

Public Document Pack



NOTICE OF MEETING

Meeting	Executive Member for Environment and Transport Decision Day
Date and Time	Tuesday, 13th March, 2018 at 2.00 pm
Place	EII Court South, The Castle, Winchester
Enquiries to	members.services@hants.gov.uk

John Coughlan CBE
Chief Executive
The Castle, Winchester SO23 8UJ

FILMING AND BROADCAST NOTIFICATION

This meeting may be recorded and broadcast live on the County Council's website. The meeting may also be recorded and broadcast by the press and members of the public – please see the Filming Protocol available on the County Council's website.

AGENDA

KEY DECISIONS

1. FARNBOROUGH GROWTH PACKAGE AND BLACKWATER VALLEY GOLD GRID (Pages 3 - 72)

To consider a report from the Director of Economy, Transport and Environment regarding the Farnborough Growth Package and Blackwater Valley Gold Grid.

2. BASINGSTOKE TRANSPORT UPDATE - STRATEGY AND ISSUES (Pages 73 - 80)

To consider a report of the Director of Economy, Transport and Environment regarding the ongoing work taking place on the development of a future Transport Strategy for Basingstoke.

3. WHITEHILL AND BORDON TRANSPORT PACKAGE (Pages 81 - 86)

To consider a report of the Director of Economy, Transport and Environment regarding plans to undertake engagement and consultation activity on schemes and proposals related to reviewing and delivering the Whitehill and Bordon Transport Package and Transport Strategy.

NON KEY DECISIONS

4. APPOINTMENTS TO OUTSIDE BODIES (Pages 87 - 88)

To consider a report of the Director of Transformation and Governance on appointments to Outside Bodies.

ABOUT THIS AGENDA:

On request, this agenda can be provided in alternative versions (such as large print, Braille or audio) and in alternative languages.

ABOUT THIS MEETING:

The press and public are welcome to attend the public sessions of the meeting. If you have any particular requirements, for example if you require wheelchair access, please contact members.services@hants.gov.uk for assistance.

County Councillors attending as appointed members of this Committee or by virtue of Standing Order 18.5; or with the concurrence of the Chairman in connection with their duties as members of the Council or as a local County Councillor qualify for travelling expenses.

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Environment and Transport
Date:	13 March 2018
Title:	Farnborough Growth Package and Blackwater Valley Gold Grid
Report From:	Director of Economy, Transport and Environment

Contact name: Phil Marshall

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1. Recommendations

- 1.1 That the outcomes of the public and stakeholder consultation on the Farnborough Growth Package and Blackwater Valley Gold Grid as set out in Section 4 of this report are noted.
- 1.2 That approval is given to progress design of the following schemes as a high priority in the short term:
 - New access from Invincible Road to provide a new exit onto the A327 Elles Road, sufficient to address the congestion issues in Invincible Road; and;
 - Blackwater Valley Gold Grid measures to improve the forecourt at Farnborough Main Station and general improvements to the Gold Route.
- 1.3 That Lynchford Road is identified as a priority scheme, and that further feasibility design work is undertaken to identify a deliverable scheme, including engagement with the local community and consideration of potential to mitigate air quality issues on the Blackwater Valley Relief Road, the feasibility work also taking account of potential constraints, including:
 - Funding availability; and
 - Availability of land from the Ministry of Defence.
- 1.4 That authority be delegated to the Director of Economy, Transport and Environment to identify schemes on the A325 Farnborough Road corridor on which to progress feasibility design work as a reserve to the identified prioritised schemes above.

2. Executive Summary

- 2.1. The purpose of this paper is to identify the schemes that should be prioritised for further development and delivery in the short term to 2021, as part of the Farnborough Growth Package and Blackwater Valley Gold Grid schemes, using the funding that has been provisionally secured through the Enterprise M3 Local Enterprise Partnership's (EM3 LEP's) Local Growth Deal, in order to

support economic growth in Farnborough and the wider Blackwater Valley area.

2.2. This paper seeks to:

- set out the background to the Farnborough Growth Package and Blackwater Valley Gold Grid schemes;
- summarise the outcomes of the recent public and stakeholder consultation on the Farnborough Growth Package and Blackwater Valley Gold Grid;
- in the light of the consultation outcomes and other relevant factors, identify the schemes that should be prioritised for implementation in the short term, so that these can progressed to the next stage of development;
- Outline the next steps, including the need to develop an overall Transport Strategy for the Farnborough area to support growth over the period to 2032.

3. Contextual information and Finance

- 3.1. A Decision Paper was presented to the Executive Member for Environment and Transport at his decision day in November 2017, which provided full background information on the Farnborough Growth Package and Blackwater Valley Gold Grid projects. This is provided as Appendix C for reference.
- 3.2. Farnborough has been identified by the EM3 LEP as one of its four Growth Towns, where economic and housing growth will be focussed. Farnborough's economy has seen a significant increase in high value jobs in recent years, based around the Airport and nearby Business Parks. Whilst the Farnborough Airshow is of huge economic importance to the area, it is only a biennial event. However, the Farnborough International Exhibition and Conference Centre is due to open in Spring 2018 and will provide a permanent facility for the Airshow and for other exhibitions and conferences throughout the year.
- 3.3. In terms of housing, the latest Strategic Housing Market Assessment work has identified a requirement for 436 homes per annum to be provided in Rushmoor Borough Council's area. The committed Aldershot Urban Extension (3,850 homes) will provide over half of Rushmoor's housing need over the period of the emerging Local Plan to 2032, but other housing will be essential both in and around Farnborough. Evidence supporting the Local Plan has identified potential for additional housing in and around the town centre.
- 3.4. In order to accommodate the increased travel demands associated with this planned economic and housing growth, the County Council has historically submitted Expressions of Interest to the EM3 LEP, in order to secure funding for the Farnborough Growth Package. The original Expressions of Interest were focussed on the A325 Farnborough Road, particularly in the town centre. However, the A3011 Lynchford Road corridor has emerged as a higher priority for investment more recently, due to:
 - Existing peak period congestion problems; and
 - Its role supporting Farnborough as a Growth Town, ongoing expansion of the Business Parks on the south side of the town and the new Conference and Exhibition Centre, and the Aldershot Urban Extension, which will have increased travel demands in the years ahead.

