a review, and are also scooping up the suggestions, comments, requests that have been made as part of the consultation - for these to be included in the next iteration.
67.	Simon Foale: Agree with a Town wide 20 mph approach	Many believe 20 is plenty.
68.	Peter Goodman: For 2021, long distance HGV bans and 20mph limits have been presented but what else do you expect to start to be built this year? We are in a Climate Emergency as the 3 councils have declared.	<b>Post-meeting answer:</b> We are looking at a quick wins programme, circa £2m, for this next financial year 2021/22 which will include for walking and cycling initiatives and the possible provision of electric buses.
69.	Paul Hoskins: I love the build housing on Central Car Park. Residents would have cars! Waverley are refusing permission for flats in town as they don't have enough car parking!!	<b>Post-meeting answer:</b> There has to be a recognition all round that car use is not sustainable. But what we need to ensure is that alternative provision is made for walking, cycling, public transport, car clubs etc.
70.	Thomas Lankester: How does the OIP take account of ongoing development? For example, Green Lane Meadows and Monkton Place are well placed to support active travel corridors from Badshot Lea to the Weybourne schools and the town centre. The OIP ignores these opportunities in favour of a problematic 'Cycle Superhighway'.	<b>Post-meeting answer:</b> The OIP will take account of ongoing development as it is refined. We are drawing on your feedback in refining the proposals for the cycle routes.
71	Jac Slim: Green over central car park - replace the tennis courts and open space that was robbed by Brightwells.	Thanks for the suggestion. One of the potential uses of central car park, if residents support the idea of potentially repurposing, is to shift it to community facilities (TBC on specifics - so we're always interested in hearing what people may like to see).
72.	Alan Gibson: I second the sentiment about a better and comprehensive cycle network. I know Milton Keynes is a very different town, but its red ways (dedicate and separate cycle route) really encouraged cycling. I used them frequently.	
73.	Catherine Powell: One way to decrease traffic into the town is to improve local village facilities. Some villages in South Farnham such as Wrecclesham and Rowledge are very well provided for. However, villages in North Farnham are not, for example, there is no Doctors surgery in North Farnham, limited sports and social facilities and limited shops. Is there an option to help	<b>Post-meeting answer:</b> Would agree this should be considered. There is a complementary programme with Surrey Community Projects Fund which can be found on the Surrey website if you type in 'Your Funding'.

	rebuild the village centres that have been destroyed by traffic in recent years to reduce travel requirements into the town?	
74.	Thomas Lankester: No mention of an LCWIP in the OIP.	Separate piece work that will come and will integrate with FIP.
75.	Kristoffer Winter: encouraging walking & cycling is a very strong option to help reduce local car usage but only if it is a safe environment. The current quantity cars / HGV's speeding through Wreclesham means this is not currently a viable cycling route and is questionable as a pedestrian. More needs to be done in the plan to provide crossings & control speed on the A325. These measures should be introduced ASAP whilst a bypass is under investigation.	Good points.
76.	Julie-Anne Flude: agree with 20mph town wide and surrounding villages. could Central car park be used as a "Delivery hub" and/or "Travel Hub?"	Possibly, worth exploring further.
77.	Christopher Whitehouse: If we weren't so committed to cars above people, we could create a pedestrian friendly centre where people could choose to live, sans cars, paying taxes and consuming goods, Paul!	Julie, Great point about travel hubs as places for electric vehicle charging points, convenience shops, cycle parking, etc.
78.	Peter Goodman: The Farnham Cycle Campaign have prepared a list of routes based on the DfT Propensity to Cycle Tool so show where routes are needed. This data has been offered but not taken up by the OIP project so far.	The LCWIP is a separate piece of work and we will be considering the great work you have done, and we have written this into Atkins Scope. This work will seamlessly integrate with the wider work on FIP.
79.	Michael Roberts: Go and have a look at the Dutch strategy for Waltham Forest.	Thank you for that suggestion.
80.	Catherine Powell: Are the team going to look at where where pupils going to different schools in Farnham live? This can have a significant impact on traffic. For example, All Hallows has a significant catchment area which drives significant traffic. Can this / will this be accessed?	We are seeking the data to enable us to look at this - it's not currently centrally held by SCC, so the School Travel team in SCC are exploring ways to source this from individual schools (obviously all data to be anonymised) for it to be collated for a review to be undertaken.
81.	Michael Roberts: Car clubs. In London there are just under 300,000 people in them and rising	Great suggestion and we are considering this for Farnham as part of car use reduction.

