

Agenda Item 4 -
Vision Statement
Consultation
Annex A
Vision Statement
Consultation Report

Vision Statement Consultation Report

Reference: 4D476001-ARC-PRG-PRS-000002

Version N°: 1.0

Date created: 23/10/2020

Status: Draft

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Reference: 4D476001-ARC-PRG-PRS-000002

Issue/ver: 1.0

Date: 13/11/2020

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Table 1 - Version history

Issue	Date	Comments
0.1	23/10/2020	First Draft initiated

Related Documents

The following documents are referenced in this document and are available in the Farnham Infrastructure Programme SharePoint.

Table 2 - Related documents

Reference	Document	Document Identification Number/ Link
1	Farnham Infrastructure Programme Execution Plan	
2	Vision Statement	4D476001-SCC-PRG-SCH-000001

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1. Abbreviations

Abbreviations are explained in full on first use within this document. A comprehensive list of abbreviations and definitions is contained in the Glossary in the Programme Execution Plan [1].

Table 3 - Abbreviations

Abbreviation	Description
SCC	Surrey County Council
WBC	Waverley Borough Council
FTC	Farnham Town Council
FIP	Farnham Infrastructure Programme
OIP	Optimised Infrastructure Plan
COVID-19	Coronavirus Disease 2019
HGVs	Heavy Goods Vehicles
EV	Electric Vehicles

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2. Executive summary

The Vision Statement [2] has been produced in collaboration between Surrey County Council (SCC), Waverley Borough Council (WBC) and Farnham Town Council (FTC). The statement summarises the key issues Farnham faces and provides a series of projects covering how these can be addressed through the Farnham Infrastructure Programme (FIP).

The consultation aimed to determine the current needs of Farnham, and if people with connections to the town have any potential solutions. The responses will be used to help shape the Optimised Infrastructure Plan (OIP), which will form the foundation of the FIP and define the scope of its projects.

There was a public consultation on the Vision Statement from 1st October 2020 to 8th November 2020. To encourage and enable participation from a range of respondents, the vision statement document and questionnaire were available online, with printed copies available on request. The consultation was promoted through a number of channels, including media releases, digital and social media, and a leaflet delivered to all households.

The consultation received a total of 885 responses, from members of the public, organisations and businesses through the Surrey Says consultation platform, email and by post.

The proposed Vision Statement has received broad support, and several suggestions have been made on how the document's aims can be achieved. Following consultation, the following conclusions have been made:

- The majority of respondents 'Agree' or 'Strongly Agree' that the vision statement is the right ambition for the programme, and most of the project themes are believed to be 'Essential' or 'High Priority'.
- Rerouting Heavy Goods Vehicles (HGVs) is believed to be 'Essential' by the overwhelming majority of consultees, but problems which may arise as a result of redirecting HGVs and other traffic away from the centre are of concern for many.
- Reducing congestion and through traffic within the town centre, and resolving concerns relating to air and noise pollution within the centre and neighbouring residential areas was seen as 'Essential' by the majority of consultees.
- Improving safety and other provisions for walking and cycling within Farnham Town Centre, along connecting routes from surrounding residential areas and around schools is a key priority. It is clear that the majority of consultees would like to see these changes included as part of the project outcomes of the FIP.
- Addressing congestion and its causes at Hickley's Corner, particularly the effect of the level crossing, is a key priority.

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- The majority of consultees 'Somewhat' or 'Strongly Favour' the possibility of Wrecclesham Relief Road evolving to become a western bypass, though a number have stated its location and cost would influence their decision.

It should be noted that the demographic data shows that the majority of respondents (57.2%) were aged 55 or older, and around a third of respondents identified their employment status as retired (36.7%). Only a small proportion of respondents were aged 18-34 (5.9%). This may influence the conclusions drawn from this consultation.

Despite low participation from younger age groups to the consultation, the responses showed that the views towards the Vision Statement, the programme themes and project proposals were broadly similar across all age groups. Further efforts will be made within future consultations regarding the FIP to encourage wider participation from younger residents.

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3. Approach

The consultation ran from 1st October 2020 to 8th November 2020. Efforts were made to maximise accessibility to both the vision statement and questionnaire, by making the documents easy to view online for screen readers, as well as providing printed copies upon request.

Consultation Promotion

The consultation was promoted using the following:

- **Social Media:** Posts were through the SCC Twitter, Facebook (in posts and into local groups) and Next Door accounts
- **Websites:** The Vision Statement and Questionnaire could be accessed through the SCC and FTC websites. The consultation was hosted on the Surrey Says platform.
- **Leaflets:** Leaflets were delivered to all addresses within the town.
- **Local News:** A release was issued to all media, and was highlighted in a subsequent feature in the Farnham Herald. The consultation was advertised in the Farnham Herald and Vantage Point magazine.
- **Local newsletters:** The consultation was promoted via the Surrey Matters e-newsletter.
- **Meetings:** The consultation has been raised at Local Liaison Forum meetings to encourage participation.
- **Other:** The consultation was shared with Farnham College students

Hard Copies

For those who were unable to access the consultation online, residents were also able to request a printed copy from FTC and the SCC contact centre.

