

Farnham Infrastructure Programme Local Liaison Forum, Monday 8 March 2021 Optimised Infrastructure Plan Consultation

Present

Cllr Andy MacLeod, Chair, Waverley Borough Council
Cllr John Neale, Farnham Town Council
Cllr Wyatt Ramsdale, Surrey County Council
Cllr Stephen Spence, Surrey County Council
Cllr Paul Follows, Waverley Borough Council
Zac Ellwood, Waverley Borough Council
Simon Duke, Surrey County Council
Jonathan Foster-Clark, Atkins
Paula Gough, Arcadis
Peter Burch, Arcadis
Iain Lynch, Town Clerk, Farnham Town Council
Clare Kennett, Farnham Town Council

77 members of the public were present.

1. Welcome and opening remarks

Cllr MacLeod welcomed attendees to Local Liaison Forum (LLF) to discuss the Optimised Infrastructure Plan (OIP). Cllr MacLeod outlined proceedings for the meeting and how people could ask a question or make a comment which would be considered as part of the consultation.

Cllr MacLeod introduced himself as a Surrey County Councillor and said that Cllr John Neale, Leader of Farnham Town Council, and Cllr Wyatt Ramsdale, Surrey County Council, were also in attendance. Cllr MacLeod said that a similar LLF had been held on 4 March with a different panel, which included Chris Tunstall, Programme Director, who would be leaving the programme soon. Simon Duke was replacing him and was at the meeting - this would be a first chance to hear from him. Cllr MacLeod introduced Paula Gough from Arcadis and Jonathan Foster-Clark from Atkins. Cllr MacLeod went through the agenda for the meeting and encouraged people to ask questions on the presentation.

2. Update from the programme

Simon Duke said he would be taking on the role of Programme Director and he thanked Chris Tunstall for his fantastic contribution. He said he was a Surrey resident, knew Farnham well and he would be putting his full weight behind the programme.

Simon Duke 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. Normally they would not consult so early on in the process, but they wanted the view of people in Farnham to help shape individual schemes that would be worked up and consulted on again.

Simon Duke said Farnham a fantastic place, but the centre was dominated by cars and associated congestion and air pollution. The A31 divided the town into two and any disruption on the 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. Simon Duke said the vision that was developed in late 2020/early 2021 underpinned the programme.

Jonathan Foster-Clark said the information on the presentation slides was only the key headlines and that full details of the consultation was available on the website. Jonathan Foster-Clark 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.

Jonathan Foster-Clark 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; and improving quality of place and reducing the impact of traffic on local communities.

Jonathan Foster-Clark 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.

Jonathan Foster-Clark 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.

Jonathan Foster-Clark 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.

Jonathan Foster-Clark 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.

Jonathan Foster-Clark 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.

3. Seeking your views

Cllr MacLeod explained the process for asking questions at the meeting.

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 Neale thanked attendees for joining the meeting and said there had been a wide range of questions and discussion and this would be taken onboard as part of the consultation. Cllr Neale thanked the panel and the programme team who had put together the presentations and taken part in discussions. He also thanked colleagues at the Town Council for facilitating the meeting, and he thanked Cllr MacLeod for chairing the meeting.

Cllr Neale explained the next steps in the consultation. There would be a Facebook Live event on 10 March which would be chaired by Simon Duke and the programme team. There was a final LLF aimed at the business community on the same evening, chaired by Cllr Ramsdale. The consultation available online would finish on Sunday 14 March.

Meeting closed at 8.30pm.

Appendix I

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

Name	Question/Comment	Answer
John Hemsley	Had seen no mention of the university in the OIP who accounted for 10% of the population in Farnham. There was a need to consider students and their travel needs.	<p>Cllr MacLeod said the university was extremely important in the programme and they would figure in the OIP and the project a lot.</p> <p>Paula Gough said that a meeting was being scheduled with the UCA to speak to them about the OIP. The UCA had been invited to all the consultation events and a meeting had now been set up with them. They were aiming to work with students as volunteers to work with local schools. They were looking forward to hearing their thoughts.</p> <p>Simon Duke said they were committed to engaging with the UCA and would take their feedback on board for developing the OIP and programme.</p>
Linda Shurlock	Had been fully engaged and had read as much as she could. A lot of information had been provided, which was good, but it did take a lot of time to go through. How had the population in Farnham been defined and analysed? Concerned about the people who would not respond to the consultation, read through all the documents or attend meetings. These people may not have the time to take part.	Jonathan Foster-Clark said that a range of different data sets had been used to look at the population mix. The 2011 census had been used but the benefit of this was that it was comprehensive about the different types of people who lived in parts of Farnham, as well as how people travelled. Within the OIP, they did not go into detail about the different demographics, but analysis had been carried out. In terms of consultation, there were challenges in reaching and accessing all groups. Older age groups had mainly responded to the consultations. There had been an effort to engage with younger groups, with a recent LLF that was for schools and young people, to consult with future generations living and working in Farnham and ensure their views were reflected. They were also using social media to reach younger people. It was a challenging time for people to find time to respond to the consultation. Young people had provided feedback about the issues they faced about getting to school and travelling on buses.

