

Blackwater Valley (Better Connectivity) Sustainable Transport Package Phase 1

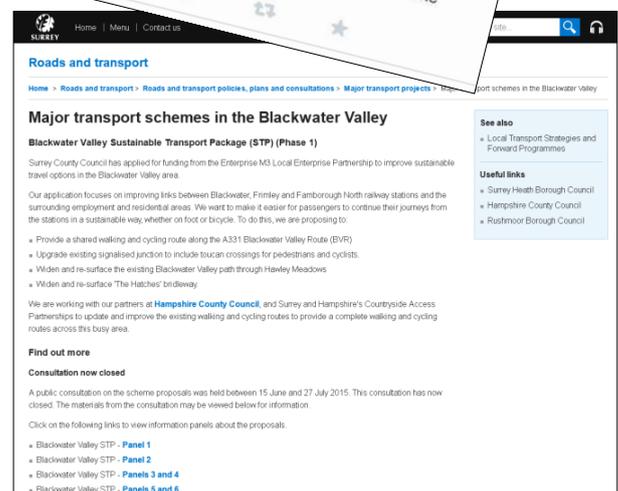
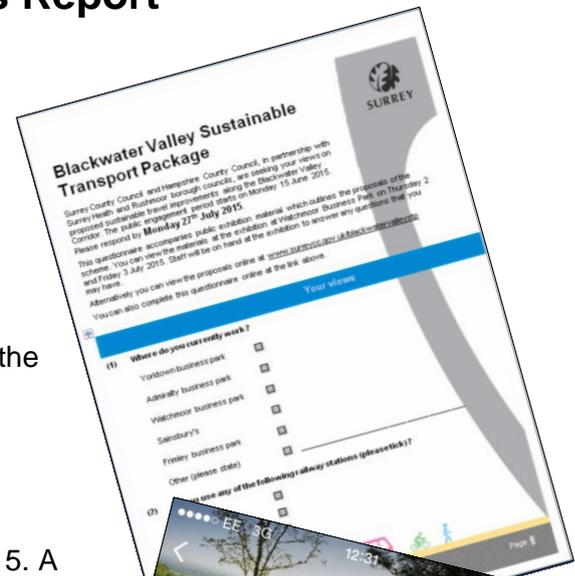
Public Engagement Analysis Report

1 Executive Summary

- 1.1 This report describes the engagement process and high level analysis for the Blackwater Valley (BWV) Sustainable Transport Package Phase 1 scheme undertaken in June/July 2015.
- 1.2 The responses received during the engagement period will help inform the detailed design stage of the scheme's development.

2 Approach to engagement

- 2.1 Public engagement was carried out for a **six week period** between the 15th June and the 27th July 2015. A public exhibition was held at the Watchmoor Business Park on Thursday the 2nd and Friday the 3rd of July 2015. The public exhibition was staffed by 2-3 staff during the entire period.
- 2.2 A public webpage was created as a centralised source of information for the scheme. PDF versions of the exhibition panels were linked to inform viewers of the scheme details, and a link to the questionnaire (Survey Monkey) was included to obtain viewers feedback on the scheme. The webpage also promoted the exhibition date and time and provided a directional map.
- 2.3 Notification of the public engagement was sent to various interest groups including business forums, resident association groups, cycle groups and environmental groups based on the SCC's Local Transport Plan consultee list. Surrey Heath Borough Council and Hampshire County Council were also asked to send out a notification to their respective consultee lists.
- 2.4 The event was advertised via social media channels, including advertising on Surrey Heath Borough Council, Hampshire County Council and Surrey County Council's



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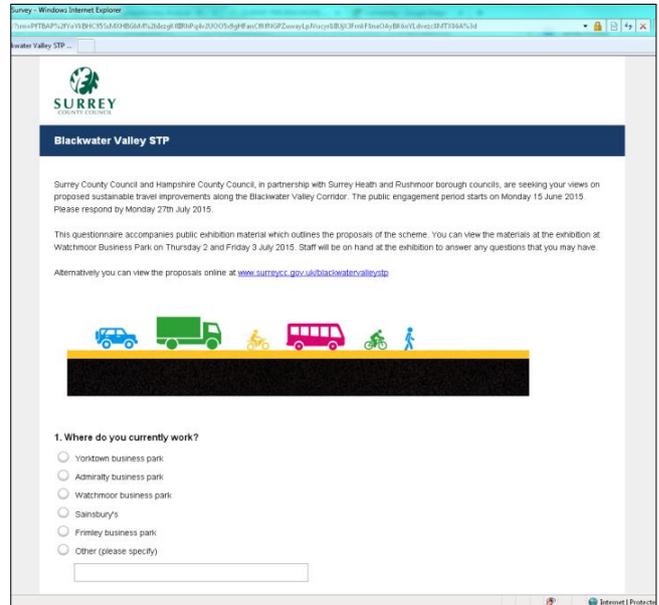
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websites, the Blackwater Valley Countryside Partnership website, Twitter and Facebook.

- 2.5 400 flyers were distributed to the businesses at Watchmoor Business Park and Frimley Business Park, as well as a number of other employers in the area such as Sainsbury's and Waitrose (Frimley). Additionally, (approx.) 150 flyers were distributed at Blackwater and Farnborough North railway stations.
- 2.6 Posters were displayed in The Mall (Camberley) as well as on the route (display boards and gates) on the Blackwater Valley path and The Hatches bridleway.
- 2.7 The Surrey Heath Borough Council webpage, the Hampshire County Council webpage and Blackwater Valley Countryside Partnership webpage promoted the consultation and exhibition and provided links to the Surrey County Council (main) webpage for the scheme, with the consultation material.
- 2.8 The dedicated county council webpage received over **1,252 views** during the 6 week consultation period.
- 2.9 Reminders for the public consultation were sent out on the 20th/21st of July 2015.
- 2.10 Responses to the questionnaire will be considered further under detailed design. 'A response to comments' section can be found later in this document, which will look to answer some of the reoccurring questions/comments made.

3 Wider engagement activities

- 3.1 A business event was held on the 18th of June 2015 to engage with local businesses in the area. The consultation sought all public views, however directly targeted Watchmoor Business Park and Yorktown Industrial Estate based employers due to their close proximity to the scheme.
- 3.2 Relatively little feedback was obtained during the business event, however local businesses were provided flyers with the consultation details and urged to share their views via the questionnaire or email.

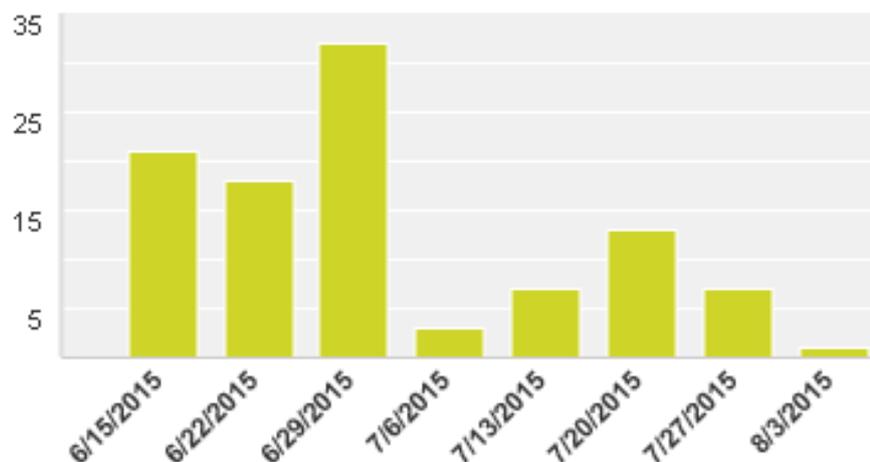


4 Consultation response analysis

- 4.1 Much of the feedback we received was provided online, with respondents directed to a Survey Monkey webpage to complete the questionnaire (92%). Any handwritten questionnaires received have been inputted into Survey Monkey so that they could be included in the final analysis (8%).
- 4.2 We also received email comments from Rushmoor Cycle Forum and the Blackwater Valley Countryside Trust.
- 4.3 A total of 29 visitors attended the public exhibition with 8 questionnaires submitted; the remaining took questionnaire copies to fill in online. The paper questionnaires submitted were added to the Survey Monkey questionnaire for analysis.



- 4.4 There were a **total of 102 respondents via the questionnaire** (online and during the public exhibition). Respondents did not answer every question.
- 4.5 Below shows the response volume/date, with the highest responses in the first 3 weeks of the public consultation.

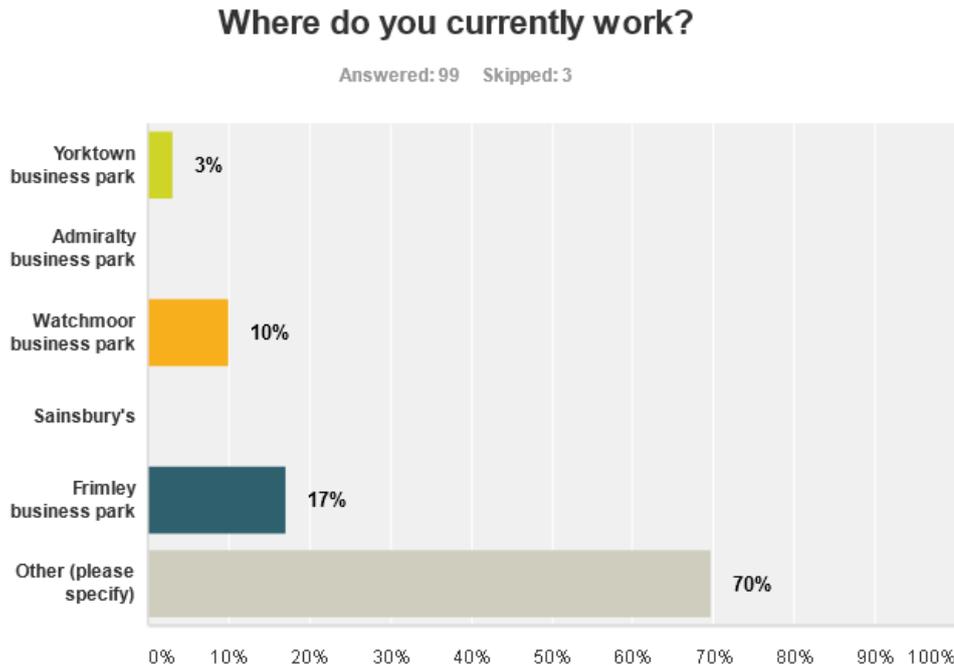


4.6 This section describes the results received for each of the questions asked.

Question 1: Where do you currently work?

4.7 **99 (97%)** out of a total 102 respondents answered this question.