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4. Who Responded?

In total, 885 people and organisations responded to the consultation. Most of the responses were received through Surrey Says or by post. More detailed responses to the consultation were provided by The Farnham Society and Performers Together.

Organisations and businesses that responded to the consultation were:

- Andrew Windsor Almshouses
- Carlton Psychology
- Clare Laughland Interiors
- Coffee Diem Farnham Ltd
- Downing Street Practice
- Farnham Biodiversity Partnership
- Farnham Cycle Campaign
- Farnham Physiotherapy
- Genivieve
- GodwinConsulting.Net Ltd
- Hogan International
- Hollidge Property Management LLP
- Jigsaw Electrical Services
- Keith Taylor Consulting Ltd
- Media Techniche Ltd
- Mirador Design Ltd
- New Ashgate Gallery Trust Ltd
- OSP Architecture
- Overture Pilates
- Park Steele
- Performers Together
- Posh Dress Boutique
- Racal Ltd
- Red Wheel Solutions Ltd
- Rushmoor Engineering
- Studio 13
- Surrey Taxis Farnham
- Switchfoot Accounting
- The Farnham Society

Demographic data was collected from respondents, however, most questions were optional, which means demographic data was not collected from all participants. However, the data collected as part of the consultation shows:

- The majority of residents identified their main connection to the town was as residents (89.7%)
- There were slightly more male responses (54.1%) than female (42.0%)
- The majority of respondents identified as White British (88.3%)
- A full breakdown of the responses by age group and occupation can be found below:

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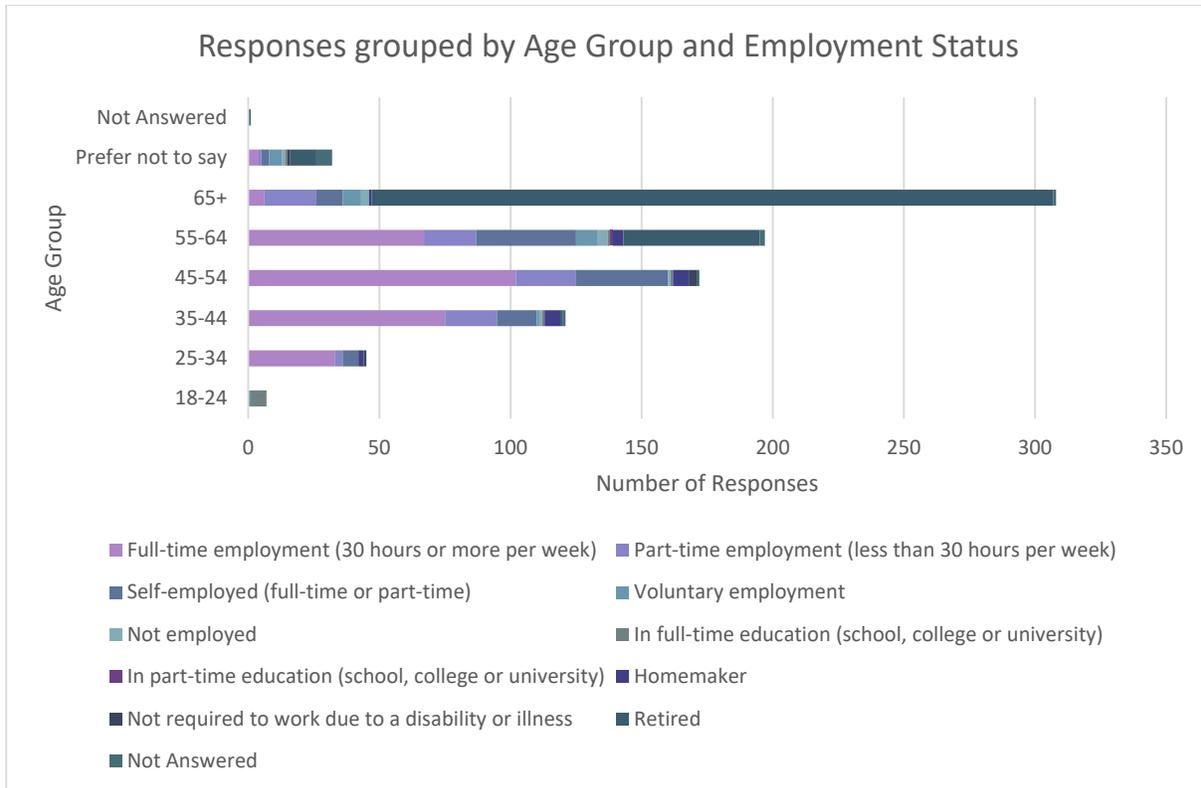


Figure 1 Graph of consultation responses grouped by Age Group and Employment Status

5. Summary of Responses

The overall response to the Vision Statement, the programme themes and project proposals can be found below. The common responses and suggestions regarding each of the themes and proposals have also been collated and summarised.