		<p>Paula Gough said that they are committed to hearing from all age groups, particularly the school population. A consultation was being rolled out to schools around how the programme could support schools to improve the way they live. They would be engaging with them to come up with ideas for their town.</p> <p>Cllr MacLeod said this was also reflected in the age of councillors, who tend to focus on different issues when they are retired and had more available time.</p>
Yolande Hesse	<p>The OIP was based on survey data from 2019. Would like to see clear data which could be publicly scrutinised. The census was ten-year-old and would not provide information on HGVs and vans. Where was the data from? So much had been decided based on survey data that people were expected to take on trust. Farnham already had a shopping centre being built that was 20 years out of date and so people would like to be able to see the data source.</p>	<p>Jonathan Foster-Clark said the census provided socio-demographic data. A transport model was built of the town which was updated with ANPR data from 2019 to understand origin destination movements across the town by different types of vehicle (car, and light and heavy good vehicles). The data was available and could be included in the final version of the OIP. They would be looking at the data in much more detail to underpin analysis. The programme has been working at great pace over the last three months to develop the initial thinking, and over the next three to four months, drawing on feedback and data, they would be using the information to inform thinking further. It was not appropriate to undertake detailed surveys in 2020 as lockdown had impacted on traffic and travel. Travel behaviour had been volatile during this period and it would not be suitable to use for planning the future of Farnham. Surveys could be taken in the future once travel behaviours had settled down. Robust data and evidence had to be used in terms of best practice and supporting future funding bids and build a sound business case.</p> <p>Paula Gough said that they were following government policy around what data should be used. Guidance was available on what should be used for creating travel plans. Farnham was in good hands and Jonathan Foster-Clark was one of the better-known industry experts.</p>

<p>Peter Goodman, Farnham Cycle Campaign</p>	<p>Last year, during lockdown, there was a chance for everyone to cycle with reduced traffic on the roads. There was no mention of any new cycle tracks being completed within next three years before 2024. Would they be completed sooner to encourage a modal shift?</p>	<p>Jonathan Foster-Clark said the OIP included details of what could be achieved in the timescales allocated and they would take this comment on board. He said it was a big challenge and they knew they needed to act quickly to get the modal shift to deal with current traffic problems and support the rapid shift in behaviour needed to support carbon reduction. They needed to ensure the programme was robust and did not go off track. They needed to review what was being proposed and how quickly it could be delivered.</p> <p>Simon Duke said he was keen to get things done quickly and hoped that some benefits would be delivered in the next year, including HGV ban and speed surveys. There was also an active travel 2 bid that was going through which including Farnham. They were working with Hampshire County Council to ensure it was delivered end-to-end and the project was being accelerated.</p> <p>Paula Gough said that there was a separate local cycling and walking implementation plan which is not highlighted in the OIP as it was a separate item on its own. They needed to be careful at the speed they took projects forward as they needed to work with neighbouring authorities to create a robust and well-connected network. They needed to find an integrated solution and would take it forward as soon as they could.</p> <p>Cllr MacLeod said the central Farnham was difficult in terms of space for all modes of travel. Until they could get to the stage that less traffic was going through the town, it would be difficult to introduce cycle tracks. Everyone was in favour, but it was unlikely to happen overnight.</p>
<p>Darrell Romer</p>	<p>Not clear on the two-way traffic on South Street and Union Street. How would that impact on the traffic flow on Downing Street?</p>	<p>Jonathan Foster-Clark said that more detailed technical work was required over the next 2-3 months. Introducing any changes to the town centre road layout would create significant changes to traffic flow and they needed to be thoroughly investigated. Downing Street could be restricted to traffic, including through traffic and</p>

		<p>The Borough and west of Castle Street would become two-way. This work would create significant changes in traffic routing which needed to be investigated. They had found that the current gyratory system and central car parks added to the traffic burden. By directing people to the nearest and most convenient car park to them would help improve congestion. Converting South Street to two-way traffic could be complex but it would create a more rationalised and efficient way to move around.</p> <p>Paula Gough said this would need to be checked against pedestrianisation options before any decision could be made. These were just proposals at this stage to help identify solutions.</p>
Ella Stoop	<p>The ambition of net zero emissions and wellbeing had been referred to in the OIP. Would the bypasses take away from both these factors? A lot of the attraction of Farnham was its open green spaces near the town centre, which many people enjoyed, and the bypasses would take away from this.</p>	<p>Jonathan Foster-Clark said that traffic going through the town and not stopping was different to people who lived in Farnham. They had to find the right balance of different traffic and travel demands across the town. This was one of the big problems of infrastructure in the past as there was clear evidence to show that new roads increased demand. An integrated approach was needed to understand how all the components worked together to deliver the best possible outcomes. They needed to ensure that any new road infrastructure did not have an unintended consequence of creating new traffic that worked against their goals. They wanted more people to walk and cycle and this was shown to be good for town centres and the local economy.</p> <p>Cllr Stephen Spence said the OIP was complex. Reports had been made over the last 50 years and nothing had ended up being done because people argued and no decision was made. While it was important to question, everyone had to be careful to support the programme overall. Residents needed to come onboard and be supportive so that everyone could push forward for change. No one group would win all of the things they wanted – there needed to be a balance.</p>