82.	Thomas Lankester: Is it helpful to conflate the principle and need for 20mph with a separate discussion about the need for any enforcement?	<b>Post-meeting answer:</b> We are in discussion with the Police re enforcement. The Town Council has also set up Speedwatch and we are looking at HGV Watch with them. In addition, the Count Council has also implemented a pilot and provided extra resource for Trading Standards to take a more active role with HGV restriction enforcement and we are also looking at the use of cameras for enforcement.
83.	Peter Goodman: surely it would win more hearts and minds if you presented some case studies of other towns that have adopted the OIP proposed changes to show how successful they can be?	We did this at some of the other LLF sessions.
84.	Louise Joyce: I would just like to say how supportive I am of the need to adopt a radical approach in order to address Farnham's congestion problems. I would be supportive of park and ride schemes/ biking schemes. Enhancing the pedestrian experience with wider pavements and potentially pedestrianised areas would surely bring economic benefits in the end. Thank you for the hard work and efforts of all to improve things for those who live and work in Farnham, and who visit the town.	Thank you.
85.	Emma Dearsley: Cycle routes and pedestrian routes: Wrecclesham to Farnham along West Street, Upper hale down Castle Street, Residents along there who come down to East Street, and from the south, via the railway station. Cycle routes that are maintained and respected!	Cycle routes and pedestrian routes: Wrecclesham to Farnham along West Street, Upper hale down Castle Street, Residents along there who come down to East Street, and from the south, via the railway station. Cycle routes that are maintained and respected.
86.	Pamela Pownall: Half the problem with Farnham is everyone going all round the system. Would it help to try some fairly uncontroversial measures first to see if it helps the overall picture? Prime example would be allowing a turn right out of the Waggon yard Car park + mini roundabout at join of Longbridge and Downing Street.	Good ideas for consideration.
87.	Catherine Powell: A lot of the solutions seem to be very focused on things that the people of Farnham can do. Which is fine, but not all of those that use Farnham live in Farnham. What about the villages surrounding Farnham	<b>Post-meeting answer:</b> We are not just focusing on Farnham and will be looking at improved public transport for the outlying villages. It is through the case that a significant proportion of traffic is generated within Farnham itself.

	that definitely feel part of Farnham that have no bus routes? For example, Tilford, Bentley, The Sand, Seale have very limited bus routes now. The visitors to the town from these villages are critical to the economic survival of Farnham	
88.	Thomas Lankester: A 3mph reduction in average speed on 30mph average speed roads has a far bigger effect than the same speed reduction on 24mph average speed roads. It is the faster roads where 20mph limits have the greatest practical effect.	Hi Thomas, don't disagree at all. It's the nature of how we respond / the solution that changes when average speed is under 24mph vs over 24mph. Requires different solutions is the crux of it.
89.	Clive Teague: A pedestrian and cycle bridge at Hinkley would be great.	We are looking at this.
90.	Catherine Powell: Will the solution for Hickley's Corner and the A31 corridor (Shepherd & Flock to Coxbridge) also include consideration Firgrove Hill (A287)? Any change in traffic flows along the A287 has to look at connectivity with the A31 surely.	Yes.
91.	Helen Locke: Can we learn from the way Rowledge has created pedestrian space, in terms of altering the hierarchy of traffic in and around Farnham, by prioritising pedestrians and cyclists?	Good idea to examine that.
92.	Anonymous: What is the view of business owners of these measures in Farnham including the town centre supermarkets.	Like the rest of the community, different views.  Business acceptance of the OIP plan is surely critical to what is done, or we will have an empty historic town. Not all of us can walk/cycle to the supermarket for the weekly shop - and shopping online only creates more van traffic everywhere.
93.	Maria Fitch: Depending upon the time of the day, there are times when going through the town centre is quicker than going along the dual carriageway.	That's one of the reasons we get the through traffic.
94.	Thomas Lankester: Weydon Lane - Red Lion Lane is a key A31 crossing point for Weydon School and Wrecclisham cycle/walking access to the town centre. What options for improvement has the OIP considered?	<b>Post-meeting answer:</b> The OIP at this stage is more about principles and general proposals to gauge residents and business views. As such it does not get into such detail. However, pedestrian and cycle crossings on the A31 have been mentioned previously and if not already included we can consider this within the quick wins programme.