- 3.5. Finally, the need to address issues in Invincible Road has arisen in 2017, following the knock on impact of further retail redevelopment in Farnborough Town Centre, which has led to significant congestion issues during busy retail periods in and around Invincible Road. These are damaging Farnborough's reputation as an attractive retail centre. In summary, both projects aim to improve transport accessibility to and from Farnborough in order to accommodate the additional travel demands associated with economic growth, which has been recognised as a Growth Town by the EM3 LEP.
- 3.6. The EM3 LEP has provisionally allocated a total of £6.7 million of Local Growth Fund over the period to 2021 to the Farnborough Growth Package, matched by £2 million of local contributions.
- 3.7. In partnership with Surrey County Council and others, the County Council submitted a separate Expression of Interest for the Blackwater Valley Gold Grid. The EM3 LEP has provisionally allocated a total of £4 million of Local Growth Fund to the Blackwater Valley Gold Grid project, which will enhance bus infrastructure and facilities along the Gold Route One. The funding is shared between Hampshire and Surrey County Councils and matched by investment made in new buses by Stagecoach.
- 3.8. The County Council has also provisionally secured a total of £0.25 million of Design Advancement Fund from the EM3 LEP in 2017/18 and 2018/19 towards the Farnborough Growth Package, which will contribute towards the design costs.
- 3.9. The County Council commissioned Atkins to undertake feasibility work to identify a range of potential interventions for inclusion within the Farnborough Growth Package and Blackwater Valley Gold Grid projects. This focussed on three key areas:
- A325 Farnborough Road Corridor;
 - A3011 Lynchford Road; and
 - Farnborough Town Centre.
- 3.10. This work was not specifically constrained by the currently available budgets and has therefore identified the full range of potential transport interventions that could be delivered to support growth in Farnborough. This will require prioritisation for what can be delivered in the short term to 2021, with currently available funding.
- 3.11. Whilst there is a focus on identifying the schemes that should be delivered in the short term with the available funding, the feasibility work provides an evidence base that can be used to develop a medium to longer term transport strategy and plan for the Farnborough area over the period of the emerging Local Plan.

4. Consultation and Equalities

- 4.1. In the report presented to the Executive Member for Environment and Transport on the 14 November 2017, approval was secured to undertake a detailed public and stakeholder consultation on both the Farnborough Growth Package and Blackwater Valley Gold Grid proposals.

- 4.2. A detailed public and stakeholder consultation was undertaken from the 28 November 2017 to 23 January 2018 inclusive. This was primarily publicised through a comprehensive mailshot to local residents and businesses across most of Farnborough, together with a press release, information on the County Council website and through social media. Three public exhibitions were held and attended by over 350 people and the County Council also attended a meeting of “North Camp Matters”, a campaigning group of residents and businesses from part of the study area. The consultation material was also available online on the County Council’s website.
- 4.3. The consultation material (Appendix D):
- explained the need to invest in transport in Farnborough and the purpose of the consultation;
 - presented a range of “in principle” transport intervention options within the study area for both the Farnborough Growth Package and Blackwater Valley Gold Grid;
 - Outlined the recommended prioritisation for short term investment to address congestion issues in Invincible Road and Lynchford Road, together with the Gold Grid proposals; and
 - Outlined the process moving forward to scheme implementation.
- 4.4. A consultation questionnaire was available both online and on paper. A total of 583 responses have been received. 343 of these were completed online and 240 were completed on paper. In addition, a total of 17 emails were received commenting directly on the proposals. These have been considered alongside the responses to the consultation question asking for further general comments. In terms of those responding, the vast majority were either local residents (349 people) or Member of the Public (175 people). Only 10 responses were from Businesses.
- 4.5. A Consultation Report, which provides a detailed analysis of the consultation outcomes is provided in Appendix E. Key aspects of this will now be summarised.

Current Travel Behaviour

- 4.6. The consultation questionnaire initially asked questions about people’s travel behaviour in Farnborough. Starting with how people travel in Farnborough, of those that responded to this question, around 90% travel by car, two thirds walk and just under a third use public transport or cycle. It is important to note that a significant number of people use more than one mode. Nearly 90% of people walking, cycling or using public transport also travel by car, and of the people travelling by car, around three quarters also walk, cycle or use public transport. This highlights the need to ensure that scheme designs cater for all these modes.
- 4.7. The three most important reasons for people travelling are shopping (83%), leisure (73%) and work (63%). At least 85% of people responding noted at least two reasons to travel.
- 4.8. The vast majority of people responding travel frequently, with 78% travelling at least five days per week. In terms of when people travel, this is spread across weekdays, with lunchtime the least likely time to travel. At least 80% of people travel at weekends and 90% said they travel at more than one time of day.

- 4.9. In terms of where people travel, this was evenly spread between all sections of the A3011 Lynchford Road, A325 Farnborough Road and Alexandra Road, with around two thirds of people saying they used these roads. Around half of respondents said they use the A327 Meudon Avenue/Elles Road and Queen's Avenue.
- 4.10. The final question on travel behaviour asked whether people use alternative routes in Farnborough to avoid congestion. 28% said yes and a further 29% said sometimes. A wide range of alternative routes were noted.
- 4.11. It should of course be noted that the survey responses were overwhelmingly from local residents, whereas those using the more strategic road links involved in the study area would also be expected to include residents and business travellers from a wider area.

Overall Results – Farnborough Growth Package

- 4.12. The overall levels of support from the local survey for the proposed components of the Farnborough Growth Package are as follows:
- Invincible Road - 74% in favour; 9% against; 17% maybe
 - A325 Farnborough Road - 59% in favour; 16% against; 25% maybe
 - A3011 Lynchford Road - 43% in favour; 30% against; 27% maybe

Overall Priorities – Farnborough Growth Package

- 4.13. The consultation also asked whether people agreed with the proposed priorities for implementation in the short term, which are to deliver a scheme to address issues in Invincible Road and at least some of the improvements in Lynchford Road.
- 4.14. The consultation response is that 60% are in favour of these priorities and 40% are against. If people were not in favour with the proposed priorities, they were asked to suggest alternatives. Whilst a significant range of responses were made, a dominant theme was for improvements on the A325 or specific schemes on the A325.