		<p>Cllr Wyatt Ramsdale said Farnham South and Wrecclesham needed a bypass to enable people to walk and cycle and take HGVs out of the conservation area and away from the railway bridge. A new road could only be built on green fields or landfill sites and it would attract new traffic. There would be options for people that wanted to use their cars, such as a park and ride.</p> <p>Simon Duke said that complementary measures were required to give people choices. They would continue to investigate whether a bypass would be suitable.</p>
Leon Sucharov	<p>Agreed with Cllr Spence and Cllr Ramsdale and was in favour of a Wrecclesham Bypass. There were lots of places to walk locally but there was only one way to walk/cycle to Farnham. It had many fast cars on it, and it was unpleasant and dangerous. More sustainable ways into the town were needed. What was the next step and what were the timescales? When would people be able to see the proposals?</p>	<p>Paula Gough said the comments from the OIP consultation would be considered and understood next. They were also designing the next steps, doing more modelling, surveys and understanding the interventions required to meet the themes in the vision statement. This was a 15-year programme, and they were looking at doing as many quick wins as possible first. A business case needed to be written for the Wrecclesham bypass to make an application for funding from the government. They were currently undertaking a costing analysis to help develop a viable business case.</p> <p>Jonathan Foster-Clark said that with this level of complexity, they needed to do proper investigations to ensure they were meeting the expected achievements. They did not want to create unintended consequences. They needed to demonstrate a clear and strong business case to government that showed the economic benefits and identified that it was worthy of their investment.</p> <p>Cllr Wyatt Ramsdale said he would love to make the Wrecclesham bypass a quick win, but they needed to get the funding to get the road built. In order to do that they needed to do proper analysis and it would take time, possibly 10-15 years.</p> <p>Cllr MacLeod said they had to be realistic but there was a balance. There was a serious intent to make things happen now. Some of it</p>

		would be difficult, and there was a credible team to deliver the programme which was the difference to before.
Nikki Gilbert	<p>Would like to support what Cllr Ramsdale was saying as South Farnham needed a bypass. It was important for residents to walk safely because they could not do this at the moment. The bypass would likely need an area of land off the A325 which had been identified for potential development. Had they thought about stopping the development so that the bypass could go ahead? There was a concern that there would not be any space left for it. It was important to have cycling available around the town, but it should not be a number one consideration for the town centre itself.</p>	<p>Jonathan Foster-Clark said that Waverley Borough Council had to follow a Local Plan with site allocations. They were not yet in the position of determining routes and that would be the next stage of work. They would take into account a number of different constraints, including new housing development. It would not be good practice to stop potential development on the basis of speculative proposals. There were rules about how land should be treated in the local plan. The next steps would be looking at potential alignments for the bypass. The ancient woodland was also an issue, and all of this would need to be considered.</p> <p>Paula Gough said that development in that area supported the business case for a bypass as it would unlock housing opportunities which was a key government aim.</p> <p>Cllr Wyatt Ramsdale said there was only one real possible location for the bypass. He had asked the Borough Council and the County Council's Highways department if they could earmark the field, but this may not be possible. Residents needed to make sure that future councillors understood these issues and were ready when proposals were developed.</p>
Catherine Powell	<p>Apparently, school buses used to be provided but this was cancelled in 2015 and as a result it had increased traffic. The travel time between north and south Farnham was not short for walking and cycling so were school buses back on the table? Not clear in the OIP and this would make a big difference.</p> <p>It costed £10 per day per child to go on a school bus which was a lot of money for the average family, and more expensive than driving a car. Encouraged the programme to consider the capital expenditure and the operating costs which could lead</p>	<p>Paula Gough agreed that school buses helped reduce traffic at peak times. However, they had engaged with the school travel team at the County Council and they had not yet reached a clear conclusion as to whether school buses were part of the programme. There was also a commercial aspect to consider as the County Council had lost money in the previous scheme. It needed to be relooked at or see if a better local bus service would be the solution. They were also talking to Stagecoach, along with discussions on modernising the service.</p> <p>Jonathan Foster-Clark said the big challenge was the amount of public sector support needed to keep buses running, which was</p>