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5.1 Vision Statement and Programme Themes

Over 84% of respondents 'Agree' or 'Strongly Agree' that the vision statement is the right ambition for the programme.

Programme Theme:	What was said
Prioritise health, safety and wellbeing	84% of consultees agree that prioritising health, safety and wellbeing is 'Essential' or 'High Priority'.
Place community first	79% of consultees agree that placing community first is 'Essential' or 'High Priority'.
Respond to the climate emergency	70% of consultees agree that responding to the climate emergency is 'Essential' or 'High Priority'.
Enhance mobility and connectivity	72% of consultees agree that enhancing mobility and connectivity is 'Essential' or 'High Priority'.
Support businesses and encourage economic growth	78% of consultees agree that supporting businesses and encouraging economic growth is 'Essential' or 'High Priority'.
Integrate digital and technology into the new transport system	67% of consultees agree that integrating digital and technology into the new transport system is 'Medium' or 'High Priority'.
Other	A small number of consultees have shared that they would like to see more focus placed towards accessibility, particularly those with limited mobility, within the Vision Statement.

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5.2 Short - and medium - term improvements (quick wins)

Project:	What was said
Rerouting of HGVs	<p>64% of consultees believe that the rerouting of HGVs is 'Essential'.</p> <p>However, there is general concern on where these vehicles will be rerouted to, and the impact this will have on residential areas, particularly Upper Hale, Wrecclesham and Crondall Lane.</p> <p>Suggestions on how to tackle HGVs have included:</p> <ul style="list-style-type: none"> • Introducing set hours in which HGVs can access town centre • Restricting access to selected roads • Implementing a full ban for HGVs that contribute to through traffic, and only allowing access to HGVs for deliveries • Introducing restrictions on the speed and weight of vehicles in residential areas and in the town centre.
Implementation of 20 miles per hour (mph) zones in central areas	<p>60% of consultees believe the implementation of 20mph speed limits in the town centre is 'Essential' or 'High Priority'.</p> <p>A number of consultees would to see similar speed limits extended beyond the centre and into neighbouring residential areas.</p> <p>A number of consultees have expressed concerns for pedestrian safety due to the current traffic speeds in residential areas, particularly along Wrecclesham and Upper Hale Roads and around local schools.</p>
Removing A road category status for the roads that cross the town centre	<p>67% of respondents believe removing A road category status for the roads that cross the town centre is 'Essential' or 'High Priority'.</p> <p>A small number of consultees stated they were unsure of the effect this change would have on reducing congestion and through traffic within the centre.</p> <p>A small number of consultees felt that removing the A road category status of roads that cross the town centre will only 'shift' congestion to other roads.</p> <p>A number of consultees stated that, despite alternative routes across Farnham, SatNavs continue to direct them through the centre as it is still the quickest route, and queried if anything can be done to resolve and help reduce the impact of through traffic.</p>
Addressing current concerns related to pedestrian safety on narrow pavements (also being temporarily addressed through COVID-19-related adjustments)	<p>67% of respondents believe that addressing the current concerns related to pedestrian safety on narrow pavements is 'Essential' or 'High Priority'.</p> <p>A number of consultees shared that they are currently deterred from travelling into Farnham town centre by foot due to safety concerns. These included traffic speed and pavement quality, particularly amongst those with prams, those with young children and those with limited mobility. Many would like to see pavement improvements extended beyond the town centre to create more safe and accessible routes connecting to residential areas.</p>

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	<p>A small number of respondents believe that the pavement widening is unnecessary, and that the COVID-19-related adjustments currently in place within the town centre are not used enough and are causing increased congestion on central roads. Some of these respondents feel that the changes are unsightly and 'hazardous' to both pedestrians and traffic.</p> <p>A small number of consultees have suggested the increased congestion due to impact of temporary pavement widening has worsened air quality in the town centre.</p> <p>A small number of consultees have also shared that they would like to see the removal of the planter beds placed within the centre, currently used to aid social distancing.</p> <p>One consultee has raised concern over disabled parking currently being out of action due to COVID-19-related adjustments.</p>
<p>Wider COVID-19-related changes, including walking and cycling</p>	<p>71% of consultees believe that wider COVID-19-related changes are 'Medium Priority' or higher.</p> <p>A small number of consultees commented on the wording of this proposal within the Vision Statement and believe that changes proposed to increase walking and cycling should stand alone from COVID-19 related changes. Some of these consultees feel that COVID-19 measures should be seen as 'temporary'.</p>
<p>Other emerging solutions</p>	<p>A number of consultees shared that they would like to see the introduction of EV charging points within the town centre. A small number of respondents have suggested providing incentives to local residents encourage the uptake of EVs.</p> <p>There was a mixed response provided by some consultees within the free text commentary regarding the COVID-19 related adjustments to enable social distancing:</p> <ul style="list-style-type: none"> • A number of consultees are in favour of keeping the current system in the town centre permanently, or similar provisions to reduce traffic in the centre. They believe the changes have deterred drivers and subsequently reduced congestion and through traffic, as well as improving accessibility for pedestrians. • A number of consultees have expressed concerns regarding the current arrangements, suggesting they have increased congestion and delay times, and that stationary traffic has worsened air quality in the centre. A number of these consultees feel that the pavement widening measures are not used regularly enough to justify the impact on congestion.