Lynchford Road

- 4.15. The key outcomes of the consultation on the Lynchford Road proposals are as follows:
- In terms of people's priorities for improvement, "improving traffic flow and reducing delays" was the highest priority (67% as 1st or 2nd priority), followed closely by "improving pedestrian and cycle provision" (63% as 1st or 2nd priority). "Improving public transport facilities" and "Initiatives to reduce the number of car trips" were less well supported (equivalent figures of 43% and 38% respectively);
 - Opinion is significantly split on many scheme options. The proportion voting "Do Something" (i.e. for at least one of the two proposed scheme options) is around 50%, with the remaining voting for "Do Nothing" or an Alternative option. As an individual category, "Do Nothing" secured more votes than any proposed scheme option;
 - The section with the most support for "Do Something" is St Alban's Roundabout to Peabody Road, with a small majority in favour of Option 1, which would widen the existing A3011;

- For the section in front of Lille Barracks, the consultation identified the main priorities are to “Retain on-street car parking in front of the shops” and “widen the road to provide more capacity”, with provision of a cycle track a lower priority; and
- There is a split view on the short term option to widen east of Lille Barracks (34% in favour, 34% against, 32% maybe).

4.16. There is clearly a mixed picture in the consultation on Lynchford Road from the predominantly local resident response. There is general support for the principles that improvements should “improve traffic flows and reduce delays” and also “improve pedestrian and cycle provision”. For the section in front of Lille Barracks, the most important factors are to provide more traffic capacity and retain on-street parking.

4.17. In terms of responses on specific scheme elements, there are more people in favour of one of the scheme options than “Do Nothing”, although the number voting for “Do Nothing” is substantial.

Invincible Road

4.18. The consultation proposed the principle of a new access from Invincible Road onto the A327 Elles Road and the questionnaire asked whether people supported this principle of this scheme. 74% do support this proposal, with only 9% explicitly against. 17% voted “Maybe”.

4.19. Of all the proposals in the consultation, this scheme has the most support.

A325 Farnborough Road

4.20. A number of potential interventions have been identified for the A325 Farnborough Road corridor, although these are in less detail than what is shown for Lynchford Road and people were not given a choice of different scheme options.

4.21. The key outcomes of the consultation on the A325 Farnborough Road proposals are as follows:

- In terms of priorities for improvement, “improving traffic flow and reducing delays” was the highest priority (71% as 1st or 2nd priority), followed by “Improving pedestrian and cycle provision” (61% as 1st or 2nd priority). “Improving public transport facilities” and “Initiatives to reduce the number of car trips” were less well supported, with equivalent figures of 46% and 31% respectively; and
- In terms of the individual suggested interventions, explicit support (“Yes”) was between 61% and 43%, with most over 50%. Objection (“No”) was between 15% and 27%. Between 22% and 31% voted “Maybe”. For most interventions, there were at least twice as many people voting “Yes” than “No”.

4.22. The consultation has shown general support for the principle of improvements along the A325 Farnborough Road, together with support for the majority of specific proposed interventions.

Blackwater Valley Gold Grid

- 4.23. Working with Stagecoach, a specific requirement for improvements at Farnborough Main Station has been identified to reduce bus delays on Gold Route One. However, any scheme would aim to improve accessibility at the station for all modes. A number of other locations along Route One have also been identified, where buses incur delay. The consultation did not explicitly define these other locations, but sought opinions as to whether there was support for the principle of additional bus priority through infrastructure and/or technology and improvements to bus stops.
- 4.24. In the consultation, 60% support the improvements at Farnborough Main, with only 15% against and 25% voting "Maybe". In terms of general improvements, 46% were in favour and 17% against, with 37% voting "Maybe".

Other Comments

- 4.25. The consultation provided an opportunity for general comments to be made about the proposals and any transport. A summary of the key themes raised and an officer response is included in Appendix E. These comments also include specific email representations made by organisations and representative groups. The County Council welcomes these responses, which provide useful information that can be used in the ongoing design work.
- 4.26. In relation to the proposals on the A3011 Lynchford Road, the most frequent comments made were:
- Concerns about the impact of the proposals on North Camp, including noise, pollution and road safety;
 - The need to develop alternative routes to the A3011 to access the A331 Blackwater Valley Relief Road;
 - Concerns about impact on pedestrian/cycle access to/from Wavell School and changes only recently made to crossing as part of Queen's Roundabout scheme;
 - Concerns about impact on Old Lynchford Road between Queen's Roundabout and St Alban's Roundabout including loss of parking, loss of vegetation, moving road closer to properties and impact on house prices;
 - Concerns that the scheme is dependent on acquiring MoD land;
 - Queries on how compensation would work;
 - A3011 not sufficiently congested to justify improvements; and
 - Subways or footbridges should replace at-grade crossings.
- 4.27. In relation to the proposals on the A325 Farnborough Road, the most frequent comments made were:
- Need to consider congestion/road safety issues at Farnborough Gate Retail Park;
 - Concerns about restricting movements in/out of Salisbury Road at its junction with Rectory Road, east of Clockhouse Roundabout;
 - Comments re Clockhouse Roundabout, including concerns about pedestrian movement/safety;
 - Suggestions/comments for Ham & Blackbird junction; and
 - Comments re cycle infrastructure on the A325.

4.28. In relation to Invincible Road, the most frequent comment was that the issue should have been addressed earlier.

4.29. In relation to the Blackwater Valley Gold Grid, the most frequent comments relate to issues at the Farnborough Main Station forecourt.

4.30. People also made a number of general comments and the most frequent of these were:

- Improve/provide high quality pedestrian/cycle facilities;
- Remove bus lanes;
- Complaints about previous Queen's Roundabout improvement project, especially about its construction;
- Don't signalise more roundabouts;
- Consider improvements between M3 J4a and Farnborough; and
- Discourage cars and encourage walking and cycling.

4.31. In addition to the above, the following responses should be specifically noted:

- The Aldershot Garrison and Defence Infrastructure Organisation (DIO) have specifically objected to the proposals to widen Lynchford Road in front of Lille Barracks for safety and security reasons, as this would require the Garrison to cede land on this northern boundary. However, there is recognition of the wider benefits of the Farnborough Growth Package proposals and the Garrison and DIO are keen to enter discussions with the County Council to explore possible solutions. The County Council welcomes this opportunity; and
- Following an evening meeting of the North Camp Matters Association, where the County Council presented the Farnborough Growth Package and Blackwater Valley Gold Grid, the Association has provided a comprehensive response to the consultation, which is primarily focussed on ensuring that the quality of life for the community is maintained, and has made a number of specific comments and suggestions. As noted in the recommendations, the County Council is keen to work closely with the local community through further design work to ensure that any proposals consider the needs of local people.