4.8 The location of respondent’s employment can be seen in the accompanying graph.



4.9 From those who selected ‘other’, 39% worked (or attended school) within the local area, 23% were retired. A number of others live within the local area but work elsewhere.

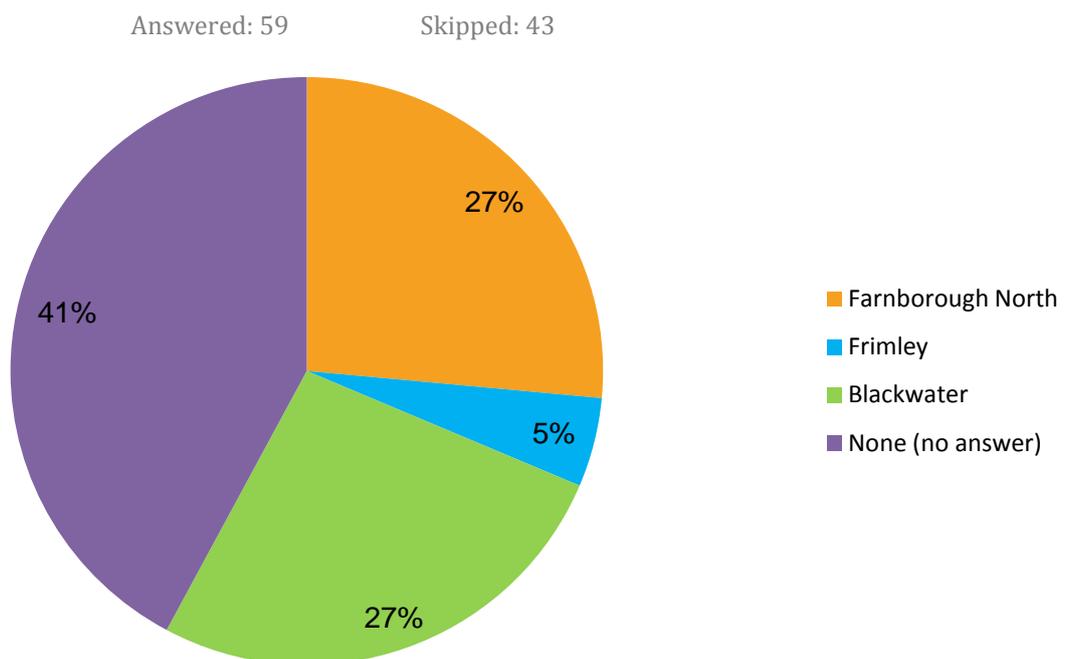
4.10 In total 56 respondents (55%) work within the local area and are likely to use the existing routes during their commute. 77 (76%) respondents live in the Camberley/Farnborough/Yateley/Sandhurst area (based on postcode analysis, question 12). **This shows that we reached our target audience of employees and residents of the local area who will be using the route for commuting, access to amenities and leisure.**

4.11 Despite a number of promotional methods used to advertise to employees at the business parks and Sainsbury’s, as well as a public exhibition held within Watchmoor Business Park, there was a relatively small response from employees. Often when an audience is satisfied/happy with the proposed measures they do not feel the need to submit a questionnaire, as they have no concerns with the scheme. However, this is speculative.

Question 2: Do you use any of the following railway stations?

4.12 **59 (58%)** out of a total 102 respondents answered this question.

4.13 The railway usage of respondents can be seen in the accompanying graph.



4.14 It is assumed that those whom did not provide a response (shown as 'none') do not use any of the above railway stations.

4.15 The highest station usages were Blackwater and Farnborough North, indicating that there was a wide target audience for the public consultation.

4.16 Whilst only relatively small proportions use Frimley Station, this is at a greater distance to the scheme proposals than the other two. Some respondents indicated that they opt to use Camberley Station to access the Ascot to Guildford line as it is closer for them.

Question 3: Which routes do you currently use?

4.17 **98 (96%)** out of a total 102 respondents answers this question.

4.18 Analysis of question 3 will be done jointly with questions 4, 5, 6 and 7; this is to compare the current usage with the potential uptake of usage as a result of the proposals.

4.19 The routes used by respondents can be seen in the accompanying graph.

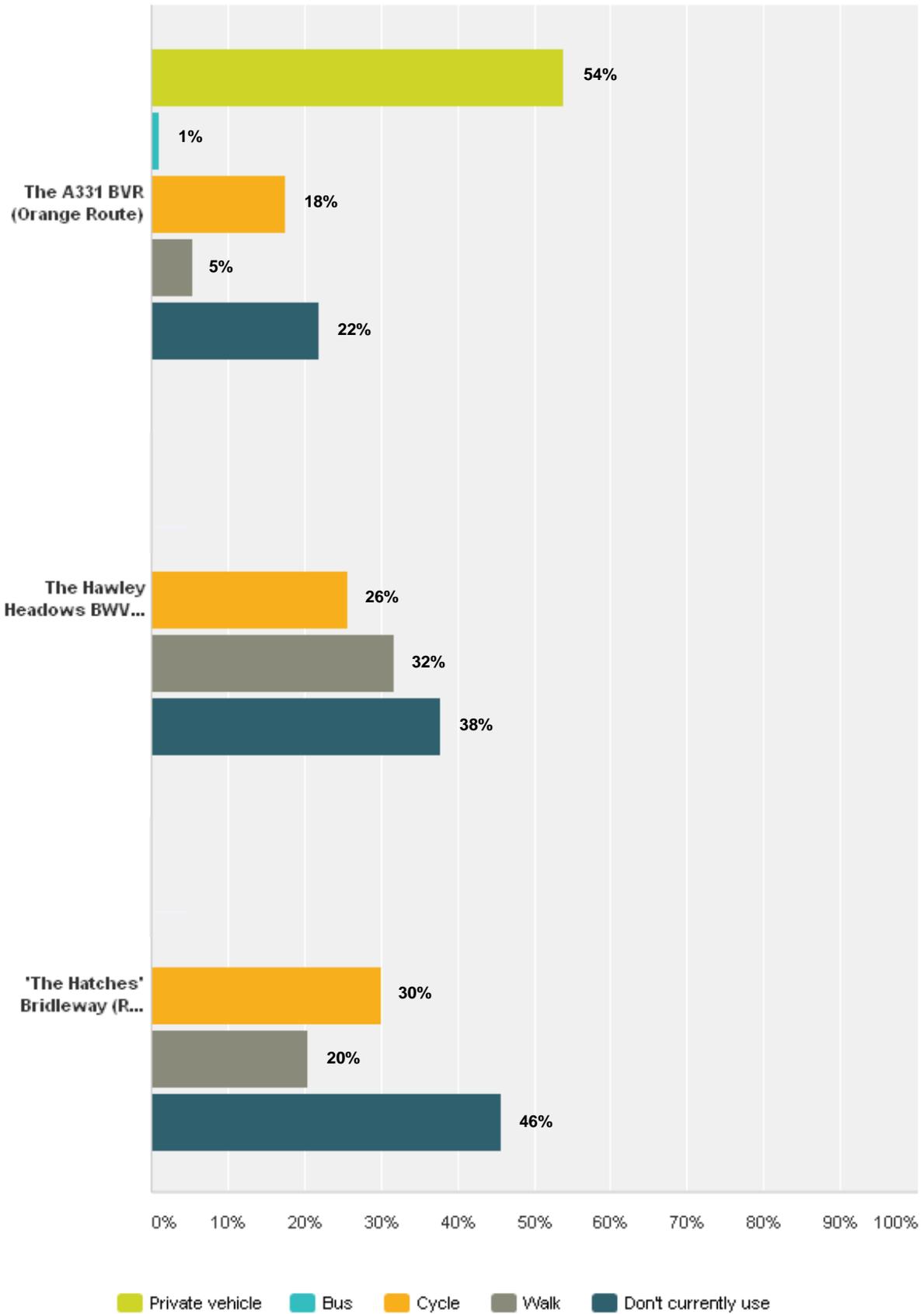
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- 4.20 Private vehicle selection on 'The Hawley Meadows BWV Path' and 'The Hatches Bridleway' are considered anomalies and have been removed from the graph, as no motor vehicle access is permitted on these routes.

Which routes do you currently use?

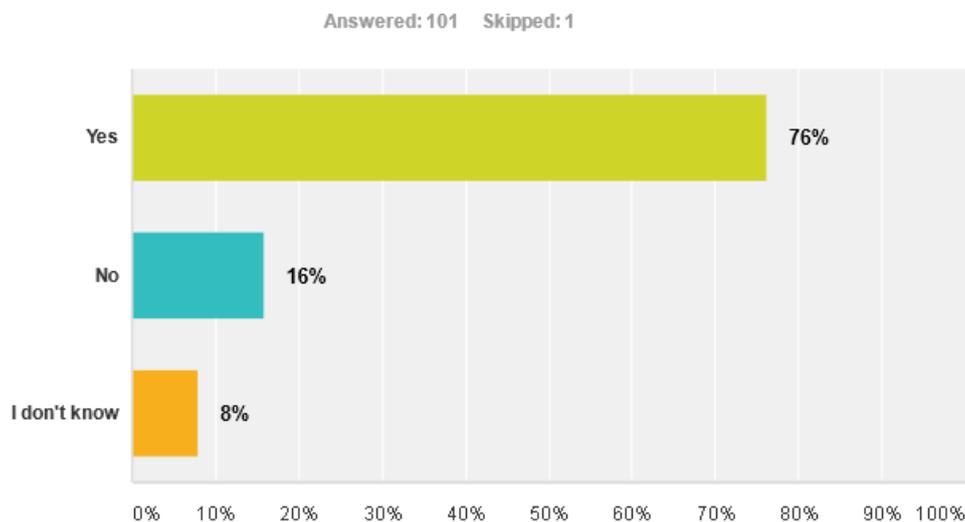
Answered: 98 Skipped: 4



Question 4: If the walking and cycling network was extended along the A331 Blackwater Valley Road (BVR) between the A30 Meadows Gyratory and Sainsbury's (Orange Route), would you be encouraged to use it for short journeys? (walking up to 2km or cycling up to 5km)

4.21 101 (99%) out of a total 102 respondents answers this question.

4.22 The potential encouraged usage of the A331 BVR route for walking and cycling by respondents can be seen in the accompanying graph.



4.23 Question 3 analysis shows that currently the A331 is dominated by private vehicles as 54% of the respondents use this route travelling in a private vehicle. This is expected as the A331 BVR is a main route between the Meadows Gyratory and the M3 junction; however 23% of the respondents use the A331 BVR to either walk or cycle.