95.	Pamela Pownall: Not a question, just an explanation. I go along West street and through the town centre to access south Farnham as there is no right turn on the A31.	Pamela I don't class you as through traffic though. But we are also considering the right turn restriction.
96.	Paul Hoskins: With the desire to block the town centre, and the reality of traffic not vanishing into thin air, what is being done to make sure that the main Western connection of the A287 and the A325 (Cronall Lane and Doras Green) does not become even worse than it is?	It goes back to the fundamental point that we are looking to help people make alternative choices rather than the car. Which will hopefully reduce absolute volumes of traffic.  Non answer. Or actually and answer that says there is no plan for outlying areas.
97.	<p>Catherine Powell: An origin and destination survey is absolutely key. Even doing something now would be beneficial based on the traffic survey that the North Farnham Voice group did last week. There is an issue with traffic from Inert waste / construction sites on West Street / Castle Street / Folly Hill / A287 / Beacon Hill Road and from Runfold / A31 / Upper Hale Road / A287 / Beacon Hill Road. Please can this be a destination traffic survey been done.</p> <p>I was horrified by the by the data that survey on the 23rd of February. There were 212 vehicle movements into and out of the Collard site on Beacon Hill Road just over the Hampshire / Surrey border mostly 18/20 ton Tipper lorries with some 6/8 yard Skip lorries, smaller Tipper lorries 2 ton, Scaffolding lorries and low loaders carrying heavy plant. These can only go North towards Church Crookham/Fleet or South towards the Roundabout at the junction of the Odiham Road (A287). From here they either turn right towards Odiham or left towards Farnham via Upper Hale Road (A3016) or into Farnham via Folly Hill and Castle Hill. At Folly lights they monitored a total of 236 movements of similar vehicles, although the small builders/tipper trucks were not included (they were at Beacon Hill). Frightening numbers! Even during COVID the movements are high movements</p>	True but has limited value during Covid restrictions.



98.	Jon Watson: Making it less attractive hardly squares with your previous approach of doing the carrot bit first.	Sorry Jon not sure why, we provide the carrots first and then look at the restrictions.
99.	Tim Stanley: I understand the question of a Western Bypass has been discussed for many years, was there a previous reason why this was never proceeded with. Was it due to cost, lack of perceived need, land ownership or other failures	Cost is the main reason I believe.  Thank you. Will it be the same problem this time. A drive to do something but not to do anything too expensive. There are some actions that are clearly much cheaper to help the Town centre than others but will have knock-on impacts to other areas such as North Farnham. Will these quick cheap options not be overly prioritised just to get quick wins
100.	Anonymous: confirm what Cllr Ramsdale said Chris Tunstall, motorist entering the S&F roundabout see the bypass has backed up decide to drive into town. It is quicker through town until the town gridlocks.	Hopefully my reply to Wyatts response answered this. But of course Project 3 isn't just Hickley's Corner it's the length of the A31 from Coxbridge to Shepherd and Flock.
101.	Janette Gallini: Through traffic would be discouraged by tolls. Durham charges a small toll for access to the heart of the town. It could be tried, with residents having passes, just to monitor resident/through traffic (or drivers pace earlier comments).	We have not ruled anything out or indeed anything in.
102.	Anonymous: Will resolving some of the issues - particularly at rush hour - approaching the Shepherd at Flock from the Farnborough Road & Water Lane heading towards Hickley's Corner be addressed?	Part of Hickley's Corner/A31 proposals.
103.	Jon Watson: OD surveys are great for tracking HGVs. But it's useless to establish why I drove to the centre rather than taking the bus.	<b>Post-meeting answer:</b> We will be looking at behavioural evidence to ascertain why people take certain decisions in respect of travel. However, we already know that public transport is a factor of frequency, reliability, convenience and cost and as such our work with Stagecoach and other operators will be looking at this.
104.	Catherine Powell: Based on the travel times from local towns North and South of the Town a 20mph zone would influence Sat Nav travel times and therefore potentially reduce through traffic. Will this be considered in the analysis?	Yes, it should, as should removing A category status on those roads.
105.	Anonymous: Having a bus service available at pub closing time / after evening meal in a restaurant might help people not to take their car into town. Finding a taxi at that time of night can be challenging.	Late night transport is very poor.