Equalities

4.32. An Equalities Impact has been undertaken. In relation to the proposed decision to undertake further design work, this identifies a neutral impact. It notes the need to consider equality issues through the design work and to produce further Equality Impact Assessments, in support of any future decisions to progress schemes to implementation.

5. Other Key Issues to Consider

5.1. Whilst the consultation results are an important consideration in the decision as to which schemes should be prioritised for investment in the Farnborough Growth Package and Blackwater Valley Gold Grid, there are a number of other factors to consider.

5.2. The bulk of the funding to deliver interventions is Local Growth Fund from the EM3 LEP. The funding is conditional on demonstrating that the investment would support and safeguard economic growth and housing. Farnborough has

been identified by the EM3 LEP as a Growth Town, with specific economic activity targets. Section 3 provides more detail on these issues and they are a key consideration in the decision making process on where investment should be prioritised.

- 5.3. Any package of schemes put forward also have to demonstrate that they can deliver at least “Good” Value for Money in a Department for Transport compliant transport economic appraisal, submitted to the EM3 LEP. The main benefits in an economic appraisal are usually from demonstrating that the proposed scheme will deliver journey time reductions, although wider economic benefits are also a key part of the overall assessment.
- 5.4. The A331 Blackwater Valley Relief Road has been identified by the Department for Environment, Food and Rural Affairs (DEFRA) as exceeding air quality standards for nitrogen dioxide. A range of interventions is being developed to address this issue. It is important that any proposals developed for the Farnborough Growth Package or Blackwater Valley Gold Grid do not compromise the need to improve air quality issues on the A331, and if possible should make a positive contribution to its improvement.
- 5.5. The section of Lynchford Road east of Peabody Road is bordered on its south side by the operational Lille Barracks. There is no guarantee at this stage that a solution can be found to secure land to deliver improvements to this section of Lynchford Road, but the County Council will work closely with the Garrison and DIO with the aim of finding a mutually acceptable solution. Without securing MoD land here, any widening elsewhere on Lynchford Road is likely to be of limited benefit.
- 5.6. The key component of the Blackwater Valley Gold Grid is the proposal to improve the operation of the forecourt area of Farnborough Main Station. As this area is not part of the public highway and is controlled by South Western Railway (SWR), this does provide additional delivery risks that will need to be managed.

6. Conclusions and Proposed Way Forward

- 6.1. The public and stakeholder consultation is a key consideration in the decision making process. This has provided support for the proposed priority to implement measures to address issues in Invincible Road and to deliver improvements to Lynchford Road, together with support for the separately funded Blackwater Valley Gold Grid proposals.
- 6.2. However, whilst there is overall support for the proposed funding priority, it should be noted that a significant proportion of people responding to the consultation do not support the specific proposals in Lynchford Road and in overall terms, improvements here are less well supported than the proposals to improve either Invincible Road or the A325 Farnborough Road.
- 6.3. In terms of design principles, the consultation has established that increasing traffic capacity to reduce delays and improved provision for pedestrians and cyclists are the primary improvements requested.
- 6.4. The report has noted the wider range of considerations, including the congestion, economic growth and housing drivers that led to Lynchford Road being identified as a priority scheme in the consultation material. In the light of

the consultation results, the County Council has written to Rushmoor Borough Council to seek its view on the issue of prioritising investment in Lynchford Road. The response indicates support for prioritising the Invincible Road and Lynchford Road schemes.

7. Recommended next Steps

- 7.1. Taking all factors into account, it is therefore proposed that the following approach is taken.
- 7.2. Work should progress as a priority to design a scheme in Invincible Road that provides a new access onto the A327 Elles Road, sufficient to address the current congestion problems.
- 7.3. Work should progress as a priority to design the Blackwater Valley Gold Grid projects.
- 7.4. Lynchford Road should be identified as a priority scheme, and further feasibility design work should be undertaken to identify a deliverable scheme, taking account of the identified constraints. The work should be undertaken in partnership with the local community.
- 7.5. In recognition of the constraints on Lynchford Road, further feasibility design work should be undertaken on schemes on the A325 Farnborough Road corridor as reserve schemes for implementation in the short term. Even if these schemes are not delivered in the short term, this work would not be abortive, as it would put them in a strong position to secure any future funding.

CORPORATE OR LEGAL INFORMATION:**Links to the Strategic Plan**

Hampshire maintains strong and sustainable economic growth and prosperity:	Yes
People in Hampshire live safe, healthy and independent lives:	Yes
People in Hampshire enjoy a rich and diverse environment:	Yes
People in Hampshire enjoy being part of strong, inclusive communities:	Yes

Section 100 D - Local Government Act 1972 - background documents

The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)

Document

Location

None

IMPACT ASSESSMENTS:

1. Equality Duty

1.1. The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act;
- Advance equality of opportunity between persons who share a relevant protected characteristic (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, gender and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

Due regard in this context involves having due regard in particular to:

- a) The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- b) Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- c) Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity which participation by such persons is disproportionately low.

1.2. Equalities Impact Assessment:

The Equalities Impact Statement has identified no impact on groups with protected characteristics. At this stage, the decision is to progress further design work, which will take account of equalities impact. Further Equalities Impact Assessments will be required to support any subsequent decisions to implement scheme proposals.

2. Impact on Crime and Disorder:

2.1. No impact is anticipated from this decision on issues of crime and disorder.

3. Climate Change:

- a) How does what is being proposed impact on our carbon footprint / energy consumption?
- b) How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

The decision relates to undertaking further design work and does not in itself have an impact on climate change. The further design work will consider climate change impacts, which will be considered in any subsequent decision to implement any scheme proposals.

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Environment and Transport
Date:	14 November 2017
Title:	Farnborough Growth Package and Blackwater Valley “Gold Grid”
Report From:	Director of Economy, Transport and Environment

Contact name: Philip Marshall

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1. Executive Summary

- 1.1. The purpose of this paper is to seek approval for public engagement and consultation on the outline scheme proposals emerging for the Farnborough Growth Package and Blackwater Valley Gold Grid. These schemes have provisionally secured funding through the Enterprise M3 Local Enterprise Partnership’s (EM3 LEP) Local Growth Deal in order to support economic growth in Farnborough and the wider Blackwater Valley area, with delivery anticipated over the period to 2021.
- 1.2. Feasibility work has identified scheme proposals for both the Farnborough Growth Package and Blackwater Valley Gold Grid. The feasibility work has not been constrained by the currently available funding, and has identified a comprehensive range of interventions that could be implemented in support of both projects. It is important that in-principle support is secured from the public and key stakeholders for both the overall proposals and how these should be prioritised for implementation within current funding availability. Once this is established, the prioritised scheme proposals will be developed to a greater level of detail and subject to further consultation and engagement with key stakeholders and the general public.
- 1.3. This report outlines the overall scheme proposals that should be taken forward to public consultation, together with the recommended prioritisation for implementation.