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5.3 Farnham town centre transport infrastructure improvements

Project:	What was said
Providing improved measures to encourage walking and cycling	<p>62% of consultees believe that providing improved measures to encourage walking and cycling is either 'Essential' or 'High Priority'.</p> <p>A large number of consultees shared that they are favour of seeing more measures to increase active travel in Farnham. These included:</p> <ul style="list-style-type: none"> • Pavement improvements/widening (particularly along Upper Hale Road, Crondall Lane, Wrecclesham Road and Farnham town centre) • Introducing cycle lanes within the centre, alongside well-connected cycle routes from residential areas • Bike storage facilities with the town centre and at Farnham Station • Cycle ramp along Bishops Steps • Investment in e-bikes and scooters (suggestions have been made to introduce a scheme to rent bikes from Farnham Station to reduce car trips from commuters) • Additional crossings introduced along West Street for children accessing Potters Gate, and at Castle Hill to access Castle Keep • Improvements to existing pedestrian crossings within town centre, including those along South Street and The Borough, as well as around local schools • More trees and shrubs planted within the centre • Green spaces within and around the centre for people to spend leisure time • Reducing parking hours and introducing car free zones within the centre <p>A large number of consultees are in favour of either full or partial pedestrianisation of centre. There is support for Castle Street and The Borough to be pedestrianised, or for reduced car access on these roads at set times of the day. A 'shared space' concept has also been suggested. A number of consultees have shared that, if the town centre is to be pedestrianised, they would like to see access maintained for public transport and those who require disabled parking. A small number of consultees are concerned that pedestrianising the town centre will have a negative impact on retail and business.</p> <p>One consultee has queried how taxi services, particularly those based in the centre, will be affected if the town centre is pedestrianised.</p> <p>A small number of consultees have expressed concerns towards accessibility, and how this will be maintained for those who currently rely on cars to access the town centre, such as the elderly or residents who have limited mobility. Some of these consultees are concerned on how Farnham's older residents will be accommodated as part of the shift towards active travel.</p>

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	<p>A small number of consultees have shared that they would like to see more done to increase accessibility for those with limited mobility. Suggestions have included increasing the number of disabled parking bays, addressing pavement obstructions, such as outdoor seating and café signs, and the addition of disabled toilets within the town centre.</p> <p>A small number of consultees feel that that prioritising cyclists will hinder retail and business, as it will deter shoppers who drive to the centre. Some of these consultees say the uptake of cycle lanes is small, and whether there is enough demand within Farnham.</p> <p>A small number of consultees are concerned on how Farnham's location and topography will impact on proposed measures to increase walking and cycling.</p> <p>A small number of consultees have raised concerns over space sharing, particularly between cars and cyclists, and how cycle lanes will fit along the narrower roads within the centre.</p>
<p>Providing improved public transport and connections to key transport hubs, including buses and connectivity to the railway station and across the town</p>	<p>89% of consultees believe providing improved public transport and connections to key transport hubs to be a 'Medium Priority' or higher.</p> <p>A number of consultees shared that they would like improvements to bus services within and around Farnham, to increase the accessibility of public transport. Other suggestions included:</p> <ul style="list-style-type: none"> • Improving connectivity from the North of Farnham to the town centre • Improving connectivity to Farnham Station • Increasing the bus frequency in the mornings, evenings and on Sundays on key services • Reducing fares to encourage users and increase accessibility • Introducing smaller, more regular buses for the elderly to increase access to the town centre • Reviewing the placement of bus stops and the average walking distances to these within residential areas • Construction of a bus station within Farnham town centre • Increased integration of public transport, including a review of timetabling to improve connectivity between multimodal journeys, particularly those which combine bus and rail) <p>A small number of consultees shared that they are in favour of a transition to electric and low emission buses to help reduce air pollution within the centre.</p> <p>A small number of consultees have suggested adding a train link to Bordon to accommodate the number of new residents and help reduce congestion in the centre caused by commuters accessing Farnham Station.</p>
<p>Addressing congestion and its causes, such as through on-street deliveries particularly during peak hours</p>	<p>83% of consultees believe that addressing congestion and its causes is 'Essential' or 'High Priority'.</p> <p>A small number of consultees have suggested implementing a ban on pavement parking within the centre and residential areas.</p>