4.24 The results show that 76% of all respondents would be encouraged to use the A331 BVR off-carriageway pedestrian and cycle corridor if the infrastructure was extended to Sainsbury's.

4.25 Of those respondents who selected 'No' (16%) or 'I don't know' (8%), many specified that their reason for this was that the route was not local to them and/or is not part of their route.

4.26 Currently the infrastructure for pedestrians and cyclists along this route is non-existent (south of Stanhope Road) and the traffic dominated highway has high vehicle speeds of 70mph. The route can become muddy or overgrown depending on the season.

4.27 The results show poor infrastructure does not encourage walking and cycling along this route, and perceived and actual safety risks can further deter pedestrians and cyclists.

4.28 72 comments were submitted during the completion of this question. Comments made by respondents demonstrate why the additional infrastructure would encourage the use of this route:

"It would be great to be able to safely walk from the meadows down towards Sainsbury's /Watchmoor Business Park. I was recently on maternity leave and my husband works at Watchmoor Park so I would happily have walked from our house to his work but I felt discouraged from doing this as I had a buggy and didn't feel it was safe."

"I like the idea of having a safe route to walk along"

"Currently the existing facilities are simply not practical to use."

"I walk from Blackwater Station to Watchmoor Park and back every day and this would make that faster and simpler."

"At the moment the access to Watchmoor Park is non-existent by bike"

My ideal route to work would be along the A30 and then down the BVR to Frimley Business Park using the 2 paths. Due to the poor conditions of these, I am having to cycle down the Frimley Road and through Frimley to get to work extending my commute time by quite a bit.

4.29 Other comments shared took a more negative view on the proposal. However none of the comments submitted by the respondents raised any substantial issues with the additional infrastructure. Below are some of the comments received:

"The proposed route is not congenial for leisure walking. Improving the path from Blackwater Station via Hawley Meadows would provide walkers with a more satisfactory and safer route."

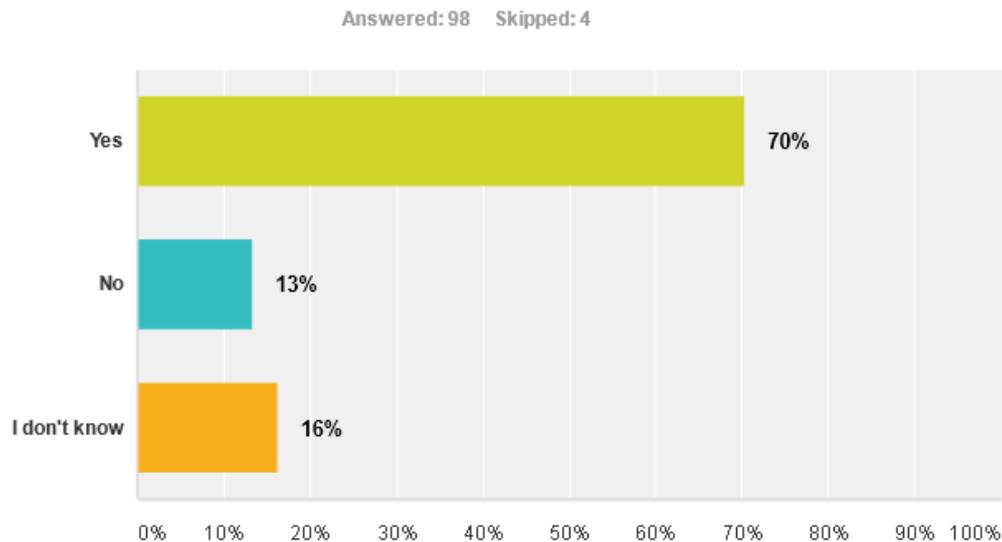
"I would use a quieter route that didn't run alongside a dual carriageway, e.g. the Frimley Road....."

If I want to cycle to Yateley or Blackwater I will either go up Frimley Road or Hawley Lane. I would much rather they extended the blue route to the A30.

Question 5: If the traffic lights at Riverside Way had pedestrian/cycle crossing facilities, would it encourage you to walk or cycle to Hawley Meadows/Frimley Business Park and the Blackwater Valley Path (Blue Route)?

4.30 **98 (96%)** out of a total 102 respondents answers this question.

4.31 The potential encouraged usage of the A331/Riverside Way pedestrian/cycle crossing by respondents can be seen in the accompanying graph.



4.32 70% of the respondents would be encouraged to use the A331 BVR/Riverside Way crossing if pedestrian/cycle crossing facilities were installed.

4.33 Question 3 analysis shows that currently 58% of respondents use BWV Path to walk or cycle whilst 30% of respondents do not currently use it.

4.34 Of those respondents who selected 'No' (13%) or 'I don't know' (16%), many specified that their reason for this was that the junction was not local to them and/or is not part of their route.

4.35 Currently there are no crossing facilities at this junction, access to the BWV car park via the A331 BVR is only via private vehicle. Pedestrians and cyclists who use the BWV Path entering or exiting at the BWV car park are forced to dangerously negotiate crossing the 70mph road to reach the safety of the walkway on the other side.

4.36 The results show poor infrastructure does not provide a safe and accessible junction, deterring pedestrians and cyclists from accessing and using the BWV Path from the BWV car park. The junction further requires users who do wish to access the car park from the A331 BVR to do so via private vehicle only.

4.37 59 comments were submitted during the completion of this question. Comments made by respondents demonstrate why the additional infrastructure would encourage the use of the BWV Path:

"I use this route, crossing the road is terrifying, even worse by bike."

"Access at moment has to be at Admiralty Way, which at moment has no pedestrian controlled lights. This will change as a result of this package, but Riverside Way will open up Blackwater to those in St Michael's & Watchett's wards."

"I already cross and it's dangerous"

"At the moment, the crossing is quite dangerous, so improvements for cyclists/pedestrians would be welcome."

"It would mean I would be able to cycle to work more quickly and safely"

"Absolutely! The main reason I don't ever cycle to work is due to not wanting to have to cross the A331 here on a bike!"

4.38 Other comments shared took a more negative view on the proposal. However none of the comments submitted by the respondents raised any substantial issues with the additional infrastructure. Below are some of the comments received:

"Quicker for me in the car"

"I currently cross at the meadows roundabout which is fine"

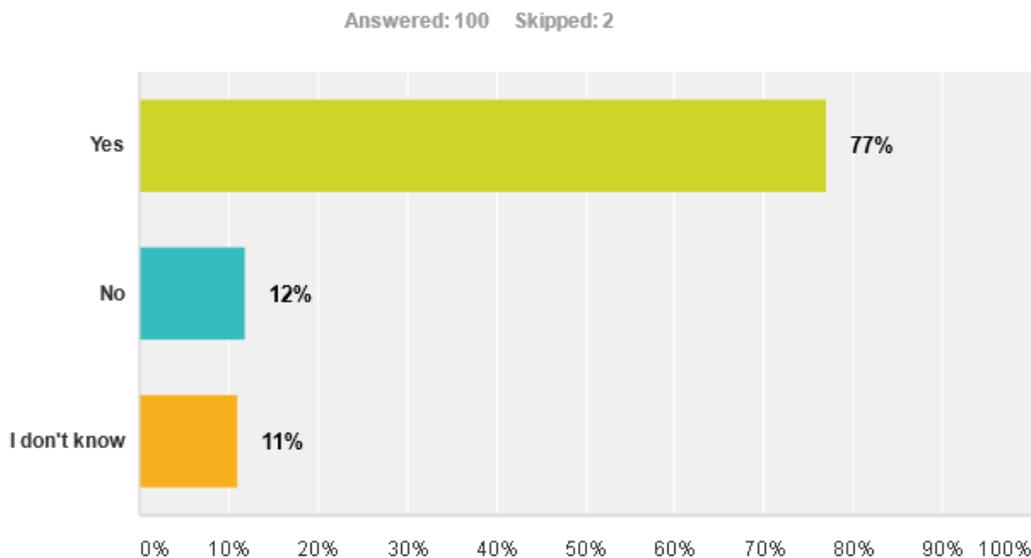
"Yes it would encourage me to walk or cycle but I must repeat, AS LONG AS IT DIDN'T ENCOURAGE MOTORCYCLISTS ON THESE PATHS!"

If the lights are set without too much bias towards (vehicle) traffic that leaves cyclists and walkers waiting for too long at the lights. That would encourage me to use the route. Please do not ask cyclists and pedestrians to wait for any longer than vehicles drivers."

Question 6: If the walking and cycling path through Hawley Meadows (Blue Route) was widened and resurfaced, would you be encouraged to use this route for short journeys? (walking up to 2km or cycling up to 5km)

4.39 100 (98%) out of a total 102 respondents answers this question.

4.40 The potential encouraged usage of the Blackwater Valley Path (through the Hawley Meadows) by respondents can be seen in the accompanying graph.



4.41 77% of respondents would be encouraged to use the BWV Path if it was widened and resurfaced.

4.42 Question 3 analysis shows that currently 58% of respondents use BWV Path to walk or cycle, offering a potential increase in usage 19% (statistics based on respondents only).

4.43 Of those respondents who selected 'No' (12%) or 'I don't know' (11%), many specified that their reason for this was that the route was not local to them and/or is not part of their route.

4.44 Currently the BWV Path is, along most sections, a dirt path winding through the Hawley Meadows. During the winter months the Hawley Meadows can be flooded by the Blackwater Valley River. Whilst the meadows are a flood plain and designed to flood, this leaves the path severely muddy and unusable outside of flooding events. The path is narrow in sections, this leaves potential conflict between pedestrians and cyclists.

4.45 The results show that the poor quality of the path deters pedestrians and cyclists to use the route, especially during the winter months.

4.46 55 comments were submitted during the completion of this question. Comments made by respondents demonstrate why the additional infrastructure would encourage the use of the BWV Path:

"I stopped using this route because it is dangerous and became entirely unusable due to failure to keep back the vegetation and the state of the path"

"It currently gets very wet and muddy in winter which is dangerous for users."

"I recall walking along that route for leisure purposes, and if it is made wheelchair friendly then I would love to use it again"

"Current non-vehicle access to Frimley Business Park has very poor quality routes. Current path is much too narrow for 2-way cycle/foot traffic. Would be nice to cycle on high quality route and avoid traffic jams"

I would use to access Hawley Meadows for leisure activities. Wetness in Meadows can deter using path from Blackwater.

"The current walking route/surface can become slightly tricky to use on some occasions - e.g. at times of continuing heavy rainfall. An easier-to-use surface would be beneficial."

4.47 Other comments shared took a more negative view on the proposal. However none of the comments submitted by the respondents raised any substantial issues with the additional infrastructure. (The proposal will be subject to approval from the Environment Agency.) Below are some of the comments received:

"Yes, definitely, but I think it should be extended to the A30, not just Sainsbury's."