2. Contextual information

- 2.1. The EM3 LEP has identified Farnborough as one of its four “Growth Towns”, which are a focus for economic and housing growth. The Farnborough Growth Package will deliver a package of transport interventions that will accommodate increased future travel demands in order to minimise congestion and support the economic growth aspirations for the area. The

EM3 LEP has provisionally allocated £6.7 million of Local Growth Fund, matched by £2 million of local contributions, giving a total package of £8.7 million.

- 2.2. The Blackwater Valley Gold Grid is a package of sustainable transport improvements, which aims to increase connectivity across the wider Blackwater Valley area. The EM3 LEP has provisionally allocated £8 million of Local Growth Fund, matched by £13 million of local contributions. Gold Grid includes a joint project with Surrey County Council to implement infrastructure enhancements to the Stagecoach Gold Route, which runs between Aldershot and Camberley, via Farnborough. The level of funding available for the Hampshire component of this project is yet to be agreed. Match funding has been provided by Stagecoach's investment in new vehicles.
- 2.3. Feasibility work has been undertaken to identify the range of potential interventions that could be delivered for both the Farnborough Growth Package and Gold Grid. The area considered by the work is illustrated in Figure 1 and is focussed on:
 - The A325 corridor running north/south through Farnborough;
 - Farnborough Town Centre; and
 - The A3011 Lynchford Road from Queen's Roundabout to the A331 Blackwater Valley Relief Road. This would build on previous investment to increase capacity at Queen's Roundabout.

3. Finance

- 3.1. The EM3 LEP has provisionally allocated £6.7 million of Local Growth Fund to the Farnborough Growth Package. This is matched by a minimum of £2 million of local contributions, giving a total package of £8.7 million.
- 3.2. The £2 million of local contribution is Section 106 funding that has been secured. In addition, it is expected that a further local contribution will be secured from Rushmoor Borough Council in support of the proposed new access into Invincible Road.
- 3.3. The EM3 LEP has provisionally allocated £8 million of Local Growth Fund to the Blackwater Valley Gold Grid, matched by £13 million of local contributions. The level of funding available for the Hampshire component of the Gold Grid project is yet to be confirmed. However, local contributions have been made through Stagecoach's investment in new vehicles on the Gold Route One.
- 3.4. Local Growth Funding allocations for both schemes are provisional at this stage and are subject to the submission of a detailed Business Case.

4. Consultation and Equalities

- 4.1. Whilst this report seeks approval to undertake a public consultation on the emerging proposals for the Farnborough Growth Package, early engagement has already been undertaken with key stakeholders, including local businesses, schools and colleges. This has identified a number of key issues:
 - Traffic congestion within the study area during the AM and PM peak;
 - Lack of cycle facilities; and
 - Cost/lack of public transport.
- 4.2. The proposed public consultation, which will also include key stakeholders, will seek to secure approval to the principles for both the Farnborough Growth Package and the Gold Grid, including the elements that should be prioritised for implementation with the currently available funding. In advance of this, ongoing consultation is taking place with key stakeholders.
- 4.3. It is proposed that the outcomes of this consultation will be reported back at a subsequent meeting, with recommendations on which components should progress forward to detailed design and implementation. These components would also be subject to further detailed public and stakeholder consultation, once the designs have been developed further.

5. Feasibility Work

- 5.1. Feasibility work has been commissioned from Atkins to develop proposals for both the Farnborough Growth Package and Gold Grid projects, within the Study Area, illustrated in Figure 1. The methodology of the feasibility work was as follows:
 - Collection of relevant data for the study area, including traffic surveys, pedestrian and cycle routes, and activity and road safety data;
 - Develop six concept design packages for high level assessment against a range of project objectives in order to shortlist three packages for more detailed appraisal;
 - Build a calibrated and validated micro-simulation model for the A325 Corridor, to assess the performance of the three shortlisted packages in terms of journey times; and
 - Undertake more detailed appraisal of three shortlisted options, including an assessment of performance using the micro-simulation model.
- 5.2. The initial shortlisting work identified the following three packages for more detailed appraisal work:
 - Town Centre Development;
 - Active Mode Connectivity; and
 - Balanced for all Modes.
- 5.3. Following a more detailed appraisal, including an assessment of journey times using the micro-simulation model, the “Balanced for all Modes” and “Town Centre Development” packages provide the best overall performance.

The latter package is inevitably focussed in the Town Centre, whereas the “Balanced for All Modes” package includes measures within the full study area.

- 5.4. Following a direct request from Rushmoor Borough Council, further feasibility work has been undertaken on providing a new access from the Invincible Road industrial estate onto the A327 Elles Road, east of Sulzer’s Roundabout. This is to address the significant congestion problems in this area, as access is currently only possible via Solartron Road to/from Sulzer’s Roundabout.
- 5.5. In terms of the Gold Grid project, direct engagement with Stagecoach South, which has provided the match funding for the project through investment in new vehicles, would like to prioritise improvements at Farnborough Main Station to increase capacity for buses and improvements to the quality of bus stop facilities along the Gold Route. Further detailed feasibility work is necessary to fully understand costs and deliverability of these schemes.
- 5.6. The total cost of all the proposals (> £40m) significantly exceeds the amount of funding currently available, and it will therefore be necessary to prioritise which interventions should be delivered at this stage.

6. Scheme Prioritisation

- 6.1. The current levels of funding availability mean that only a relatively small proportion of the identified interventions can be implemented in the short term, over the period to 2021. It is therefore important to prioritise which elements should be considered for early implementation, taking account of their relative need and deliverability.
- 6.2. It is recommended that, subject to deliverability, the initial priorities should focus on the following components, with the following justification:

- Targeted capacity improvements in Lynchford Road;

Lynchford Road has been identified as a capacity hotspot, through both the work supporting the Farnborough Growth Package and the transport appraisal work in support of Rushmoor Borough Council’s Local Plan Review. It provides an important access route between the Blackwater Valley Relief Road and key employment areas in Farnborough, including Farnborough Business Park. It will provide the main vehicular access route to/from Farnborough International Limited’s new conference and exhibition centre, which is due to open in 2018.