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	<p>A small number of consultees highlighted the congestion caused by commuters travelling to the station from North Farnham and believe that limited public transport options within this area contribute to the large number of car trips through the centre during peak hours.</p>
<p>Reducing through traffic, which contributes to poor air quality and noise pollution</p>	<p>84% of consultees believe reducing traffic and improving air quality within Farnham is 'Essential'.</p> <p>A small number of consultees said they would like to see alternative routes provided to reduce the need to travel through the town centre when moving between the North and South of Farnham.</p> <p>A number of consultees expressed concerns towards rerouting traffic away from the centre and impact this may have on existing traffic levels within residential areas, particularly Upper Hale Road, Wrecclesham Road, Crondall Lane and smaller connecting roads.</p> <p>Whilst a large number of respondents shared that they would like to see a decrease in through traffic in the centre, a small number were not in favour and expressed concerns towards the potential for a complete ban on cars.</p> <p>A number of consultees highlighted that a significant proportion of traffic during rush hour is a result of children being dropped off and picked up from school. Many of these consultees have suggested that greater public transport options, improved pavement quality on school routes and a reduction in speed limits would help reduce people's reliance on cars for these journeys.</p> <p>A large number of consultees expressed concern towards the levels of air pollution and the impact HGVs and heavy traffic have on air quality around schools, residential areas such as Upper Hale, Wrecclesham Road and Guildford Road, and within Farnham town centre.</p>
<p>Providing new parking solutions for accessing the town centre, such as Park and Stride and Park and Ride</p>	<p>84% of consultees believe providing new parking solutions for accessing the town centre is a 'Medium Priority' or higher.</p> <p>A number of consultees feel that there isn't enough parking availability within the town centre.</p> <p>A small number of consultees have expressed concern for residents' street parking, and the availability of parking for those living in the centre. Suggestions have included introducing Street Permits, creating more parking bays, and enabling residents to park in existing car parks when spaces are unavailable.</p> <p>A number of consultees expressed that they are in favour of a Park and Ride/Park and Stride solution, though some shared that they are unsure where they could be placed. A number of consultees would like to see a shuttlebus service (mentions of this potentially being electric) from car parks to the centre to assist users carrying shopping and increase accessibility for those who have limited mobility. A small number of consultees highlighted the importance of walking distance and pavement quality along walking routes from potential Park and Stride carparks to the centre as an important factor in making this a desirable alternative.</p>

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	<p>A small number of consultees raised concerns over access to disabled parking within the centre. One consultee stated that these spaces are limited and that they are often occupied by commercial vehicles. Some of these consultees also expressed a desire for more disabled parking in the town centre.</p> <p>A small number of consultees believe the cost of parking is too high and stated this deters them from shopping in the town centre. Some of these consultees have suggested introducing free car parking within the centre. Others have suggested providing a limited provision of free parking at Park and Ride sites for those shopping to incentivise users to park outside of the town centre.</p> <p>A small number of consultees would like to see more presence from traffic wardens within the town centre to manage on street parking.</p> <p>One consultee has suggested exploring alternative measures to on street parking along Crondall Lane and Hale Road to reduce congestion.</p>
<p>Reducing congestion and HGV traffic on Upper Hale Road</p>	<p>66% of consultees believe reducing congestion and HGV traffic on Upper Hale Road is either 'High Priority' or 'Essential'.</p> <p>A large number of respondents expressed concerns towards the possibility of HGVs being rerouted from town centre and instead through Upper Hale Road. Many of these consultees cited safety concerns, such as the impact on children's school routes, and risk of further increasing congestion and air pollution in this area.</p> <p>A large number of consultees are concerned with the current speed of HGVs along this road, and state that the existing 30mph speed limit is not adhered to. Many of these consultees have also stated they are deterred from walking along this road amid safety concerns as a result of vehicle speed and air pollution.</p> <p>A small number of consultees have expressed concern towards the vibration caused by HGVs. A smaller number of these consultees also stated that vibration due the volume and speed of HGVs has caused damage to the road, pavement and properties along Upper Hale Road, as well as in Wrecclesham and Farnham Town Centre.</p> <p>A small number of consultees have suggested improving signage and introducing speed cameras along Upper Hale Road to make drivers more aware of the speed limit.</p> <p>A small number of consultees suggested removing A road category status of Upper Hale Road.</p>
<p>Preserving and highlighting the town's historic nature</p>	<p>78% of consultees believe preserving and highlighting the town's historic nature is 'Essential' or 'High Priority'.</p> <p>A small number of consultees shared that they would like to see this prioritised more within the Vision Statement and feel it should stand alone from 'community'.</p> <p>A small number of consultees would like to see more done to enhance Farnham's World Craft Status to encourage more visitors to the town centre.</p>