	<p>to it being cancelled again. It was a real concern for local people and a long-term solution was needed.</p>	<p>why they were previously discontinued. It was easier for local authorities to secure funding for capital improvements, but less so for revenue costs. This would be picked up in the next phase of the programme. If it were progressed, it would be important to demonstrate that there was a need to invest in the services and that they were financially viable in the longer-term.</p> <p>Cllr MacLeod said the bus service was popular at the time and people were unhappy when it was cancelled. Unfortunately, the County Council could not afford it at the time.</p> <p>Cllr Wyatt Ramsdale said it was easy to be busy with buses during school commute times, but not so easy during the in between time. It all created an economic consequence. Attaching S106 to new developments supported bus routes.</p>
<p>Zofia Lovell</p>	<p>Was involved in the Pegasus bus system when it was first implemented. The uptake was poor, and although parents were willing to pay the money for the scheme, there were not enough of them who wanted to do it. They needed to talk to parents when consulting with schools, as they were the ones who understood why they were not taking up the service. The problem with the Pegasus scheme was the routing and the timing. Most schools had after school clubs and that did not coordinate with a bus scheme. There were a lot of resident and community groups who would like to have a conversation with the committee. They had a lot of experience and knew the community they represented, but there were a lot of things that had not come out yet. The resident and community groups could support in getting the message out.</p>	<p>Paula Gough said they would be interested in hearing any specific information from the community around the Pegasus bus service. Elsewhere in Surrey, there was a high demand for the service. With regards to engaging with communities, they were happy to hear from all groups. They wanted to focus efforts in unlocking quick wins rather than having many consultations and not being able to do the work. Encouraged people to attend the LLFs and more would be held in the future.</p> <p>Simon Duke asked people to please respond to the OIP consultation. The richer the information received, the better. They had engaged early in the programme and some of the details were not available yet. This would be available in due course and these conversations would help to shape the proposals.</p> <p>Jonathan Foster-Clark said that they could do all the analysis, but the hard data did not give the same insight as the LLFs. They had learnt a lot and he hoped that people could see how it had influenced thinking and understanding.</p>

<p>Annette Kratz</p>	<p>There were tailbacks in different directions at the station. What further work would be done on this and would it involve Southwest Trains and Network Rail? Nearby residents had to wait eight minutes when the barriers were down which caused pollution and tail backs. How would the right-hand turn from the A31 into South Street going to work?</p>	<p>Jonathan Foster-Clark said they were in conversation with Network Rail and Southwest Trains about the operational aspects of running the railway and train frequencies. Network Rail had strict safety protocols which impacted on the barrier down time. This was linked to the number of trains that were connecting the area and accessibility by rail to the rest of the country. They would be undertaking detailed technical work as part of the work for Hickley's Corner as it was linked and there were a number of accessibility challenges in the area. They would be looking at how they could better connect the A31 to the A287 for the north-south movements. Fewer people were currently using the rail network and the rail industry were desperate to get people back to using them again. Post-Covid may have an impact on future use. Farnham Station was a major interchange and there was opportunity for people to switch between travel modes. They would be looking at cycle racks, a bus interchange and other travel modes so that people could travel seamlessly. In relation to the right turn, there were a number of competing traffic movements. The system was currently designed to maximise the amount of green time for the limited movements that were available. An additional traffic movement would take out green time from other movements creating more traffic delays. The right turn was an option and they would need to fully understand the competing demands. Also, considering crossing by foot and bike. All of this would be picked up in the next few months as they developed a solution for Hickley's Corner.</p> <p>Cllr MacLeod said the direct service from Farnham to Guildford was useful for many people. Even before the pandemic, many trains were empty which meant more down time at the barrier. One train per hour may be better than two trains. Also needed to consider what happened at Firgrove Hill bridge as well when looking at Hickley's Corner.</p>
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		Paula Gough said the programme team was talking to Network Rail about improving infrastructure at the station, the use of Station Approach and safety issues at the barrier.
Cllr Paul Follows	In relation to the questions being asked about pedestrianisation, it was important to think about the impacts on the rest of the area and the mitigations that were required. They would make sure this would be looked at. Funding for bus services was about local government funding and it needed to be addressed at a central government level.	
Cllr John Neale	The bus service provision for schools was difficult due to the timings and shifts. Ideally, children would get themselves to school using bikes – for their wellbeing and to solve some of the traffic issues. Would be interested in hearing from parents at schools to give feedback on likely take up on cycling if that could be made possible with cycle routes.	
Cllr Wyatt Ramsdale	Most of his son’s school trips were outside of bus times and to various locations so buses were not always convenient. They had to do this by car which is why many parents do not want to buy weekly bus tickets. The leadership at the County Council had agreed and pushed forward an investment of £139m over five years in the programme. This was an opportunity for Farnham and he encouraged people to support the programme and get their views in.	

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

Appendix 2

	Question/Comment	Answer
1.	Yolande Hesse: Can we see the participants list?	Due to GDPR, they were not able to share the participant list.
2.	Barbara Rogers: Referring to the proposal to set a 20mph speed limit in the town, how will you make 20 stick when clearly 30 doesn't stick? In my opinion 90% of motorists already ignore the speed limit. I approve of the revised limit, but I am worried about how realistic it is.	Cameras are increasingly likely to be the enforcement mechanism.