- Improved access to Invincible Road Industrial Estate;

This scheme will address some significant capacity issues that are affecting the Invincible Road Industrial Estate area and impacting on its attractiveness as a business location.

- Improvements to Farnborough Main Station forecourt and bus stop infrastructure (Gold Grid project).

These schemes are supported by Stagecoach South as the best short term way to improve the attractiveness and reliability of the Route One service between Aldershot and Camberley.

- 6.3. There are still some potential deliverability issues in relation to these prioritised schemes. Some of the improvements in Lynchford Road will require the acquisition of MoD land, and the Gold Grid proposals for Farnborough Main Station will require the full agreement of the new South Western Railway franchise.
- 6.4. It is therefore recommended that work continues to develop other components of the Farnborough Growth Package that have fewer deliverability risks as a contingency option. In parallel with the consultation, work will continue to address the deliverability issues. If there's a requirement to re-prioritise the scheme components for short term delivery, this will be reported to a subsequent meeting.

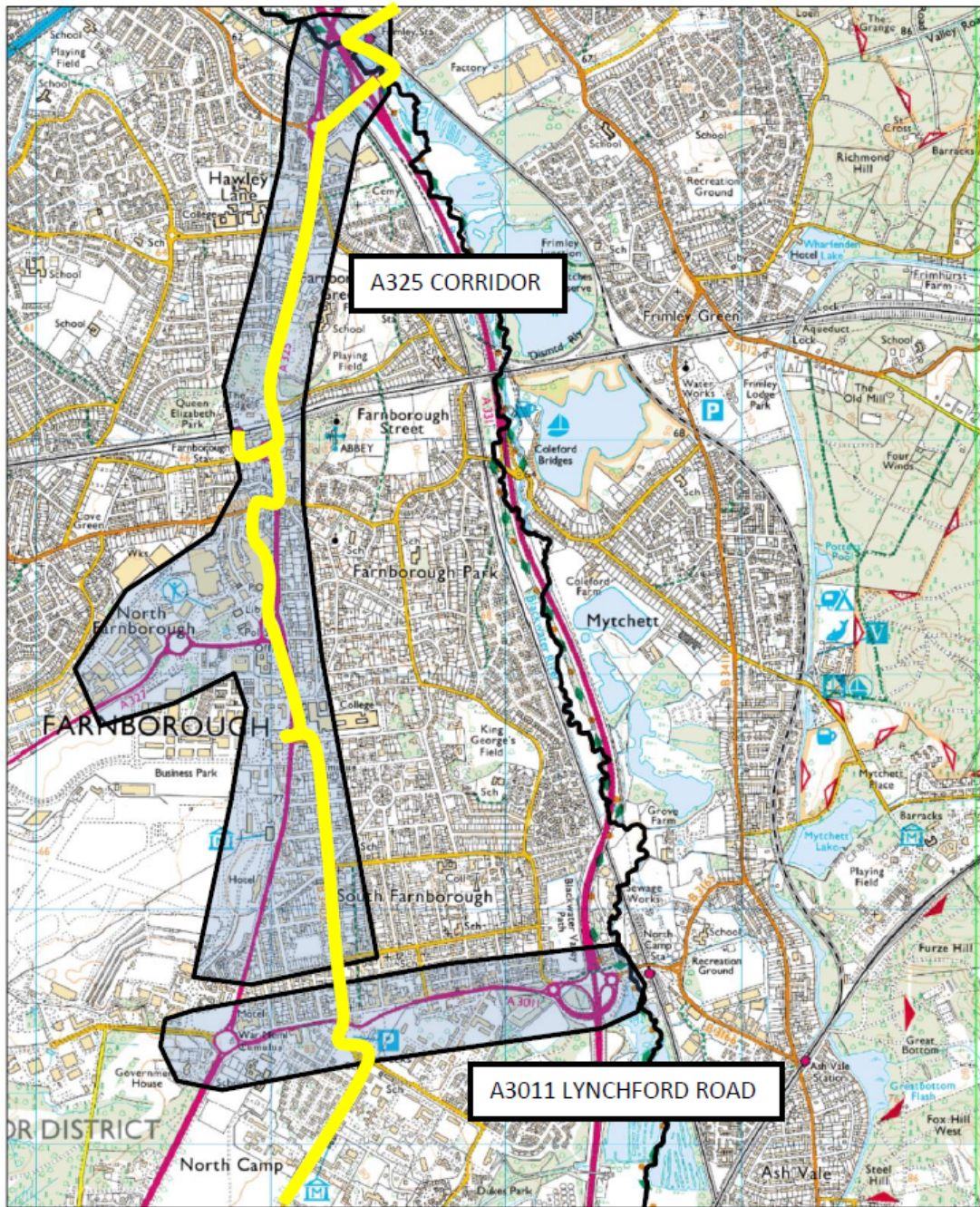
7. Future direction

- 7.1. Following this initial public and stakeholder consultation on the overall scheme principles for the Farnborough Growth Package and Gold Grid projects, it is intended that the prioritised components (together with reserve schemes as appropriate) will be taken forward to more detailed design and implementation. This will include further public and stakeholder consultation.

8. Recommendations

- 8.1. That approval be given for public consultation to be undertaken on the outline scheme proposals for the Farnborough Growth Package and Blackwater Valley Gold Grid.
- 8.2. That the ongoing consultation and liaison with key stakeholders on the outline scheme proposals for the Farnborough Growth Package and Blackwater Valley Gold Grid be noted.

Figure 1 – Study Area



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— Stagecoach Gold Route One

CORPORATE OR LEGAL INFORMATION:**Links to the Strategic Plan**

Hampshire maintains strong and sustainable economic growth and prosperity:	Yes
People in Hampshire live safe, healthy and independent lives:	Yes
People in Hampshire enjoy a rich and diverse environment:	Yes
People in Hampshire enjoy being part of strong, inclusive communities:	Yes

Section 100 D - Local Government Act 1972 - background documents

The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)

Document

Location

None

IMPACT ASSESSMENTS:

1. Equality Duty

1.1. The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act;
- Advance equality of opportunity between persons who share a relevant protected characteristic (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, gender and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

Due regard in this context involves having due regard in particular to:

- a) The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- b) Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- c) Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity which participation by such persons is disproportionately low.