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	<p>A small number of consultees shared that they would like to see all new infrastructure within the town centre, as part of the FIP, to compliment the historic setting of Farnham.</p>
<p>Creating a connection linking the historic centre, Brightwells Centre and business parks to support retailers</p>	<p>63% of consultees believe that creating a connection linking the historic centre, Brightwell's Centre and business parks is a 'Medium' or 'High Priority'.</p> <p>A small number of consultees shared concerns regarding the uptake of retail space within Brightwell's Centre and Farnham town centre due to the economic impact of COVID-19.</p> <p>A small number of consultees feel that the cost of retail space in Farnham town centre is currently too high for smaller businesses.</p> <p>A small number of consultees feel that the development of Brightwell's centre may alleviate some of the existing parking issues within the town centre.</p>
<p>Reducing conflicts between pedestrians and traffic on narrow pavements</p>	<p>70% of consultees believe reducing conflicts between pedestrians and traffic on narrow pavements is 'Essential' or 'High Priority'.</p> <p>A large number of consultees support widening of pavements within the town centre and on walking routes leading from residential areas, particularly along Upper Hale Road and Wrecclesham Road.</p> <p>A number of consultees cite pavement quality, traffic levels and vehicle speeds in residential areas as the main deterrents to walking, especially those with young children, those with prams and limited mobility. The speed and proximity of HGVs and other traffic along Upper Hale Road and Guildford Road is also seen as a safety hazard for pedestrians along narrow pavements.</p> <p>A small number of consultees shared discontent towards existing path widening measures used to enable social distancing within the town centre. They believe that they are not used enough to warrant the restrictions and delay to vehicular traffic.</p>
<p>Supporting businesses to thrive and support local employment</p>	<p>81% of consultees believe that supporting businesses to thrive and supporting local employment is 'Essential' or 'High Priority'.</p> <p>A small number of consultees would like to see more incentives provided to encourage local businesses to take up empty spaces within the centre.</p> <p>A small number of consultees shared concerns towards introducing measures such as space sharing between cyclists and cars, pavement widening and the potential pedestrianisation of the town centre, and the impact this may have on businesses if people are unable to travel into the centre by car. However, a small number of consultees also shared that they feel the current levels of congestion in the town centre is discouraging visitors from shopping in Farnham, and a reduction of car use with the centre is essential to support local businesses thrive.</p> <p>A small number of consultees have shared that they would like to space for open air markets within the town centre</p>

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Other

A small number of consultees have shared that they would like to see more leisure facilities within the town centre. These have included parks, play areas, a theatre and a bowling alley. One suggestion has been made remove Central Car Park to create space for social activities.

A small number of consultees have share suggestions towards the use of empty retail space within both the historic town centre and Brightwells Centre. These suggestions have included providing space for performing arts, rooms that can be hired for local fitness classes, as well as open plan space to enable remote working for those who don't have the facilities to work from home.

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5.4 Hickley's Corner improvements

Project:	What was said
Improving safety for drivers, while prioritising cyclists and pedestrians	<p>82% of consultees believe that improving safety for drivers, while prioritising cyclists and pedestrians, is a 'Medium Priority' or higher.</p> <p>A small number of consultees feel that pedestrian crossings at Hickley's Corner need to be improved. One consultee has stated that the existing pedestrian crossings are not clear and that the traffic lights at the slip road present green when straight ahead is red, causing confusion for those crossing at the junction.</p> <p>A large number of consultees have suggested a flyover or an underpass running from Station hill to South Street, either to</p> <ul style="list-style-type: none"> • separate pedestrians and cyclists from cars • separate vehicular traffic along the A31 and South Street/Station Hill and reduce conflicts
Reducing congestion, queuing and vehicles using the town centre as an alternative through route	<p>83% of consultees believe that reducing congestion, queuing and vehicles using the town centre as an alternative through route is 'Essential' or 'High Priority'.</p> <p>A small number of consultees feel that improved public transport, as well as improved provisions for pedestrians and cyclists, will help reduce congestion at Hickley's Corner, by encouraging more residents to use alternative means of transport where possible.</p> <p>A small number of consultees have suggested converting sections of the A31 into a bridge or tunnel to separate local and through traffic.</p> <p>A small number of consultees have suggested converting Hickley's Corner into a roundabout.</p>
Enabling right turns on the A31 and reducing town centre traffic	<p>77% of consultees believe enabling right turns on the A31 and reducing town centre traffic is a 'Medium Priority' or higher.</p> <p>A small number of consultees are unsure how enabling right turns will reduce congestion and feel it may instead increase the volume of traffic passing through the town centre, causing further delays to traffic on the A31. Some of these consultees feel that the increased length of time traffic could end up stationary as a result of right turning traffic may further increase the local levels of air pollution around the junction.</p>
Contributing to better connectivity to town and surrounding major roads, including the M3	<p>61% of consultees believe that contributing to better connectivity to town and the surrounding major roads is a 'Medium' or 'High Priority'.</p> <p>A number of consultees shared that they are in favour of increasing the frequency of bus services to provide better connectivity to the town centre, and would like to use these services more regularly. However, they highlighted the long travel times due to congestion on the roads. These consultees also wanted to reinforce the importance of reducing traffic at Hickley's Corner, and within the town centre, on the future uptake of public transport.</p>