3.	Julie Russ: What is a freight consolidation centre - is it a building? If so, it seems strange that there is one on the Coxbridge Roundabout, likewise park and ride. There is also one at the top of Castle Street. Where is there any space for these facilities at either location?	I understand it is more an open space for transfer of freight from long distance vehicles, HGVs, to small vehicles appropriate to quieter roads which do the final delivery to say a specific shop.
4.	Yolande Hesse: The high car dependency is based on survey data that is not publicly available for scrutiny. So much is being hung on these survey outcomes that we are being asked to take on trust. Please provide information on the surveys: 1. When were they carried out? 2. What type of surveys e.g. ANPR? 3. Where were they sited? 4. Over what period were they conducted?	This is based on published Census data. We recognise that the last census was in 2011, but the comparisons between different places remain valid.
5.	James Sims: Cycling is less popular not only because of topography but also because of the high level of bike thefts and dangers caused by HGVs.	Which is why we need safer routes for cyclists and secure easy to access cycle parking.
6.	Zofia Lovell: I have heard Coxbridge mentioned a number of times as a potential site for a "park and stride". Are the team aware that Coxbridge is in the Farnham Neighbourhood Plan in the site allocations for "housing"?	Yes, but the use of Coxbridge refers to a general area not just a single site.
7.	Julie Russ: New/improved pedestrian routes are shown on a map. What would this involve? I do not like the idea of public footpaths in the countryside being paved over, and are people really going to walk from the top of Castle Street into the town and back up again if there is park and stride? Is it necessary to "improve" muddy, narrow paths in the countryside on the west of Castle Street when there is a pavement on the other side travelling the whole length of the Street into the town? What are "pedestrian facilities	These are all indicative and open for discussion. Share your views in the consultation.
8.	Jon Watson: What exactly is the sanction if CO2 emissions do not reduce as required?	This is a national legal obligation. There are not necessarily specific sanctions (yet) for local authorities. But surely, we have a moral obligation to our future generations.
9.	Catherine Powell: For a thriving town centre people from the surrounding towns and villages also need to be able to be part of the well-connected communities, including those in the significant new housing developments around Farnham particularly in close proximity. The interventions seem to be very Farnham only focused. Please can you advise everyone the area that was considered in the evaluation. For example, did it include Aldershot,	We have to work with the other councils on such routes as Jonathan said.

	Fleet, Ewshot and Church Crookham to the north and Tilford and Elstead to the South	
10.	James Sims: When do the quick wins start? Since this consultation the number of HGVs in North Farnham has noticeably increased!	Traffic order on banning HGVs over 7.5 tonnes on Upper Hale Road and Folly Hill this month.
11.	Peter Goodman: A new town centre Community Speed Watch group has been formed and is waiting for equipment so that they can start getting the police to issue warning letters to speeders (30mph or 20mph).	Can you borrow from a dormant group? Let's discuss.
12.	Catherine Powell: The no right turn from Upper Hale Road on to Alma Lane was specifically discussed at the North Farnham LLF and the community input was strongly against this due to the creation of rat runs. However, it is still included in the draft OIP if the input from the LLFs have been taken into account in the draft OIP what does the community need to do to get this idea removed?	Please provide lots of OIP feedback.
13.	Andrew Laughton: Is Western bypass route defined? When will it be completed	This is phase 4 of the programme and is yet to be defined. No not defined and a start date is not known.
14.	Annette Kratz: What exactly will the further study at the station area involve?	This needs to be raised in the open discussion.
15.	Julie Russ: A bus service travelling along Crondall Lane to Aldershot would be helpful, and also one travelling to the railway station - it is a long walk to the station from our house.	This is exactly the kind of input that we need to explore options to improve bus services across the town.
16.	Catherine Powell: Please can you clarify if work has already been done with Hampshire on housing development and infrastructure or will be done?	Consultation has taken place at a strategic level and will continue as we develop the programme.
17.	Steve Edwards: Cycling being affected by topography is rapidly being overtaken by the widespread and rapidly increasing use of e-bikes. Charging points for cars can be modified to include charging and storage for e-bikes.	We are considering what would be needed to promote use of electric bikes and potentially but more controversially scooter hire.
18.	Catherine Powell: Why is the Firgrove Hill overpass not included in the A31 corridor? The connectivity between the A287 and the A31 is surely important to resolve the issues in the Town Centre.	It is not excluded at this stage.

19.	Nikki Gilbert: Echo Barn Lane has a huge volume of HGVs yet much of the road does not even have a pavement. Is this road being considered as part of the South Farnham improvements?	Yes, though it does have new pavements. Please make suggestions on how to improve it in the consultation?
20.	James Sims: The OIP says that the A31 issues are caused by speeding and an underpass would not meet long term requirements. Quite frankly this is rubbish. Speeding on A31 is not an issue as congestion means people cannot speed most of the time. Most of the traffic on A31 are passing Farnham not part of Farnham traffic. Therefore, only real solution is an underpass at Hickley's Corner to deal with bypassing traffic.	Hickley's Corner will be reviewed as phase 3 of the programme, including updating a business case.
21.	Nikki Gilbert: Many of these options have been considered and promoted by local communities over the past 20 years. We have always been told that there is no available budget. What has changed?	Funding is being made available for infrastructure projects that support economic growth, the criteria have changed which means we will need to assess against different criteria. Hard work leading to engagement of senior people, and changes in senior roles.
22.	Yolande Hesse: I am struggling with this format. It feels so anonymous. I cannot see the participants and am following the question panel rather than following Jonathan's presentation. I regularly attend zoom meetings of 200 - 300 and we manage to have good discussions. This should be just questions and answers from the participants and would have been a better format.	Live answered.
23.	Jon Watson: Do you have adequate demographic and OD data to underpin new bus routes? Because without you are just guessing.	Live answered.
24.	Nikki Gilbert: The amount of traffic on the A325 and Echo Barn Lane has been increasing. Indeed, a dog walker was killed only a couple of years ago. Both roads are areas where further mortalities are bound to happen unless something is done. What is the timescale for all these changes?	Not known.
25.	John Barnett: Is pedestrianisation being considered in the town centre?	Yes, but there are issues. Personally, I believe shared space or single lane roads are more likely. So pedestrianisation is one option being considered.
26.	David Howell: Can you publish details of the vehicle capacity of the Royal Deer junction as recorded when last surveyed and advise the	This issue is going to be addressed within the programme of detailed technical work over the next 2-3 months.