1.2. Equalities Impact Assessment:

The decision relates to a consultation process, which in itself should have no impact upon people with protected characteristics. As proposals develop, further impact assessments will be carried out as appropriate.

2. Impact on Crime and Disorder:

2.1. The projects are expected to have limited impact on crime and disorder.

3. Climate Change:

- a) How does what is being proposed impact on our carbon footprint / energy consumption?
- b) How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

The decision relates to a consultation process, which in itself should have no impact upon people with protected characteristics. As proposals develop, further impact assessments will be carried out as appropriate.

Farnborough Growth Package Improvements

1. Welcome

Hampshire County Council is developing a scheme for transport improvements in the Farnborough area

This exhibition aims to:

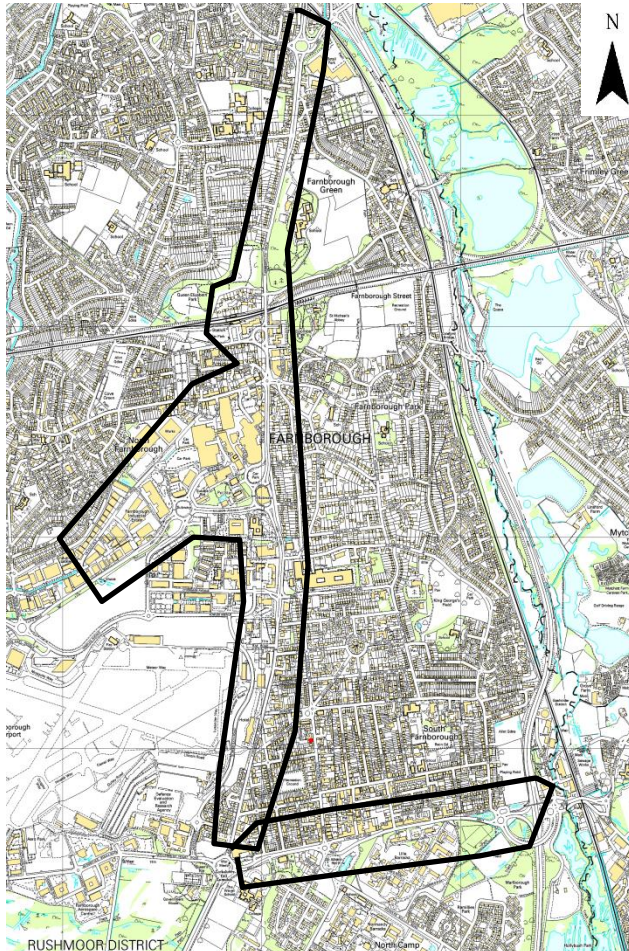
Provide information on the existing issues

Seek local views to inform the design process

Present some initial highway improvement options

Outline the next steps for the scheme

Page 23



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This consultation is an opportunity for local residents and businesses to provide their views on the existing issues, the scope of possible improvements in the Farnborough Area.

The study area (illustrated on the adjacent map) is focussed on the A3011 Lynchford Road, A325 Farnborough Road and Town Centre

Please take a look at the exhibition boards, ask questions and complete a questionnaire.

Farnborough Growth Package Improvements

2. Background and Introduction

What is the Farnborough Growth package?

- Range of transport improvements that aim to support economic growth in Farnborough and the surrounding area by reducing congestion, improving journey times and increasing travel choice. Funding is primarily being provided by the Enterprise M3 Local Enterprise Partnership (EM3 LEP) through its Growth Deal with Central Government, matched by local contributions.

What is the Blackwater Valley Gold Grid?

- Investment in sustainable transport measures across the whole Blackwater Valley area, primarily funded by the EM3 LEP. Within Farnborough, this will fund improvements to support the Stagecoach Gold Route 1 service, matched by investment made by Stagecoach in new buses.

About the consultation

- We want to hear your views on suggested improvements, including alternative options in some locations;
- Feasibility work commissioned by the County Council considered a wide range of improvements that could be implemented;
- As there is insufficient funding currently available to implement the whole Package, the consultation is also seeking views on the options that have been identified for implementation in the short term;
- All further design work on suggested options will fully consider the needs of all road users; and
- All suggested improvements are only suggestions at this stage.

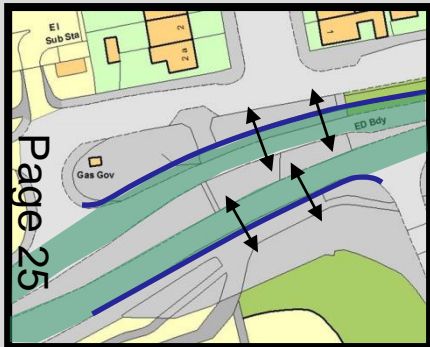


Farnborough Growth Package Improvements

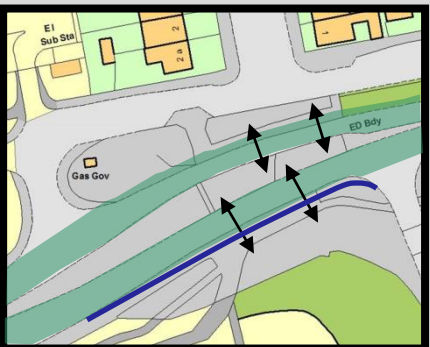
3. Suggested Options – A3011 Lynchford Rd (Queen’s Roundabout to St Alban’s Roundabout)