"No because it is a meadow area which should be preserved as such. The surface of should remain natural and have no detrimental impact on the wildlife in the Blackwater valley or ability to act as a soak away for water. The A331 is prone to localised flooding already. There is very little if any other wildlife sanctuary or corridor in the area. The roads in the area have speed limits of 30-40 mph and there should be encouragement for walkers and cyclists to use such roads."

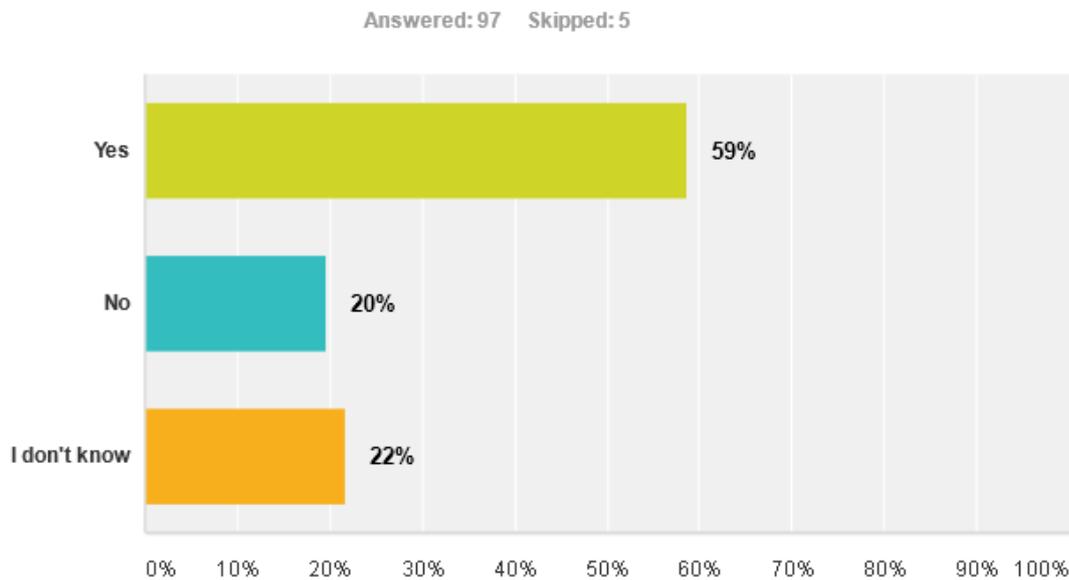
"The path is already wide enough. All roads + paths should be resurfaced when they become defective."

"I have no reason to make this journey beyond occasional recreational cycling. A change of surface would have no impact on this."

Question 7: If the bridleway (Red Route) known as ‘The Hatches’ was widened and resurfaced, would you be encouraged to use it for short journeys? (walking up to 2km or cycling up to 5km)

4.48 97 (95%) out of a total 102 respondents answers this question.

4.49 The potential encouraged usage of ‘The Hatches’ bridleway by respondents can be seen in the accompanying graph.



4.50 59% of respondents would be encouraged to use the ‘The Hatches’ bridleway if it was widened and resurfaced.

4.51 Question 3 analysis shows that currently 50% of respondents use ‘The Hatches’ bridleway to walk or cycle, offering a potential increase in usage 9% (statistics based on respondents only).

4.52 Of those respondents who selected ‘No’ (20%) or ‘I don’t know’ (22%), many specified that their reason for this was that the route was not local to them and/or is not part of their route.

4.53 The existing bridleway is narrow with high fences on either side. Whilst there is a hard surface on the route, during the winter months the route becomes muddy and flooded as a result of the mud and grass verges, reducing access through the bridleway. The narrow pathway results in conflict between pedestrian and cyclists both using the route.

4.54 The results show that the poor quality of the path deters pedestrians and cyclists to use the route, especially during the winter months.

4.55 55 comments were submitted during the completion of this question. Comments made by respondents demonstrate why the additional infrastructure would encourage the use of the BWV Path:

"The current path is in a poor condition. I use this route to cycle from Frimley Green to Farnborough Main station in good weather. In wet weather the path is often muddy and flooded, so I drive to the station instead. The proposed improvements would encourage me to cycle every weekday."

"I already use this, but recently the poor surface has become unusable."

"I use this route as the most direct cycling route to both Farnborough North & Farnborough mainline stations and regard this route as the flagship sustainable super highway in the area joining Surrey to Hampshire and overdue for improvement."

"At the moment, that route gets very muddy in winter & overgrown in the summer. Any improvements would be very welcome."

"I have to use this path twice a day as a pedestrian and it is either full of bushes or in winter a complete bog. It is not wide enough for two way traffic if bushy or wet so creates problems and I have many a time either got stung by nettles or had to step in a puddle."

"I already use this route but at the moment it is narrow for cyclists and pedestrians at the same time. It's also often dark and wet. Any improvement would be welcome."

4.56 Other comments shared took a more negative view on the proposal. However none of the comments submitted by the respondents raised any substantial issues with the additional infrastructure. Below are some of the comments received:

"Because the existing surface is adequate. Lighting is the issue, especially in winter."

"It's just not in my usual walking area, but I hope that resurfacing will not make it unsuitable for use by horse riders - they need safe routes too."

"The path is already wide enough. All roads + paths should be resurfaced when they become defective."

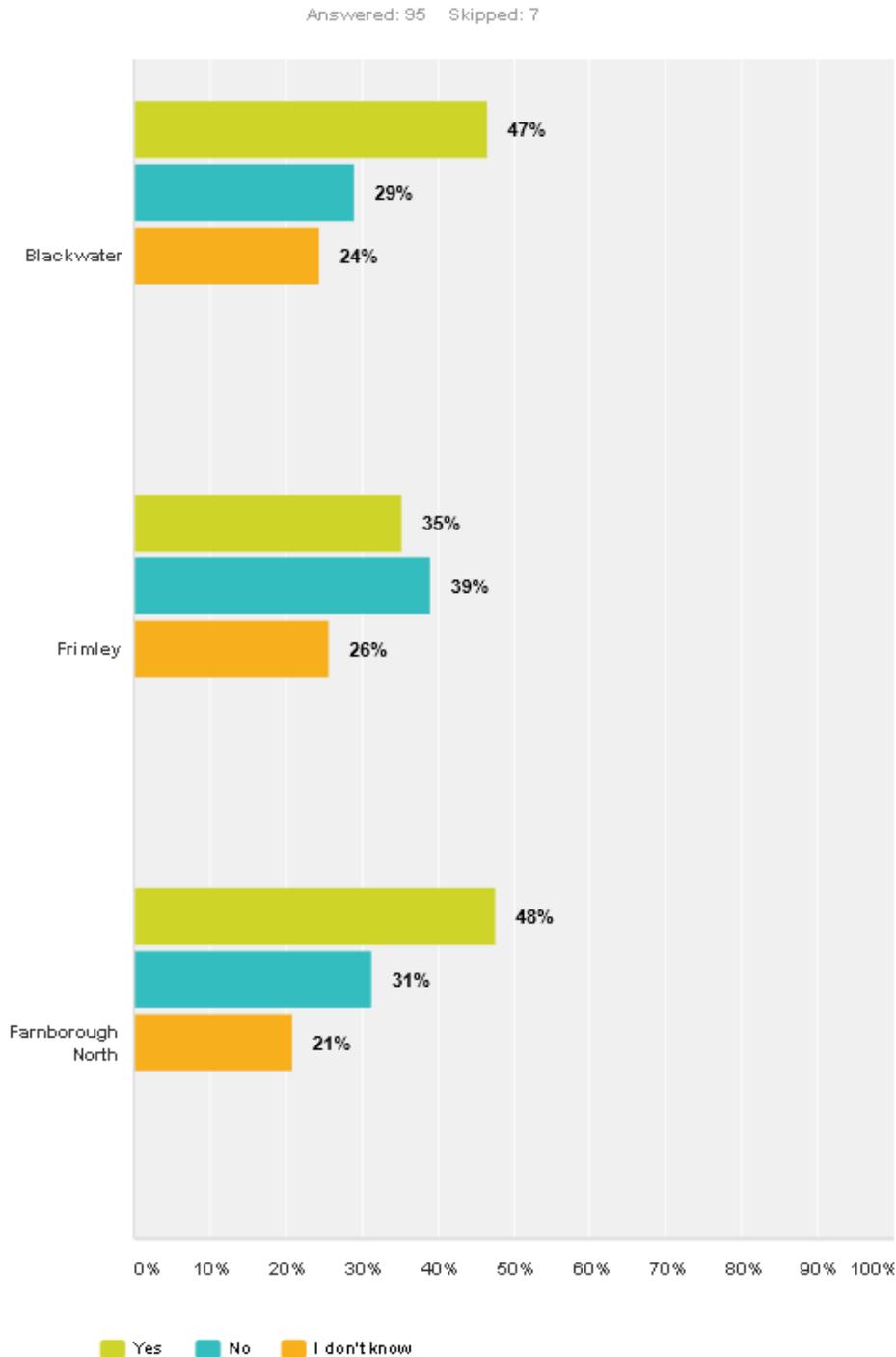
"Do not use on a regular basis as outside my usual routes."

"Possibly although I personally wouldn't have the need to use that particular area but it probably would if I needed to go there instead of driving."