	capacity when modelled with the proposed changes, two-way South Street, two-way Bear Lane/Woolmead and reversed direction of East Street. The proposals will add a phase to the lighting times which must have an impact on traffic, congestion, air quality. Do we have an honest analysis of traffic and pedestrian movements.	
27.	Yolande Hesse: Have the mute function been disabled I cannot see an option	You will be invited to unmute when asked to cover your question.
28.	Julie Russ: I don't know how to unmute myself as I cannot see myself on the screen and therefore, I can't see the microphone.	Put your hand up that you want to speak. You will be called and able to unmute. You will be invited to unmute when invited to cover your question.
29.	Jon Watson: I asked whether you have adequate demographic and OD data to underpin new bus routes? Because without you are just guessing. And I was told that the question had been answered. No, it has not.	Jon we are in early discussions with the bus companies e.g. Stagecoach to look at demand, we don't at present have the OD data however any proposals will need to use data and we will gather this as necessary. That sounds like a level of analysis to be done in a next stage.
30.	Jacqui Holroyd: 20 years ago, we were corresponding with Virginia Bottomley about the traffic situation on the UHR. How can you assure us that without a bypass, which is a very long way off, if at all, traffic will not continue to increase with the pedestrianisation of the town centre and increased housing developments?	No-one can assure any solution is 100% but banning through trucks, finding a better cycle, pedestrian, car balance in Farnham will help. The aim is to constrain traffic on the UHR in the same way as traffic on Castle Street, more detailed work needs to be done. But we have soon the restriction on HGVs over 7.5 ton
31.	Julie Russ: Another national census will take place this year. Will the results of this be taken into account? I think it is important to do so as at present you are working with statistics that are 10 years old.	Live answered.
32.	Catherine Powell: What sorts of things are covered by "Corridor Wide Traffic Management"? Also, how where the sections of road selected for this treatment? For example, the Upper Hale Road and Farnborough road are included north of their junction, but nothing is included to the south of the junction which was a real area of concern raised in the North Farnham LLF. Can this area of concern still be addressed?	All areas will be covered, nowhere is off limits.

33.	Lucy Wills: The world of work has changed hugely since much of this proposal was outlined. Will the shift towards working from home be taken into account when planning transport?	Live answered. The programme will aim to look forward as much as it can to reflect current changes and national/world events.
34.	Lucy Wills: Farnham is very much a craft town, however there is also a vibrant community of health and technology enterprises. Please could we be highlighted and better resourced too?	Please come to the LLF for Businesses on Wednesday where we should have time to listen to needs of different businesses and their customers.
35.	Julie Russ: Once we can meet others again will the information boards be displayed where people can go and see them as not everyone is able to use or may not even own a computer?	We will try to provide exhibition space on the programme, as we move forward.
36.	Jacqui Holroyd: How will you enforce the HGV ban on UHR? How will 'access only' be defined?	Cameras most likely. 'Access only' is an Achilles heel in bans, but Sat Navs will start telling trucks they cannot go. So, an improvement on open slather.
37.	Jon Watson: SCC has deployed only one ANPR camera, in Guildford Road. All other data has been bought in from developers.	I am sure the Project will use all relevant vehicle data it can get its hands on.
38.	Peter Goodman: How many HGVs do you expect in the town/month after the 'HGV ban' (which is only targeted at HGV transiting through the town and not HGV deliveries within the town)?	Fewer. Which will be an improvement.
39.	Angela Shaw: Will charging points for EVs be provided in town car parks please?	Waverley are developing proposals regarding EV charging, and we are working with them. WBC have plans for the car parks and SCC are trialling charging at on-street locations.
40.	Catherine Powell: Why can't anonymous GPS tracking data be used looking at the travel to / from Farnham and from the surrounding area?	There are a range of different sources of data, including mobile phone data etc. We will be investigating the pros and cons of using these as we progress the detailed technical work.
41.	Peter Goodman: Fewer HGVs is an improvement, but if 200/month reduces to 150/month, will this achieve your objective of encouraging people to leave their cars at home and cycle into town and create a nicer urban environment?	Which is why the ban is one part of an integrated approach which people will need to get behind and support.
42.	Jacqui Holroyd: Will R J Collard HGV's have 'access' through UHR to and from their site on Beacons Hill Road? We have seen a huge increase in such vehicles on UHR in recent months.	We have already been working on that Jacqui and with residents supporting what we're trying to do that will help put the pressure on to change habits.