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<p>Resolving community severance by improving connectivity across Farnham</p>	<p>83% of consultees believe resolving community severance by improving connectivity across Farnham is a 'Medium Priority' or higher.</p> <p>A number of consultees would like to see improved North-South connectivity. Some of these consultees have also stated that they would like to see better connectivity and improved public transport services from North Farnham to the town centre and Farnham Station, to help reduce the reliance on cars for these short trips.</p>
<p>Reducing the impacts of the level crossing</p>	<p>86% of consultees believe that reducing the reducing the impact of the level crossing is a 'Medium Priority' or higher.</p> <p>A number of consultees believe that the impact of the level crossing on congestion at Hickley's Corner has worsened since the introduction of direct trains to Guildford. A small number of suggestions have been made to review the time which the barriers are closed prior to train passing.</p> <p>A number of consultees cite the level crossing as the main contributor to congestion at Hickley's corner. Some of these consultees have suggested the construction of an overpass/bridge across the railway line to its impact on traffic flow.</p> <p>A small number of consultees have suggested improving alternative routes connecting the North and South of Farnham will reduce the demand on the Station Hill Road, and in turn the impact of the level crossing.</p>
<p>Relieving congestion issues at Firgrove Hill Bridge</p>	<p>62% of consultees believe relieving congestion issues at Firgrove Hill Bridge is a 'Medium' or 'High Priority'.</p> <p>A small number of consultees have suggested widening Firgrove Hill Bridge to expand the A31 to two lanes below.</p>
<p>Potential adoption of Station Approach Road as a public highway linking the A287 with the A31 at Hickley's Corner</p>	<p>60% of consultees believe that the potential adoption of Station Approach Road as a public highway is a 'Medium' or 'High Priority'.</p> <p>A small number of consultees feel that Station Approach Road will need improvements, such as road widening, to enable its use as public highway. Some of these consultees raised safety concerns for HGVs and buses using this road in its current state.</p> <p>A small number of consultees stated they are unsure how the adoption of Station Approach Road would help reduce congestion and connectivity.</p> <p>A small number of consultees shared that they would like to more provisions for pedestrians on Station Approach Road, including pavement improvements and a pedestrian crossing near to the Farnham Station.</p> <p>A small number of consultees are concerned that the adoption of Station Approach Road will worsen congestion at Firgrove Hill and increase through traffic through the centre.</p>
<p>Other</p>	<p>A small number of consultees shared concerns on the impact on surrounding area whilst improvements to Hickley's Corner are undertaken, and how these could be mitigated.</p>

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5.5 Wrecclesham Relief Road Project

Project:	What was said
	80% of consultees believe that road safety issues, including bridge strikes by HGVs and walking and cycling, including children travelling to Weydon School, are 'Essential' or 'High Priority'.