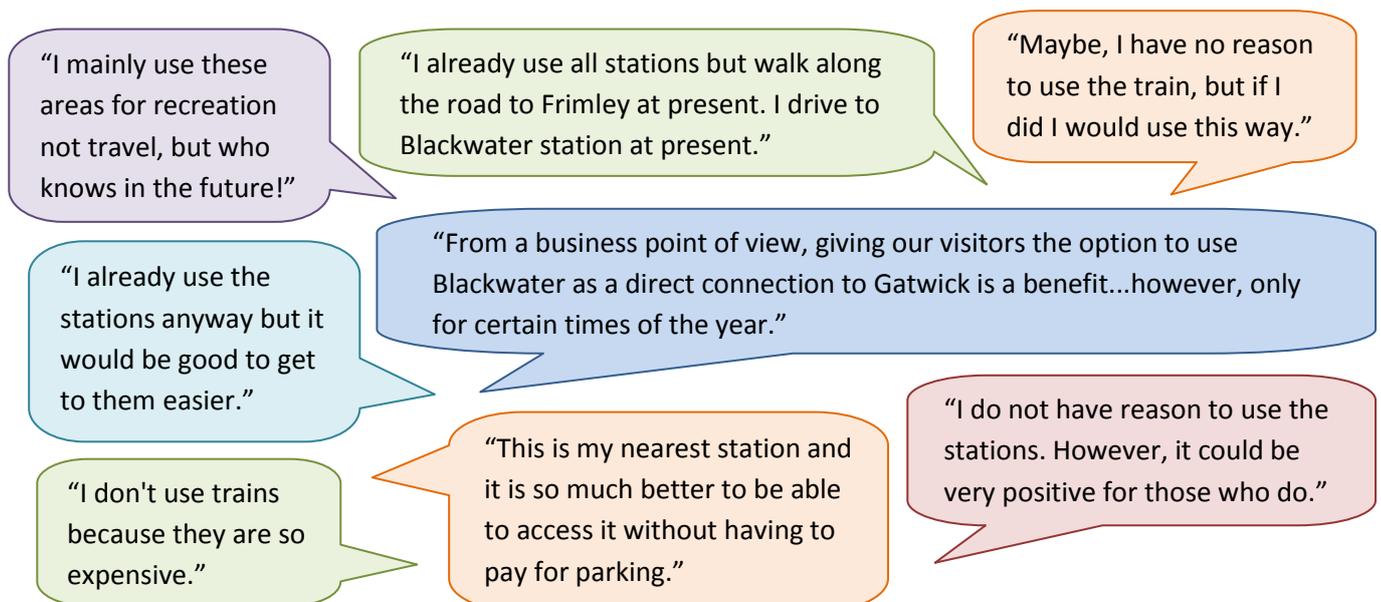
Question 8: Would the improvements outlined in the scheme proposals encourage you to use any of the following railway stations?

4.57 **95 (93%)** out of a total 102 respondents answers this question.

4.58 The potential encouraged uptake of railway stations (accessed via the proposed routes) by respondents can be seen in the accompanying graph.



- 4.59 The graph indicates that respondents would be more encouraged to use Blackwater (47%) and Farnborough North (48%) stations as a result of the scheme proposals. This is expected as Question 2 analysis indicated that both Blackwater and Farnborough North stations had a higher current usage among respondents. Both Blackwater and Farnborough North are more directly accessible via the scheme proposals. However, the encouraged use of Frimley station (35%) is still a significant uptake in usage, despite more respondents not encouraged to use Frimley station (39%).
- 4.60 Blackwater station had 483,892 entries and exits in 2013/14, up by over 6,000 from the previous year (477,706 in 2012/13). Based on Question 2 and 8 comparisons, there is potential for a 20% increase in station usage, amounting to 94,778 entries and exits.**
- 4.61 Farnborough North station had 633,510 entries and exits in 2013/14, up by over 15,000 from the previous year (618,300 in 2012/13). Based on Question 2 and 8 comparisons, there is potential for a 21% increase in station usage, amounting to 133,037 entries and exits.**
- 4.62 Frimley station had 220,164 entries and exits in 2013/14, down by over 6,000 from the previous year (226,258 in 2012/13). Based on Question 2 and 8 comparisons, there is potential for a 30% increase in station usage, amounting to 66,049 entries and exits.**
- **Assumptions have been made; this assumes an exact correlation between respondent statistics and the real work statistics, and that all potential station users access the station via the proposals. The likelihood is that station uptake will be lower than the stated potential, however it could be inferred that station uptake could be up to 10% as a result of the proposals.
- 4.63 59 comments were submitted during the completion of this question. Comments made by respondents indicate why the proposals would or wouldn't encourage the use of Blackwater, Farnborough North and Frimley stations.



Question 9: Would you like to make any additional comments?

4.64 **66 (65%)** out of a total 102 respondents left additional comments

4.65 The majority of the additional comments were positive support for the proposals.

Examples of these can be found below:

"Improved cycle ways are a necessity to help relieve the ever increasing road congestion in the area. My daily commute to Reading by bike/train/bike is as quick as commuting by car these days (cheaper and healthier)."

"I think this is a good example of forward thinking and constructive use of our facilities."

"Fast access for both bicycles and cars is the main priority. The A331 is prone to heavy traffic and delays which causes my company huge delays and increases delivery costs."

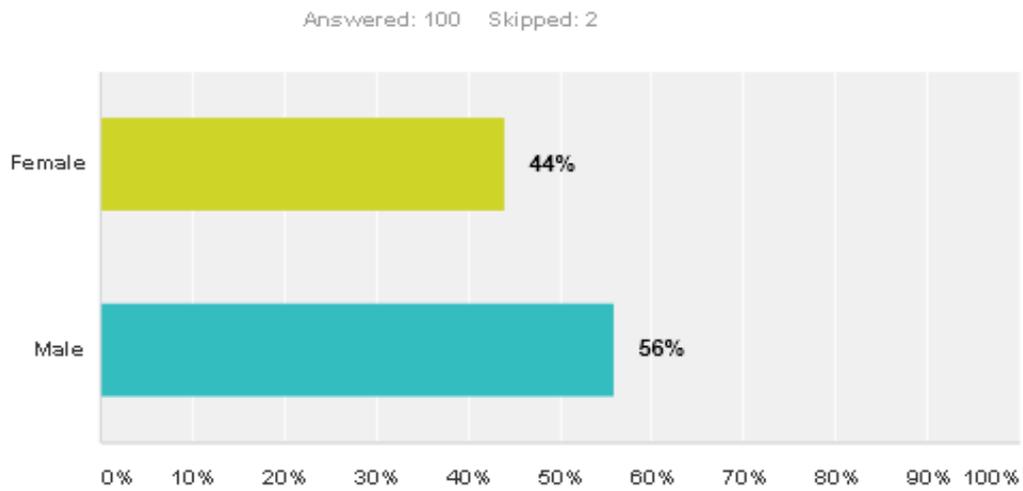
"A safe route down the main road would make my commute much more pleasant!"

"We need to make a real commitment to sustainable transport. If I can't access it, I will just stick to using my car."

"I do not cycle for work but at the weekend for pleasure. I cycle from Camberley to Ash Vale and use the Blackwater Valley route a lot, as well as the Hatches and Hawley Meadows. Some of the areas are lovely to use, good exercise as well as encouraging residents to see nature on their door step. It would be great to see the plans implemented."

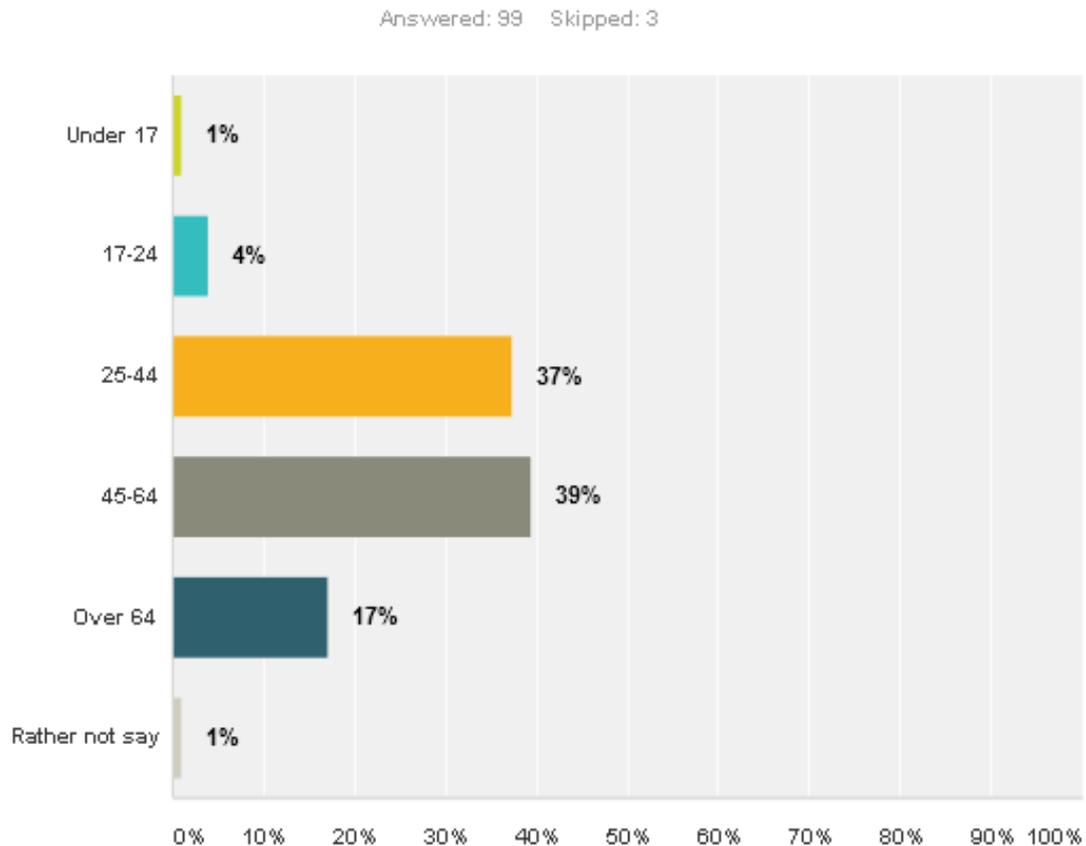
Question 10: Are you male or female?

4.66 100 (98%) out of a total 102 respondents answers this question.



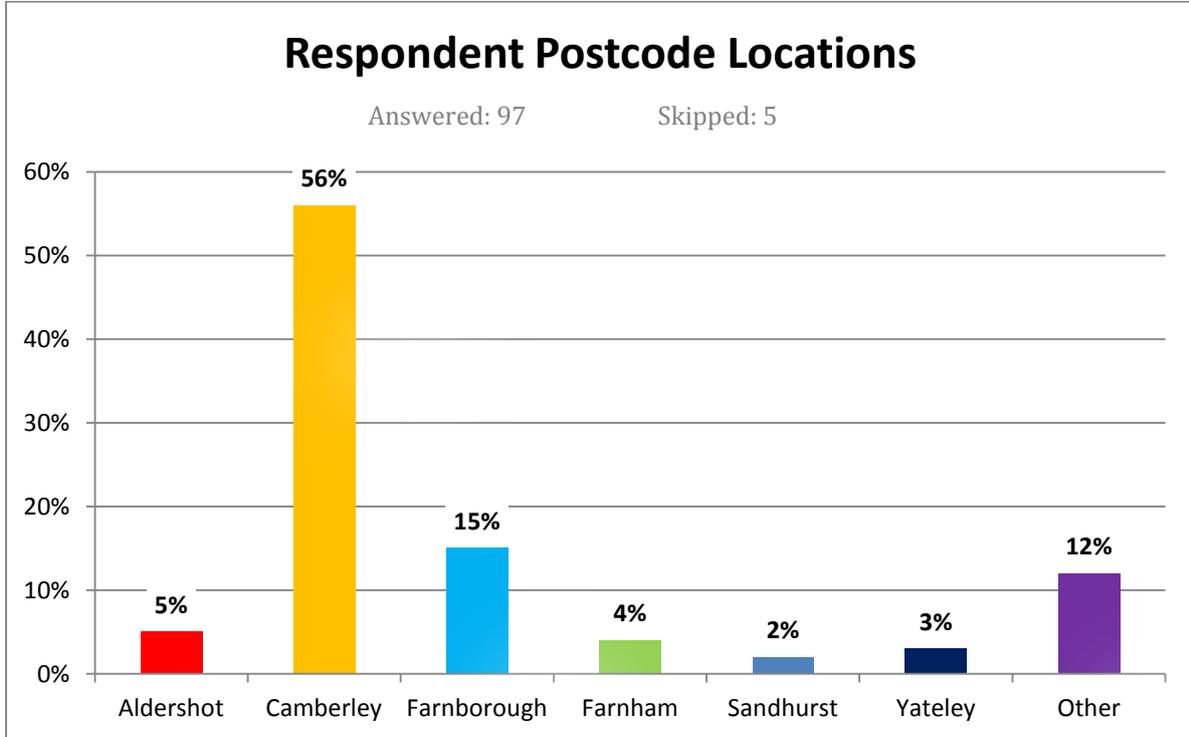
Question 11: What is your age?