43.	Zofia Lovell: Can I request on behalf of the Residents/ Community Associations in the broader Farnham locality that we are given the opportunity to participate in discussions with the FIP Committee prior to the next public Consultation? Residents Groups have a variety of members, young families, and broader community members.	I am sure we can engage with you through the next phases. Why would they not come to these forums? We did have an LLF for residents' associations that did not cover different ground.
44.	Catherine Powell: How will travel requirements associated within large local housing developments be incorporated into the travel modelling? If there is specific government guidance and data that you are planning to use and can this be shared?	We have full engagement with the planning authorities and are aware of the proposed developments and can factor them in to our traffic models. This process is well established.
45.	Zofia Lovell: I think Mr. Goodman should wait until the broader community have a chance to have say regarding cycling routes.	We will get all views before investing in any particular form of travel. It would be good to meet the needs of all forms of travel.
46.	Yolande Hesse: What are the quick wins that have been decided to implement?	HGV ban and 20mph investigation.
47.	Elliot Russo: Building on Jacqui Holroyd's question, Collards and EarthLine are both companies whose HGVs are daily pests- the more regularly they use UHR the faster they drive. Can the council put pressure on these "repeat offenders" to bring their drivers into line?	We already are.
48.	Elliot Russo: Could you outline what steps you have taken with regards Collards, EarthLine? What has their response been?	We are following up with all companies whose trucks are coming through Farnham as a result of the project, reminding them they shouldn't be coming through Farnham even though now they can and advising that an HGV ban is coming. Residents on Castle St. are doing a community speedwatch and listing truck company names and feeding that information to the police.
49.	Steve Edwards: Why are you concentrating on cycle tracks in the centre. Most cyclists want to cycle safely from the outer areas into east (park in leisure centre) & west (park in hart car park) Farnham. Please do not hold up cycle plans for the few hundred yards of the one-way system	We will be considering cycling connectivity across Farnham not just in the town.
50.	Jacqui Holroyd: Are you proposing to shut all the central car parks in the AQMA?	There are no firm proposals to close any car parks.
51.	Ruth Scott: Have you thought about doing a survey on the streets in Farnham Town Centre? It is important to speak to the youngsters.	This is impossible in the current pandemic. However, this will be considered in the next stages, rules allowing.

	They will not be logging in to these waffly meetings online. They are too busy. A simple questionnaire asking 'would you like the town centre pedestrianised? Are you likely to cycle into town? Are you likely to take the bus into town? Do you think Farnham has enough retail to keep people shopping with Guildford so close?	The big challenge is engaging with people on street during lockdown. We are therefore engaging online via social media and through schools.
52.	David Hankin: Much seems to be mentioned about Collards etc and the problems we are having. May I once again remind the panel that I have still not received a response to the email I sent to you all 1.3.21 regarding the HGV tipper/skip lorry survey carried out 23.2.21 that North Farnham Voice carried out and published in the Herald last week.	An answer was being prepared David. If you have not got it yet I'll chase it up tomorrow.
53.	Catherine Powell: There needs to be a much clearer statement that if you pedestrianise streets in the town then this will close the A287 and the A325 through the town centre for through traffic which will need to go somewhere else. Can you confirm that future versions of the OIP will make impacts more obvious? It is not just about how to get people to the town centre and/or associated car parks	Agreed, the impacts on any pedestrianisation need to be carefully considered before implementation and any mitigations delivered at the same time.
54.	Hugh Liddell: There are currently only 5 pedestrian crossing locations connecting South Farnham (1-by the A325/A31 roundabout, 2-a non-pram friendly foot overpass connecting to Red Lion Lane/Bishops' Meadows, 3-the Firgrove hill road, 4-the pedestrian crossing from Station Hill, and 5-the paths/underpasses at the Shepherd and Flock roundabout). What plans are being considered to expand and enhance pedestrian, particularly wheelchair/pram, connectivity between South Farnham/Wrecclisham and the town centre?	I am keen to support your views here and will be promoting that further in the project. Thanks
55.	Angela Shaw: It would be damaging to the environment, air quality and public health to build new roads. Please do not take away the green lungs of Farnham.	Agreed in principle. There has to be a very good justification to build any new roads
56.	Ruth Scott: Yes, of course. But we should be emerging from lockdown soon. I really think this would be a good way to gauge thoughts and opinions. Getting people out of their cars is a monumental challenge.	Indeed, it is a monumental challenge, and we really do need to understand people's travel behaviours and how they can shift to more sustainable ways of travelling.