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<p>Road safety issues, including bridge strikes by HGVs and walking and cycling, including children travelling to Weydon School.</p>	<p>A small number of consultees have suggested introducing more preventative measures around the bridge to help reduce vehicle strikes, including placing signage further away from the bridge itself to provide more warning.</p> <p>A number of consultees would like to see more provisions to encourage active travel in this area. Consultees would like to see lower speed limits and widened pavements along Wrecclesham Road, and feel this will help encourage more residents, particularly those with young children, to walk and cycle.</p> <p>A number of consultees feel reducing the volume and speed of traffic in Wrecclesham is essential for pedestrian and cyclist safety. One consultee suggested introducing a more gradual speed reduction for drivers leaving the A31 and entering the residential area, by introducing 50mph speed limit.</p>
<p>Detrimental impacts on Wrecclesham Village including the conservation area, due to considerable volumes of traffic in residential areas.</p>	<p>70% of consultees believe the detrimental impacts on Wrecclesham Village, including the conservation area, due to considerable volumes of traffic in residential areas is 'Essential' or 'High Priority'</p> <p>A large number of consultees are in favour of a western bypass to reduce the volumes of traffic passing through Wrecclesham, however some have also expressed concern as to where the bypass will go, and that its location and cost will influence their opinion.</p> <p>A small number of consultees have raised concerns towards the environmental impact of the project, and how its construction will align with the SCC Climate Change Strategy. Some of these consultees are concerned on how the bypass will impact on local biodiversity and habitats, and the use of green space around Farnham.</p> <p>A small number of consultees have expressed concern towards the impact the bypass may have on congestion in North Farnham.</p>
<p>Increasing volumes of traffic in residential areas, including providing high HGVs alternative routes to avoid the low railway bridge.</p>	<p>71% of consultees believe that addressing the increasing volumes of traffic in residential areas, including providing HGVs with alternative routes to avoid the low railway bridge, is 'Essential' or 'High Priority'.</p> <p>A number of consultees have expressed their concern towards the impact of recent and planned residential developments on existing traffic levels within and around Farnham.</p> <p>A small number of consultees have raised concerns that the construction of the bypass could lead to an increase the number of HGVs in Upper Hale. Consultees would like to see restrictions to the weight and speed of HGVs in Upper Hale, particularly around schools.</p> <p>A large number of consultees are unhappy with the current levels of HGVs and other traffic within Wrecclesham, and the impact they have on air and noise pollution, as well as damage to infrastructure.</p>
<p>The vision document suggests that the Wrecclesham Relief Road may evolve to become a western bypass. What do you think of this possibility?</p>	<p>67% of consultees 'Strongly' or 'Somewhat Favour' the possibility of Wrecclesham Relief Road evolving to become a Western Bypass,</p> <p>A number of consultees feel that a bypass is essential to reduce congestion within the town centre.</p>

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	<p>A small number of consultees were unsure what the Wrecclesham Relief Road would entail.</p> <p>A small number of consultees are concerned that increasing road capacity will induce demand, and lead to an increase in traffic and further congestion long term.</p> <p>It should be noted, the majority of consultees who 'Strongly' or 'Somewhat Favour' the possibility of Wrecclesham Relief Road evolving to become a Western Bypass, also believe that responding to the climate emergency is 'Essential' or 'High Priority'.</p>
Other	<p>A small number of consultees have suggested that congestion issues and their causes need to be addressed further along a greater length of the A31. Suggestions have included extending the project to encompass Coxbridge and Shepherd and Flock Roundabouts.</p> <p>A small number of consultees have shared suggestions on their preferred location of the bypass:</p> <ul style="list-style-type: none"> • One consultee suggests that the bypass should divert traffic away from the A287 before Castle Street to help reduce through traffic in the centre • A small number of consultees have suggested the bypass should connect the A325 to Coxbridge Roundabout • A small number of consultees have suggested extending the bypass up Odiham Road to connect to the M3. <p>One consultee has suggested providing infrastructure improvements to the road connecting Bucks Horn Oak to Bentley and allowing this to evolve into a western bypass.</p>

5.6 Miscellaneous

Other	What was said
Housing	<p>A number of consultees have expressed concerns over recent and planned housing developments with and around Farnham, particularly around Bordon. Some of these consultees are unhappy with number of new builds and the strain they feel new developments are putting on existing transport and infrastructure. Some have suggested that new developers contribute to the costs of infrastructure improvements that are required as a result of increased congestion from new housing.</p>

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	Conversely, a small number of consultees have suggested they would like to see more affordable housing options, and incentives to help people to buy older houses in and around Farnham.
Rail Services	<p>A number of consultees have highlighted concerns towards the waiting times at the level crossing. Suggestions have been made to look at reducing the time in which the barriers are closed prior to train passing, reducing the number of train services and the construction of a bridge eliminate the conflict between rail and road traffic.</p> <p>One respondent has suggested the construction of a West Farnham railway station to reduce congestion within the centre from commuters travelling from the North of Farnham.</p>
Driving Behaviour	A number of consultees have raised concern for drivers leaving their engines running whilst stationary, and the impact this has on local air quality, especially within the town centre and around Hickley's Corner. Some consultees have queried what can be done to improve driving behaviour and have suggested signage to encourage drivers to turn their engines off when possible.
Other	Whilst it is noted within the vision statement that the document is not finalised and is only a proposal, a significant number of consultees stated they would like to see more specific plans and options to address the problems in the Farnham, as well as the associated benefits and cost of each project.

6. Conclusions and next steps

The consultation has provided an invaluable opportunity to confirm the current needs of Farnham's residents, and ensure that the FIP and Vision Statement addresses the present issues of the town. The proposed Vision Statement has received broad support, and several suggestions have been made on how the document's aims can be achieved.

The Vision Statement is a live document and will evolve over the course of the programme. The comments, views and suggestions provided as part of this consultation towards the

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Vision Statement, the programme themes and project proposals will be considered by Project Team, and the Vision Statement will be taken forward as part of the FIP.