4.67 99 (97%) out of a total 102 respondents answers this question.



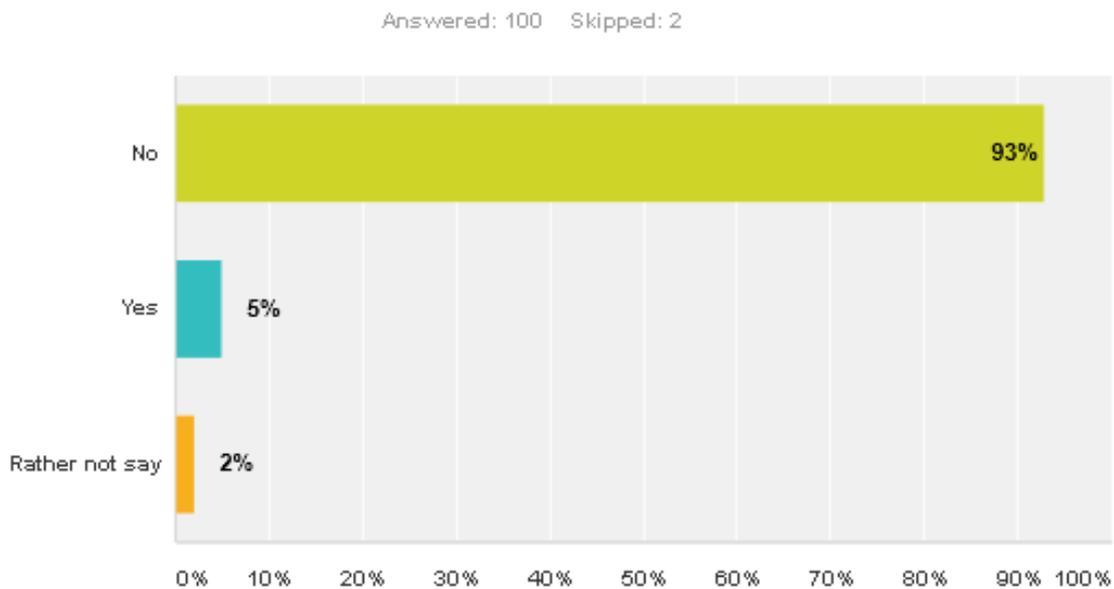
Question 12: Please provide your postcode.

4.68 **97 (95%)** out of a total 102 respondents answers this question.



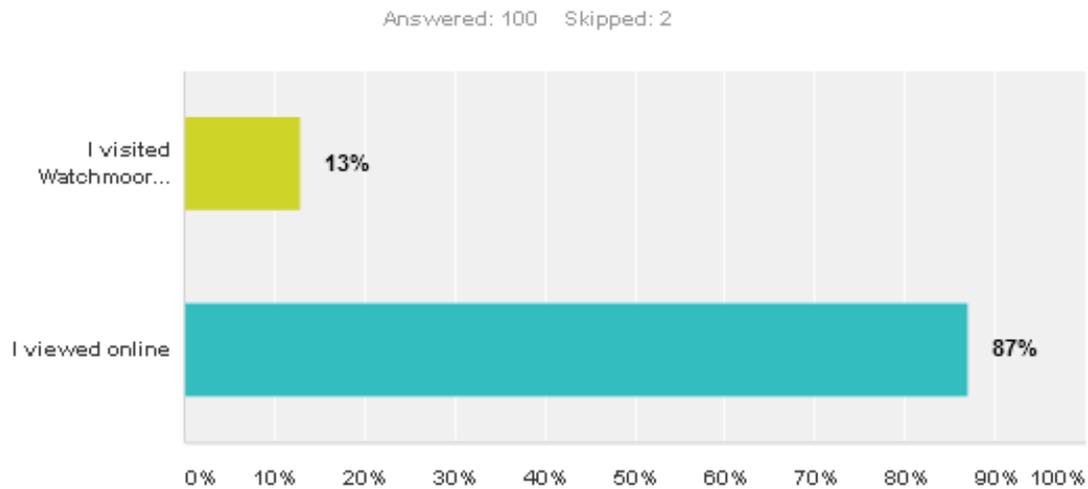
Question 13: Do you consider yourself to have a disability?

4.69 **100 (98%)** out of a total 102 respondents answers this question.



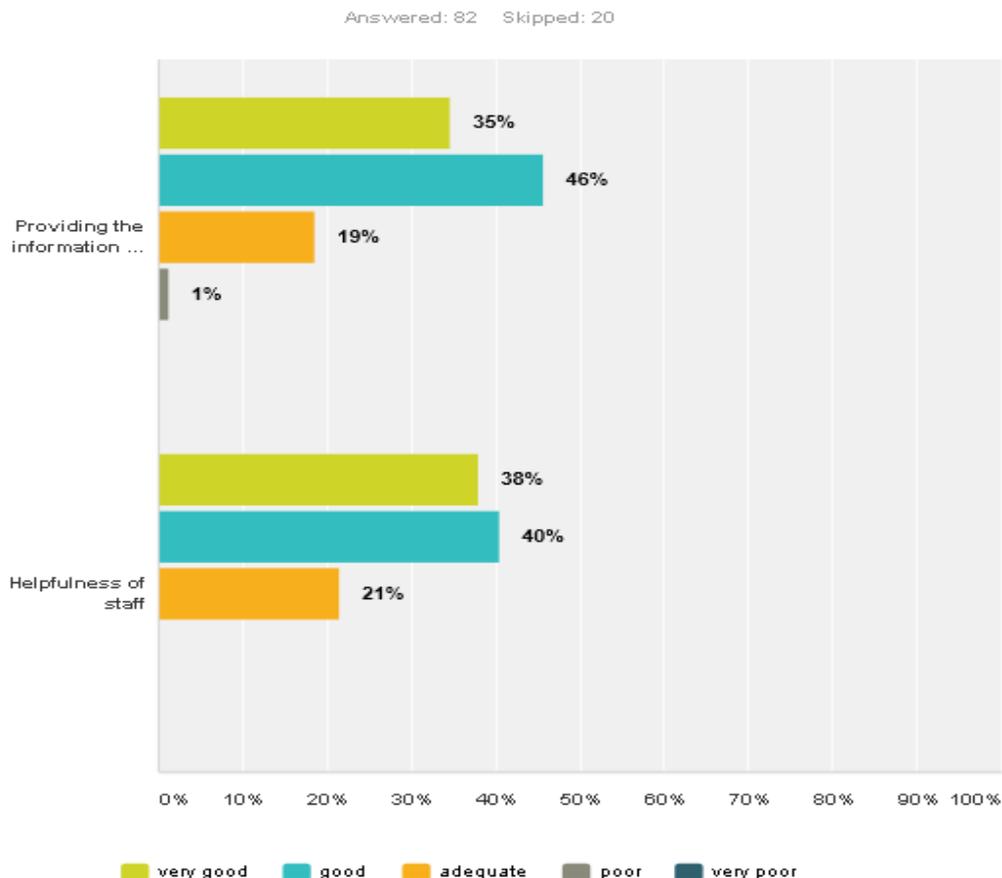
Question 14: How did you view the exhibition panels?

4.70 **100 (98%)** out of a total 102 respondents answers this question.



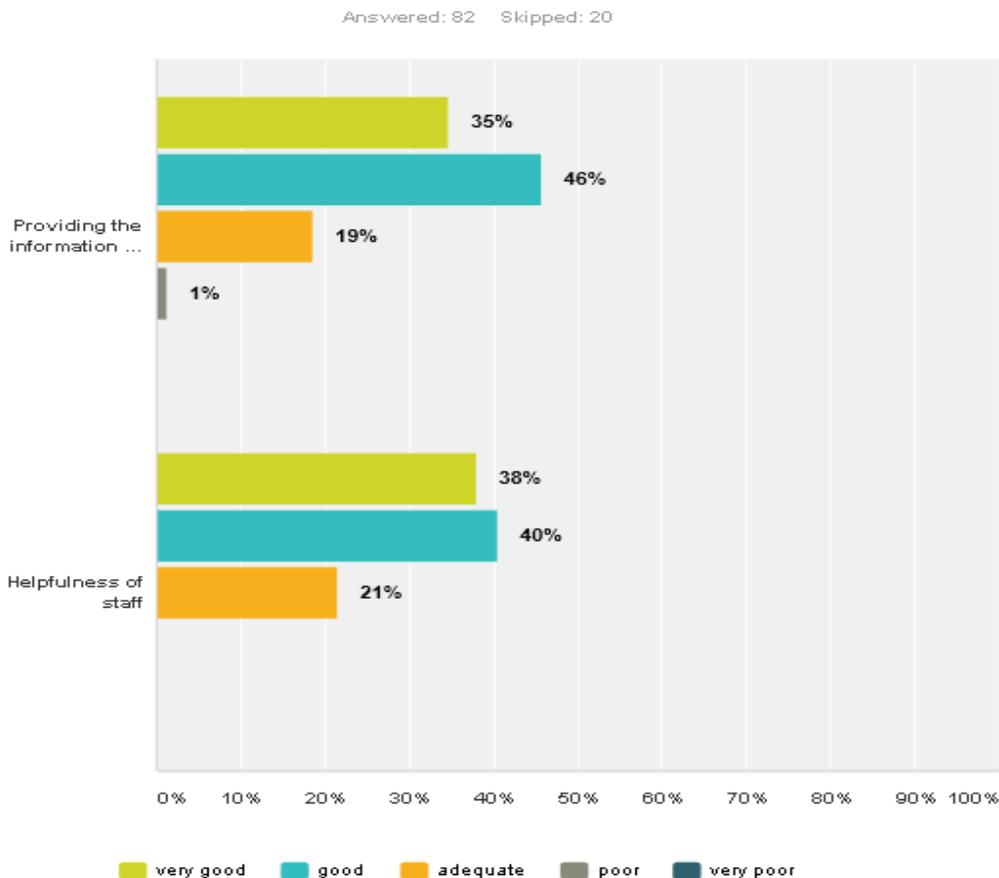
Question 15: To help us improve our service to you, please rate the exhibition in terms of...