106.	Pamela Pownall: I tried to visit Durham last summer. Drove round the edges for 20 minutes and decided it was too difficult to sort out the system. Might work for the locals but not for casual visitors	<b>Post-meeting answer:</b> Without knowing which road you actually come in on its difficult to comment. There are three clearly signed park and rides on the three routes directly into Durham from the north, south and east and a central car park, but only the one, where these routes converge right at the edge of the town centre together with electronic parking signs as you come off the main link from the A1 into town. This also has one of the three park and rides adjacent to the A1. However, I accept that ensuring good signage is critical but that can be said for all towns and casual visitors.
107.	Bev Beach: Is the land on the side of the A287 not SSSI or MOD land?	it is to the north, and there is a 400m buffer from the border of the SSSI. We've placed the potential freight consolidation in an indicative location - it would be cognisant of the SSSI and would need liaison with Hampshire (both at a county and borough level) as that section of road is right on the Surrey boundary.
108.	Michael Roberts: Park and ride with areas nearby space elsewhere nearby, no bypasses, pedestrianisation TC, removal central car park, people and cyclists priority with electric buses like Guildford	A good summary of the priorities Michael  Many very good ideas here.
109.	Catherine Powell: Farnham Neighbourhood Plan Policy FNPI8 has a Business site Allocation at Water Lane that could be used for freight consolidation rather than the Shepherd and Flock? Also given that Freight consolidation is likely to be an issue at affects all local towns is their consideration to shared Freight consolidation with other local towns such as Aldershot, Fleet etc.	That is a potential site - as you might imagine, we've looked at about a dozen potential locations. If there is general support for the principle of freight consolidation, we will explore these potential sites further to come up with a refined short list.  There is definitely consideration of whether these sites could also service other locations, to help reduce overall freight journey distances, and therefore remove them from roads - streamlining them into fewer journeys.
110.	Angela Shaw: Do you foresee any change to the town centre with the increase in online shopping, i.e., more residential rather than commercial use?	That could well be what happens more in the future.
111.	Bev Beach: Bus stops on Folly Hill, currently, when returning from Farnham are really unsuitable for those with reduced mobility - would these be improved?	I think they should be.
112.	Peter Goodman: Cycle tracks have been confirmed since the start so why hasn't the work on the LCWIP already started? 2 councils have declared an emergency, but none are behaving as if there is an urgency. This is all too slow. There are 23 shops empty in Farnham now and 23 new	<b>Post-meeting answer:</b> We are looking at the LCWIP as part of the programme. We appreciate the need to see delivery at pace. Any cycling infrastructure we introduce needs to be complimentary to the other measures that we will introduce in and around the town, e.g. pedestrian facilities, public transport, disabled access and

	arriving in Brightwells but we can't get more shoppers into the town, so a retail disaster is looming. The response is all too slow.	traffic calming. We will do all we can to introduce any proposals as quickly as possible, some hopefully through the quick wins programme.
I 13.	Angela Shaw: I would be very against a western bypass to Farnham. I do not think a major new road is required as the A331 provides the link already	Some certainly have that view.
I 14.	Julie-Anne Flude: Following last speaker, regarding Fleet bus, what about a park/ride near top of Beacon Hill which would also support Odiham & north Farnham residents to get into Farnham?	Should be examined.
I 15.	Paul Hoskins: When will the effects of any proposals (such as displaced traffic movements) be published so the public has a fully informed picture?	<b>Post-meeting answer:</b> We are hoping that we will have an agreed refined OIP available after the Board meeting in early June.
I 16.	Thomas Lankester: surely the crux is the assumption that solutions are required in advance of the evidence. Some locations may be problematic but an upfront set of aggressive speed reduction measures seems unwarranted, especially with speed limiters starting to be fitted next year.	We're doing it the other way around - solutions in response to, and based on evidence. This is mandated nationally - we're following the guidelines for speed reduction initiatives. The full speed study if you are interested in reviewing is available online here: <a href="https://mycouncil.surreycc.gov.uk/ieListDocuments.aspx?CId=828&amp;MId=7799&amp;Ver=4">https://mycouncil.surreycc.gov.uk/ieListDocuments.aspx?CId=828&amp;MId=7799&amp;Ver=4</a>
I 17.	Anonymous: Is there a reason that Brightwells Yard has not been included in the OIP as public realm?	<b>Post-meeting answer:</b> We accept that we need to make explicit reference to Brightwells in the OIP. We will ensure that it is included in the revised version of the Plan.
I 18.	Michael Roberts: Which is why I've turned up tonight as whatever you do we do in Rushmoor effects both!	
I 19.	Ken Kent: To reduce through traffic in the town because of congestion on the Farnham By-Pass, could there be some restriction of maintenance works on the A31 such as grass cutting, and these works carried out in off-peak time.	<b>Post-meeting answer:</b> If it is not already, we will certainly raise this with the area maintenance office.
I 20.	Janette Gallini: It is not just Upper Hale Road. The Farnborough Road is increasingly busy, and people are rat running down Upper Weybourne Lane	Very true.  We are looking at Farnborough Road in terms of reducing speed (as several residents have been in touch to raise concerns on this topic).