		We are hoping that national sentiment will lead a gradual change to people's habits. I would like to see children be able to walk more safely, and not always have to go by car. Reducing the cars will help all round.
57.	Barbara Rogers: On the pedestrian crossing issue, I watched 5 different families attempt to cross Castle St. this morning on their journey to school. They were having some difficulty. Many of the children were using bikes and scooters. There is no pedestrian crossing on Castle Street.	This is a very useful insight - we will take note and ensure that we take this into account.
58.	Catherine Powell: There is a lack of Residents Associations in North Farnham which is why North Farnham Voice was set up. Please can North Farnham Voice be included in future meetings for Residents Associations.	That would be fine, if there are future RA meetings.
59.	Angela Shaw: Surely the problem at Wrecclesham is that traffic is routed this way if the tunnel at Hindhead is closed. By building a Southern bypass you will increase the amount of traffic that uses this route. With the Wrecclesham Village Voice team we have explored this especially re high HGVs. The Hinhead tunnel is rarely closed for more than a few mins on both lanes of a carriageway. And planned closures are in the middle of the night.	This will certainly be a consideration in the assessment of a future Wrecclesham Bypass.
60.	Richard Stubberfield: I drove through the town centre this afternoon to get from South Farnham to Folly Hill. It was bumper to bumper. When will these measures put in for Covid be removed? They create more pollution.	The congestion was there before the COVID measures as factors in the existing system cause them, road works, broken down cars, illegal deliveries and parking etc. The COVID measures allow social distancing on the pavements. Once COVID conditions can be lifted changes will be made but without traffic changes congestion will still exist.
61.	Hugh Liddell: I support the motion to enhance the cycling experience in Farnham (particularly as a regular current cyclist), I am grateful to the panellists for raising it. In addition to cycle lanes/addressing rough road surfaces, it would be great to have (secure) bike parking facilities in the centre of town. A suggestion that may already have been thought of is perhaps you could convert some of the current car parking space (such as the central car park) to provide bike parking space, thereby disincentivising driving in the centre and enabling cycling through the same measure.	Cycle parking is being planned along with cycle routing. Waverley are currently looking at cycle shelters in two of the car parks.

62.	Zofia Lovell: Speaking for South Farnham. I think any discussions should involve both North, South Farnham RA, The Bourne, Badshot Lea and any other RA that would like to be heard.	They can and we want them, we are in a second consultation and this is the 11th Local Liaison Forum.
63.	Catherine Powell: Will the impacts of a Wrecclesham bypass on the use of the route from the A287 south of Farnham via Rowledge to the bypass be considered? Looking at a map it looks like that would rapidly become a rat run despite its current 20 mph zone.	This will be considered in the detail when we review any proposals for a bypass at Wrecclesham.
64.	Julie Russ: The main objective should be to reduce the number of vehicles on our roads, then we might not need a bypass!	Reducing the reliance on the car by giving viable alternatives is one of our objectives.
65.	Ruth Scott: Many children do not attend the school closest to where they live which they could walk to. Catchment areas were introduced to enable children to walk to school. Only parents who can afford to chauffeur their children around have the option to choose a school not local to them.	Parents are encouraged to use nearest school where possible, however they are free to apply to the school of their choice. Perhaps more longer distance journeys could use buses if the services can be improved.
66.	Stephen Henderson: Stephen Spence has asked for us to support a HGV ban, particularly on the Upper Hale Road. I wholeheartedly support this idea. What should I do to voice my support? I thought we had till 14th March to comment on the OIP?	Respond to the publication of the TRO which is due on 19th March
67.	Catherine Powell: The ability to have a choice of schools rather than children going to their nearest school does increase traffic particularly between North and South Farnham particularly since the school buses were cancelled. Are school buses back on the table?	Possibly in some form. We are hoping for bus service improvements.
68.	Zofia Lovell: It would be helpful if Catherine Powell had an answer to her question. If there are any future opportunities planned to discuss or offer help and support for the FIP then South Farnham RA would welcome the opportunity to engage?	I am sure this can be arranged, in the meantime please ensure you and your colleagues respond to the OIP consultation.
69.	Kathy Godwin: Given that you are trying to get things done, it seems that the Western bypass is an unaffordable, unachievable subplot that is a substantial distraction, that would blight much of Western Farnham. Can we not drop this road which would be the same length as the Shepherd and Flock to Coxbridge roundabout, surely it is unaffordable and environmentally massively destructive? Let's be realistic about this and concentrate on projects which can be delivered.	Each project within the programme will be assessed on its merits. If the costs and risks outweigh the benefits against the key outcomes/objectives it will not be progressed.

70.	Jacqui Holroyd: It is a 40 mins round trip to Weydon School from Upper Hale. No school bus option.	Point taken, as you can hear a lot of useful feedback on this.
71.	Catherine Powell: My understanding was that housing that was already included in an approved local plan cannot be used to justify new infrastructure. Is that incorrect?	It depends. If the housing is in approved Local Plan, the traffic demand from the new housing would feed into the future demand in a business case for a transport scheme. However, for some projects being funded by MHCLG under the Housing Infrastructure Fund, we need to identify the amount of housing that would be 'unlocked' by the new infrastructure. Happy to discuss further!
72.	Catherine Powell: All Hallows has a catchment area of nearly 10km from what I understand. How will this be addressed?	We are working with the SCC's Schools Travel team to analyse the catchments and how we could explore the best travel options for different groups of young people. Maybe All Hallows will have to give some answers, since their children are well spread out
73.	Pamela Pownall: Most schools maintain an email communication system with their parents. Why don't you ask them to send a message out about possible uptake of cycling to school?	Good point we must think about this.
74.	Jacqui Holroyd: My teenager is keen to cycle if better cycle routes.	Thank you, we need more feedback on those lines.
75.	Steve Edwards: Nearly all routes approaching the town have really dangerous pinch points which have not been specifically addressed in the OIP. Hale traffic lights for one.	This would be considered as part of the programme.