4.71 **82 (80%)** out of a total 102 respondents answers this question.



Question 16: Do you have any other comments about the public exhibition? For example, at future exhibitions, what could be improved?

4.72 **82 (80%)** out of a total 102 respondents answers this question.



5 Conclusions

- 5.1 This report describes the engagement process for the Blackwater Valley (Better Connectivity) Sustainable Transport Package Phase 1, which was undertaken in June/July 2015. All responses received during the engagement period will be considered and will help inform the detailed design stage of the scheme's development.
- 5.2 The target audience was reached through a number of advertising methods in the local area. A wide range of respondents ensured that the majority of viewpoints were represented in the survey. The material provided to the respondents was considered on average above adequate.
- 5.3 29 people visited the exhibition over the 2 days with the majority of visitors on the Friday. 102 questionnaires were completed either at the exhibition or received on-line.

The county council webpage hosting the exhibition panels and on-line questionnaire received over 1,252 hits during the 6 week consultation period.

- 5.4 The majority of the respondents showed positivity towards the proposals with 94% (95 respondents) of respondents encouraged to use at least one of the proposals (though likely more than one). This puts only 6% (7 respondents) not encouraged to use the routes as a result of the proposals.
- 5.5 81% (82 respondents) of respondents suggested they would be encouraged to use at least one of the 3 stations (Blackwater, Frimley and Farnborough North).
- 5.6 Overall the consultation was a success in reaching its target audience, informing the public of the proposals, identifying current usage of the routes, and determining whether the proposals will encourage and improve the use of these routes.

6 Additional Submitted Consultation Comments

- 6.1 Whilst the survey was designed to act as the main source of public responses, the option to provide comments via email and post was also available. Rushmoor
- 6.2 Cycle Forum opted to submit comments via email and can be found in Annex 5a.
- 6.3 Blackwater Valley Countryside Trust opted to submit comments via email and can be found in Annex 5b.

Annex 2

Blackwater Valley (Better Connectivity) Sustainable Transport Package Phase 1

Website and Exhibition Panels



SURREY

BLACKWATER VALLEY SUSTAINABLE TRANSPORT PACKAGE (STP) (PHASE 1) BUILDING THE PATH TO A MORE SUSTAINABLE FUTURE

THIS PROJECT WILL IMPROVE FACILITIES SUCH AS CYCLE PATHS AND TOUCAN CROSSINGS IN THE NORTHERN PART OF THE BLACKWATER VALLEY AREA SO PEOPLE CAN MORE EASILY MAKE LOCAL JOURNEYS ON FOOT OR BY BIKE INSTEAD OF USING THEIR CARS



www.surreycc.gov.uk/blackwatervalleystp





What is the Blackwater Valley STP Project?

Surrey County Council and Hampshire County Council will be building new facilities for pedestrians and cyclists between The Meadows Gyrotory in Camberley and Frimley Green which will:

- Get more people taking the train or the bus, cycling and walking
- Make it safer and faster for people to walk or cycle
- Help make journeys on foot, by bus or by bike shorter
- Reduce traffic
- Create better links between places
- Encourage and support economic growth.

Existing Situation

The Blackwater Valley (BWV) is an open green space along the borders of Surrey, Berkshire and Hampshire which acts as a green corridor surrounded by urban development.



Within the valley the Blackwater Valley Path follows the route of the Blackwater River, through the Hawley Meadows.



The A331 – also known as the Blackwater Valley Road (BVR) – runs parallel to the BWV between the A30 London Road (Meadows Gyrotory) and the A31 Hogs Back.

At the moment the A331 is a fast road which is off-putting for cyclists and there are no cycle lanes or paths. People can't easily or safely get to where they work, to shops or amenities or to rail stations without taking the car. The majority of the existing BWV Path is an un-surfaced, narrow dirt path through a floodplain.

There's also nowhere on the A331 for pedestrians or cyclists to cross safely between the western section of the off-road Blackwater Valley Path and Watchmoor Business Park, Sainsbury's, and further east into Camberley. This means that the existing off road cycle and pedestrian path isn't used and generally people are worried about safety. More broadly it means that the A331 acts as a barrier between Camberley/Frimley and Blackwater/Farnborough.

There is currently a narrow bridleway between The Hatches and Farnborough North station which gets flooded, is rough and unfinished and is too narrow for both walkers and cyclists. An online petition to improve this bridleway has been signed by more than 300 people.



Lack of footway and off road cycle lane

Local traffic and congestion

People in Surrey Heath generally rely heavily on their cars. 83% of commuters use a car or van to make short journeys of between two and five kilometres. This leads to heavy traffic, delays and unpredictable journey times if you're travelling either by car or bus. Junctions are also operating over capacity, slowing traffic and reducing air quality.

Getting people to use their cars less will be better and healthier for the area as a whole.



www.surreycc.gov.uk/blackwatervalleystp





Proposals

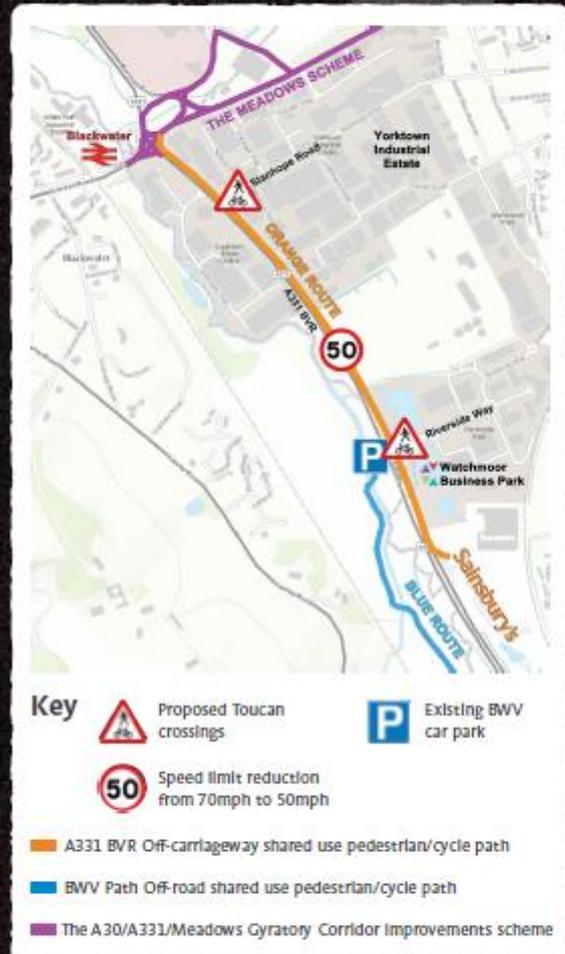
There are three elements to this project, consisting of the Orange, Blue and Red routes which you can see on the following maps.

1. About the orange route

This will be a shared pedestrian and cycle corridor which is completely separate from the A331

It will involve widening the pavement and verge along the eastern side of the A331 BVR between the A30 Meadows Gyratory and Blackwater Station/A30 The Meadows Gyratory to Salsbury's for use as a shared walking and cycling lane.

- The path will be 2m-3m wide where possible and would be wide enough for pedestrians and cyclists to travel in both directions.
- A toucan crossing at the A331 Riverside Way Junction will be provided, suitable for pedestrians and cyclists. This would allow pedestrians and cyclists to cross the A331 to get to the Blackwater Valley car park which links to the BWV off-road path, and Riverside Way to get to Salsbury's.
- A toucan crossing across Stanhope Road traffic lights.
- The speed limit on this part of the A331 would be reduced from 70mph to 50mph.



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2. About the blue route

Blackwater Valley off-road path widening and surface improvements.

This would involve widening and re-surfacing the BWV off-road path that runs through the Hawley Meadows, from the Blackwater Valley car park to Frimley Business Park that links to Frimley railway station, providing a shared path for both walkers and cyclists.

- The BWV path would be widened to between 2.5m-3m where possible, so that it is wide enough for two-way traffic from both pedestrians and cyclists.
- The path would be resurfaced using specialist surfacing maintaining the natural look and feel whilst providing a suitable surface for walking and cycling.



Key

- Proposed Toucan crossings
- Speed limit reduction from 70mph to 50mph
- Existing BWV car park
- A331 BVR Off-carriageway shared use pedestrian/cycle path
- BWV Path Off-road shared use pedestrian/cycle path



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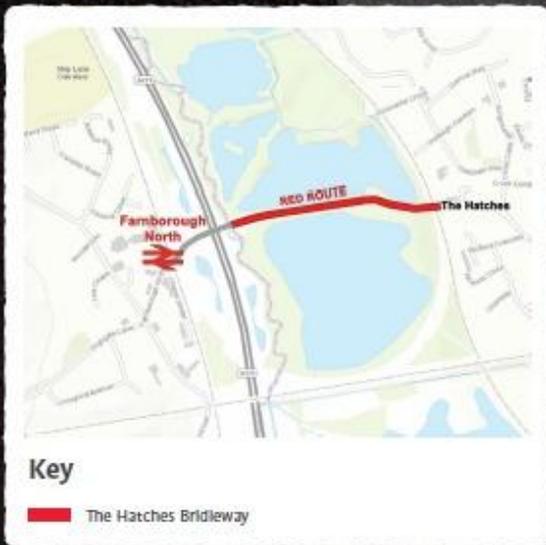


3. About the red route

'The Hatches' off-road path widening and surfacing improvements.

This would involve widening and re-surfacing the bridleway known as 'The Hatches' between Frimley Green and the Surrey County border (towards Farnborough North Station) to provide a shared path for both pedestrians and cyclists.

- The fencing will be set back to allow for a 2.5m path with a verge where possible
- The path would be resurfaced using a specialist surface to look natural whilst providing a suitable surface for walking and cycling.



Existing path



Example of potential specialist new surface



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Benefits

People will be able to walk or cycle between Blackwater Railway station and local bus stops as well as to Yorktown and Watchmoor business parks and to Salisbury's supermarket. This would help open up new job opportunities, provide a wider pool of skilled workers for businesses as well as encourage uptake of the units and office space which are currently empty at these business parks.