		<p>The full study is available here if you want to run through the detail:  <a href="https://mycouncil.surreycc.gov.uk/ieListDocuments.aspx?CId=828&amp;MIId=7799&amp;Ver=4">https://mycouncil.surreycc.gov.uk/ieListDocuments.aspx?CId=828&amp;MIId=7799&amp;Ver=4</a></p> <p>We're proposing a more in-depth review of issues on Farnborough Road off the back of issues flagged to us by residents</p>
121.	Paul Hoskins: Stephen Spence: Incorrect. But things have to be put in place first before you block the traffic, which you currently seem intent on doing!	You keep repeating that opinion Paul, no matter what is said, and good luck to you, you're entitled to your view.
122.	Michael Roberts: To have no change is not an answer but it needs radical change NOW	<p>Good to hear your view. Detailed business plans are shortly to commence on the larger infrastructure items tabled as potential solutions.</p> <p>The initial Strategic Outline Business Cases are to be progressed over the coming months.</p>
123.	David Howell: Have cost benefit analysis' been carried out for the three main options Hickley's Corner, Wrecclesham Bypass and Farnham Relief Road? Would things improve if Hickley's Corner works were undertaken but nothing done to the Shepherd & Flock roundabout and Coxbridge roundabout?	<p>Detailed business plans are shortly to commence on the larger infrastructure items tabled as potential solutions.</p> <p>The initial Strategic Outline Business Cases are to be progressed over the coming months.</p>
124.	Pamela Pownall: Can you elaborate on "improvements at the level crossing" and "options to reduce traffic at the level crossing" mentioned in the introduction tonight please?	We are in discussion with Network Rail. An issue may be what we can do to reduce the down time for example as a train approaches by using new technology.
125.	Catherine Powell: Could a park and ride/stride of the east of Farnham be linked with Farnham Neighbourhood Plan SANG site G2? Could this be linked with resolving some of the school transport issues, if linked with pedestrian routes and also the sports fields / facilities in the same area? There is an informal Park and stride in that area already	<b>Post-meeting answer:</b> Any proposals will be in conformity with the Farnham Neighbourhood Plan. Any proposals would be fully integrated within the overall Farnham OIP.
126.	Cllr Jerry Hyman: Three questions: (1) Pedestrianisation is great, where alternative routes are available, so are SCC guaranteeing that alternative routes / improvements will be provided first, or not? (2) Any future Hickleys or	<p><b>Post-meeting answer:</b></p> <ol style="list-style-type: none"> <li>I. We will be looking at all alternatives and wherever possible providing those alternatives before any restriction.</li> </ol>

	bypass improvements (or grass verge cutting!) will require that traffic flow through the town can be maximised (during woks), so if residents can't get a straight answer to the question of whether the Covid measures will be removed asap, how can we expect them to trust that this is not just a revamp of SCC's oft-rejected 'road space reallocation' proposals, which would simply divert traffic to the Upper Hale Rd (etc)? (3) Has SCC conducted the Park & Stride Study required a few years ago (and paid for) by the Brightwells s106 Agreement, and if so, what was the outcome?	<p>2. In terms of any Hickley's Corner schemes, this has all to be reconsidered as times have changed since the early 2000's. However, what might be proposed will need to take full account of the implications on the town centre during any construction works.</p> <p>3. Our understanding its that it has not.</p>
127.	Nora Harding: Very supportive of your plans to be brave and take big steps to decrease number of cars in town/pedestrianise and improve cycle routes. Very encouraging!	Thank you. We will give it a go.
128.	Emma Dearsley: what are the ongoing costs (revenue) of providing a park and ride service?	<b>Post-meeting answer:</b> This would depend on a number of factors and would be part of any consideration in respect of a proposed park and ride.
129.	Paul Hoskins: The Orcas will not stay. Mr Spence may disagree.	Do you honestly think they were going to remain there ad infinitum?
130.	David Howell: What would the cost of the link from Castle Hill to the Hart car park cost, ball park figure? what is the cost benefit of constructing this link?	It would need to be costed.
131.	David Howell: Could the CRC be relocated and a park and ride car park be located there?	We have been in discussions with our Waste colleagues re possible changes to the CRC. Not necessarily though for a P+R.
132.	Cllr Jerry Hyman: Would the Panel please discuss residents' commonly held belief that the Orcas do the same thing as putting a dozen broken-down cars (or delivery vehicles) in Downing Street and The Borough?	<b>Post-meeting answer:</b> The orcas are in place to facilitate social distancing.
133.	Elaine Fell: Why can't Farnham cope with park and rides? Farnham pro-actively developed housing in surrounding villages after the war, providing good connectivity of public transport and housing estate with garages for a car for every house including council estates. Now we are left with hopeless public transport and car parks in wrong	A number of good points.