Re-surfacing the existing pathways will improve the quality of the off-road path to mitigate any flooding and mud issues, as well as improve the way the route looks. A high quality and well maintained pathway is likely to deter vandalism and crime.

It will be easier for pedestrians and cyclists to travel between 'The Hatches' and Frimley Green and between Farnborough North or Main stations and Farnborough.

More people will be encouraged to walk or cycle because there's good infrastructure, reducing the reliance on the private car and helping to reduce congestion on the road network.

Scheme Costs

The proposed improvements are estimated to cost £1.2 million, £0.9 million of which would come from the Local Enterprise Partnership's (Enterprise M3) Local Growth Fund, and the remaining from local contributions. An application for funding was submitted in September 2014 with financial approval granted in March 2015.

Related Opportunities

The Blackwater Valley STP (Phase 1) improvement measures will dovetail with the A30/A331/Meadows Gyratory scheme (The Meadows Scheme) and will help support planned development opportunities such as the re-development of Camberley Town Centre.

Surrey County Council's TravelSMART team has been working with local businesses and other stakeholders to deliver a cycle hire scheme in the local area.

When is work planned and who is doing it?

The scheme will be delivered in two stages. The first stage of work will be on the off-road routes and the second stage will be the on-road routes including the pedestrian crossings.

The Hatches and BVV Path (blue and red routes) will be delivered by Surrey and Hampshire Countryside Partnerships. Work is expected to start in summer/autumn 2015.

The A331 BVR off-carriageway cycle and walking path and toucan crossings (orange route) will be delivered as part of the A30/A331 Meadows Gyratory Corridor Improvements, a scheme to improve traffic flow around the Meadows Gyratory. Work is expected to start in 2016.

Tell us what you think?

We need your views to help us develop the detailed aspects of the scheme. Please complete a questionnaire by Monday 27 July 2015 to let us know your views, either here at the exhibition or online:

www.surreycc.gov.uk/blackwatervalleystp

Staff are on hand at the exhibition to answer any questions to help you complete the questionnaire.

All information presented on the panels can be found on our website, which also has a link to the questionnaire should you wish to complete it online.

Thank you for viewing the Blackwater Valley STP Phase 1 exhibition.



www.surreycc.gov.uk/blackwatervalleystp



Annex 3

Blackwater Valley (Better Connectivity) Sustainable Transport Package Phase 1

Questionnaire

Blackwater Valley Sustainable Transport Package



Surrey County Council and Hampshire County Council, in partnership with Surrey Heath and Rushmoor borough councils, are seeking your views on proposed sustainable travel improvements along the Blackwater Valley Corridor. The public engagement period starts on Monday 15 June 2015.

Please respond by **Monday 27th July 2015**.

This questionnaire accompanies public exhibition material which outlines the proposals of the scheme. You can view the materials at the exhibition at Watchmoor Business Park on Thursday 2 and Friday 3 July 2015. Staff will be on hand at the exhibition to answer any questions that you may have.

Alternatively you can view the proposals online at www.surreycc.gov.uk/blackwatervalleystp

You can also complete this questionnaire online at the link above.

Your views

(1) Where do you currently work?

Yorktown business park

Admiralty business park

Watchmoor business park

Sainsbury's

Frimley business park

Other (please state) _____

(2) Do you use any of the following railway stations (please tick)?

Blackwater

Frimley

Farnborough North

(3) Which routes do you currently use:

	Private vehicle	Bus	Cycle	Walk	Don't current ly use
The A331 BVR (Orange Route)	<input type="checkbox"/>				
The Hawley Headows BWV Path (Blue Route):			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
'The Hatches' Bridleway (Red Route):			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

(4) If the walking and cycling network was extended along the A331 Blackwater Valley Road between the A30 Meadows Gyratory and Sainsbury's (Orange Route), would you be encouraged to use it for short journeys? (walking up to 2km or cycling up to 5km)

Yes No I don't know

Please explain the reasons for your response to this question

(5) If the traffic lights at Riverside Way had pedestrian/cycle crossing facilities, would it encourage you to walk or cycle to Hawley Meadows/Frimley Business Park and the Blackwater Valley Path (Blue route)?

Yes No I don't know

Please explain the reasons for your response to this question

(6) If the walking and cycling path through the Hawley Meadows (Blue Route) was widened and resurfaced, would you be encouraged to use this route for short journeys? (walking up to 2km or cycling up to 5km)

Yes No I don't know

Please explain the reasons for your response to this question

- (7) **If the bridleway (red route) known as ‘The Hatches’ was widened and resurfaced, would you be encouraged to use it for short journeys? (walking up to 2km or cycling up to 5km)**

Yes No I don't know

Please explain the reasons for your response to this question

- (8) **Would the improvements outlined in the scheme proposals encourage you to use any of the following railway stations?**

	Yes	No	I don't know
(i) Blackwater	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(ii) Frimley	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(iii) Farnborough North	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Please explain your answer

About you

It would help us analyse this questionnaire if you could let us know about you. Any information you provide will be treated in strictest confidence in accordance with the Data Protection Act (1998) and the Market Research Code of Conduct. It will not be passed to third parties or used for other purposes. Individual respondents will not be identifiable.

- (9) **Gender:**

Male Female Rather not say

- (10) **What is your age group?**

Under 17 17–24 25–44 45–64 Over 64 Rather not say

- (11) **Please provide your postcode:**

Postcode: _____

(12) Do you consider yourself to have a disability?

No Rather not say
Yes If yes, please provide details

(13) How did you view the exhibition panels?

I visited Watchmoor Business Park I viewed online

(14) To help us improve our service to you, please rate the exhibition in terms of...

	<i>very good</i>	<i>good</i>	<i>adequate</i>	<i>poor</i>	<i>very poor</i>
Providing the information you needed	<input type="checkbox"/>				
Helpfulness of staff	<input type="checkbox"/>				

(15) Do you have any other comments about the public exhibition? For example, at future public exhibitions, what could be improved?

Thank you for completing this questionnaire.

All information presented at the exhibition can be found on our website, and where you can fill in this questionnaire online:

www.surreycc.gov.uk/blackwatervalleystp

Or alternatively return to Surrey County Council Transport Policy Team, Room 420 County Hall, Penrhyn Road, Kingston, KT1 2DY **by Friday 24th July 2015**

Email us: **majorschemes@surreycc.gov.uk**

Annex 4

Blackwater Valley (Better Connectivity) Sustainable Transport Package Phase 1

Advertisement (Poster and Flyer)



SURREY

FIND OUT WHAT'S HAPPENING IN THE BLACKWATER VALLEY AREA TO MAKE IT EASIER TO TRAVEL ON FOOT OR BY BIKE.

**Forthcoming changes and improvements
will be on display at:**

**Building A, Riverside Way,
Watchmoor Business Park,
Camberley, Surrey,
GU15 3YL**

on
Thursday 2 July 9:30am – 4:30pm
and
Friday 3 July 9:30am – 4:30pm.

Find out more online at:
www.surreycc.gov.uk/blackwatervalleystp



Annex 5a

Blackwater Valley (Better Connectivity) Sustainable Transport Package Phase 1

Rushmoor Cycle Forum Response

Blackwater Valley Sustainable Transport Package

The Blue and Orange routes would provide a useful link between Frimley and Blackwater and provide opportunities for longer journeys from Farnborough to north Camberley, Blackwater and beyond.

Widening and improving the Red route across the Hatches is also welcomed.

Have following concerns:

- cycle/pedestrian conflict. If the routes are to be successful in attracting people to cycle to work rather than drive, then the potential for conflicts between pedestrians and cyclists needs to be addressed. Segregated paths for pedestrians and cyclists would avoid conflicts.

Note that none of the routes meet the minimum 3 metre width given in LTN2-08 Section 8.5.2 for a Shared Use Path, and this only when there are low numbers of pedestrian and cyclists. LTN2-08 Table 8.1 states that the design speed for a commuter off road cycle route should be 20 mph.

- the timing of lights at Stanhope Road should not delay pedestrians and cyclists more than traffic on the main road.
- bollards, barriers should not be erected that impede progress or create a hazard
- maintenance of the Blackwater Valley Path section. The Blackwater Valley Countryside Partnership needs to be given sufficient long term funding to maintain this section and their other sections to a high standard.

Questions:

- Will the section between Frimley Station and the bridge over the A331 be improved? Removing the old road and landscaping could turn this neglected piece of land into a pleasant gateway into Frimley and a natural part of the Blackwater Valley path.
- What plans are there to improve the situation for pedestrians and cyclists at the northern end of the orange route for access to Blackwater and the Meadows shopping area?
- Have you considered making a cycle route from the Watchmoor business park into Crabtree Road? The current footbridge is not usable for disabled people or cyclists.
- How will the red link be affected by the proposed changes to the level crossing at Farnborough North station?
- Will the schemes be subject to an Equality Impact Assessment?

Annex 5b

Blackwater Valley (Better Connectivity) Sustainable Transport Package Phase 1

Blackwater Countryside Trust

Dear Sam

Your name was passed on to me from the Hampshire rangers with regards to the forthcoming Better Connectivity Project.

First let me introduce myself.

My name is **Ken Bigrave** Trustee for the Blackwater Valley Countryside Trust (BVCT). You can find more information regarding the BVCT on our web site - <http://www.bvct.org.uk> but primarily we are as listed –

The Blackwater Valley Countryside Trust (**BVCT**) is a registered charity working for the conservation, protection and improvement of the Blackwater Valley.

It aims to enhance the environment for both people and wildlife by:

- Promoting public access to the countryside by means of a programme of events, including walks and talks
- Identifying improvement projects and raising funds to progress them
- Encouraging volunteers to assist with projects

BVCT works closely with partners including:

- **Blackwater Valley Countryside Partnership BVCP**
- Local authorities
- Local groups with similar interests

My question(s) is around the above project and its connectivity to the Blackwater Valley path. Key to the success of your project is the access point to your new shared walking / cycling path via the planned toucan crossings for pedestrians and cyclists feeding from the existing Blackwater path. Which leads me to my question:

As part of your widening and re-surfacing the existing Blackwater Valley path through Hawley Meadows will you be upgrading the Blackwater path signage at the point where the path crosses the very busy A30. Existing signage across the A30 is poor to pretty much none existent causing *concern* to both walkers and cyclists as they try to work their way from one side to the other.

My recommendation as part of the Better Connectivity Project would be to greatly improve the signage and to upgrade to toucan crossings as per your other planned installations.

Looking forward to hearing from you.

Kind Regards

Ken Bigrave

BVCT Trustee

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