	places. North Farnham needs a car park in East Street. Brightwells has taken that away.	
134.	Cllr Jerry Hyman: Are the Panel aware of SCC's 2011 Road Reclassification Study?	<b>Post-meeting answer:</b> Yes, but it was 2015.
135.	Jac Slim: Why can't we have School buses? We should prevent people parking near schools in commuting hours and provide a comprehensive school bus service. This will reduce the criss-crossing of parents taking children to junior then senior schools. If the US can do it why can't it happen here?	Good idea.
136.	Jon Watson: what about the Brighwells money that went to Godalming?	<b>Post-meeting answer:</b> Sorry, this is an issue that needs to be directed to Waverley Borough council as the planning authority.
137.	Paul Hoskins: It's the excuse to make the pavements wider. The Orcas themselves may go, but the wide pavements will remain. If I am wrong, I'll buy you a virtual drink.	Deal. But if I do not get the virtual drink then not sure what change you'll see within Farnham
138.	Cllr Jerry Hyman: CIL can only be used to mitigate the development that pays it - as with s106 money, it is not intended to address pre-existing problems.	<b>Post-meeting answer:</b> In theory yes, but it can be across a much wider area than just the development. A full answer would be need to be sought from Waverley Borough Council as the planning authority.
139.	Richard Stubberfield: I believe there is a discussion with business owners in Farnham via Zoom (next week)? Is it possible that the public can also link in to that as their views would be very interesting.	<b>Post meeting answer:</b> There is. The event recording can be found on the Town Council website at <a href="http://www.farnham.gov.uk/llf">www.farnham.gov.uk/llf</a>
140.	Thomas Lankester: my point was not about funding. It was about catching opportunities to coordinate with developers. E.g. a cycle route integrating with Brightwells Yard is cheaper and simpler now than retrofitting at great expense later. Ditto Monkton Place which is providing a car free route that links Green Lane to Monkton Lane avoiding an intractable problem on the corner of Badshot Lea Road. It is an opportunity which is at risk of being stranded. What is the mechanism to catch these opportunities?	Unfortunately, the die is cast with some developments but the east to west route through Brightwell will allow for cyclists.

141.	David Hankin: Will any of the panel be responding to my recent Press release sent to you all re: "Farnham Blighted by HGV Tipper & Skip Lorries which also appeared in today's Farnham Herald?"	<b>Post-meeting answer:</b> This has been referred to Hampshire County Council, the Environment Agency by the County Council. The HGV restrictions proposed for the summer will also prevent the through movement.
142.	Catherine Powell: Thank you for the explanation Paul - However, thinking only within Surrey will be a disaster particularly for North Farnham! I am glad to hear that the team is going to work with Hampshire on solutions. I will say again this is not just a Farnham problem and integrated solution is really key to long term sustainability.	
143.	David Howell: Can prices of the central car parks be increased to decentivised so say £1.50/£2 per hour	It is certainly something we will be looking at with Waverley Borough Council.
144.	Chris Shephard: The Central Car Park was never a market as far as I am aware. It was in fact a transport yard so perhaps an ideal historic location to put one back there!	Could be both wrong. Waggon Yard may be more the transport yard. But the point is they were not car parks.  Waggon Yard was a wheelwrights and later a builders yard
145.	Michelle Quinlan: Douglas (fellow Castle Street Resident) I completely agree, there is so much talk about the town centre, without the certainty for Farnham's town residents, causing huge anxiety for residents. No assurances of access to our homes, maintenance, delivery and reasonable car parking solutions. The central car park should be accessible for the disabled and create a vibrant heart with markets, connecting Brightwells and the old town. Also, there is a desperate need for a residents parking survey, there appears to be a number of people and business abusing the resident parking permit system.	Rest assured, we will fully engage with residents.
146.	Jac Slim: Can we have a list of participants, please?	In line with GDPR, we are not able to share personal details.