PEDESTRIAN / CYCLE CROSSING OUTSIDE WAVELL SCHOOL

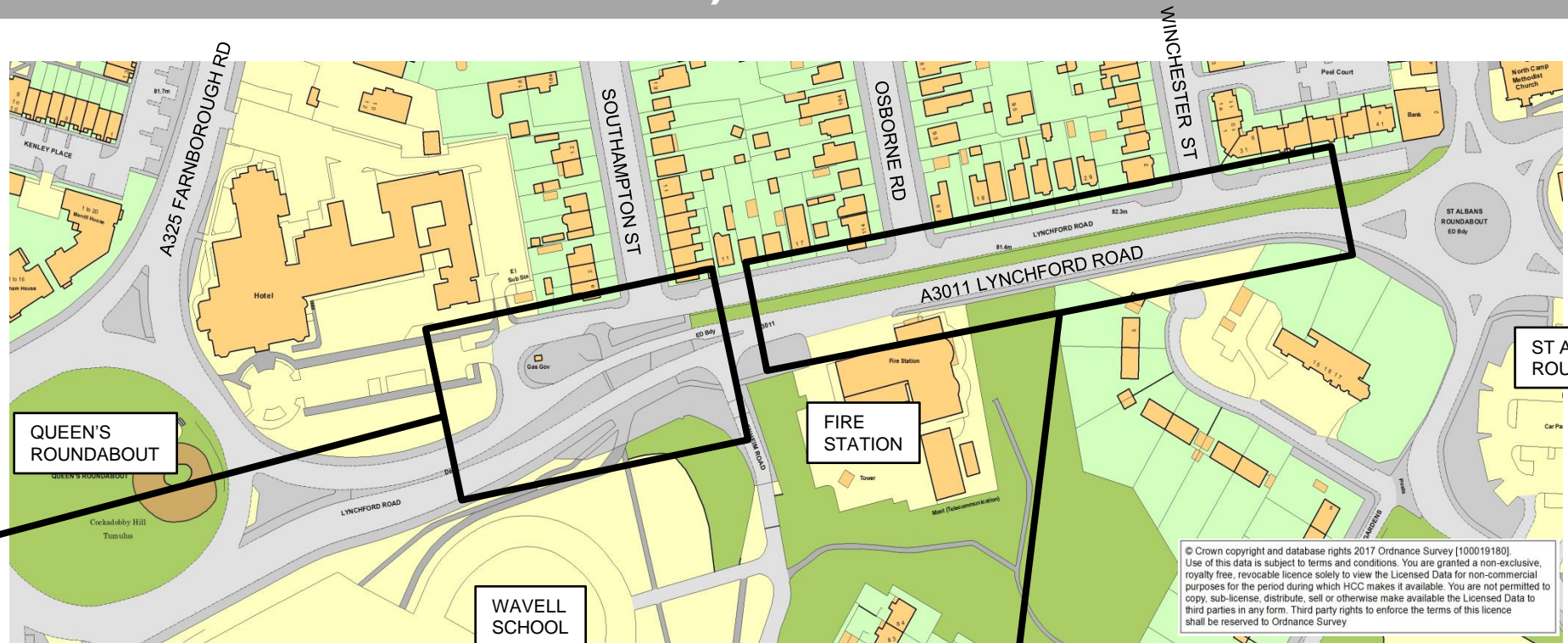
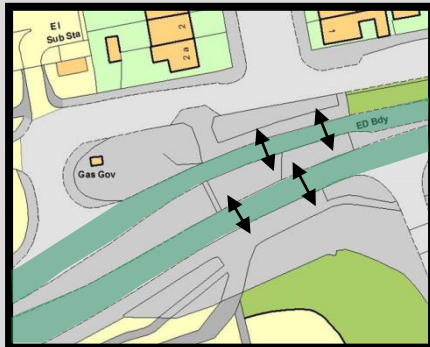
OPTION 1 – Widen road on nearside in both directions to allow for two traffic lanes



OPTION 2 – Widen road in one direction only (westbound shown)

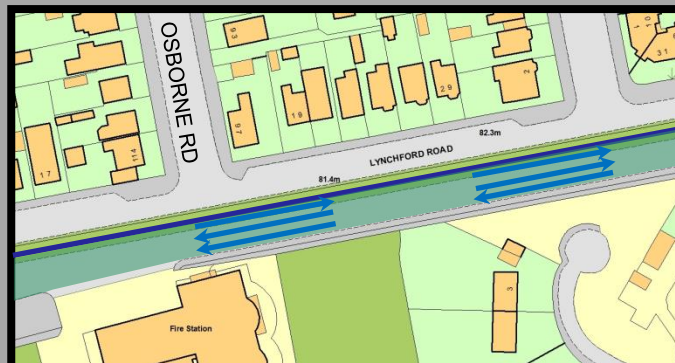


OPTION 3 – Do Nothing

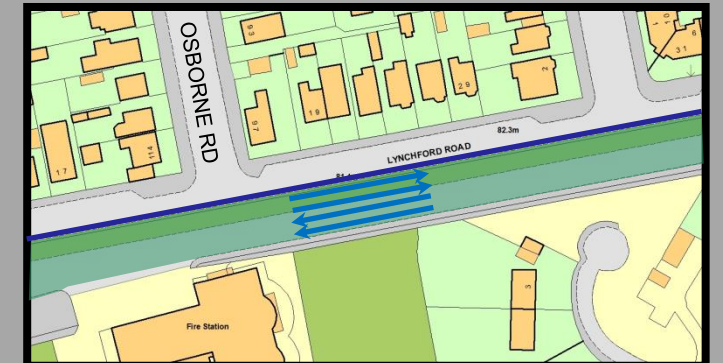


WAVELL SCHOOL TO ST ALBAN'S ROUNDABOUT

OPTION 1 – Widen road to allow for three marked lanes / two wide lanes



OPTION 2 – Widen road to allow for four marked lanes



Farnborough Growth Package Improvements

4. Suggested Options – A3011 Lynchford Rd (Queen’s Roundabout to St Alban’s Roundabout)

PEDESTRIAN / CYCLE CROSSING OUTSIDE WAVELL SCHOOL

OPTION 1 – Widen road on nearside in both directions to allow for two traffic lanes

- Would provide two narrow traffic lanes in each direction to increase traffic capacity through crossing in both directions; and
- Operation of crossing would remain as existing.

OPTION 2 – Widen road in one direction only (westbound shown)

Would only widen road in one direction to two lanes, to tie in with three lane option east to St Alban’s Roundabout.

OPTION 3 – Do Nothing

- Crossing design and operation would remain unaltered.

WAVELL SCHOOL CROSSING TO ST ALBAN’S ROUNDABOUT

OPTION 1 – Widen road to allow for three marked lanes / two wide lanes

- Would widen existing A3011 road into verge next to Old Lynchford Road;
- Would not affect layout and operation of Old Lynchford Road; although width of dividing landscaping strip reduced; and
- Option to provide three marked lanes, with options for which direction has two lanes **or** mark as two wide lanes with traffic queuing two abreast informally during busy periods.

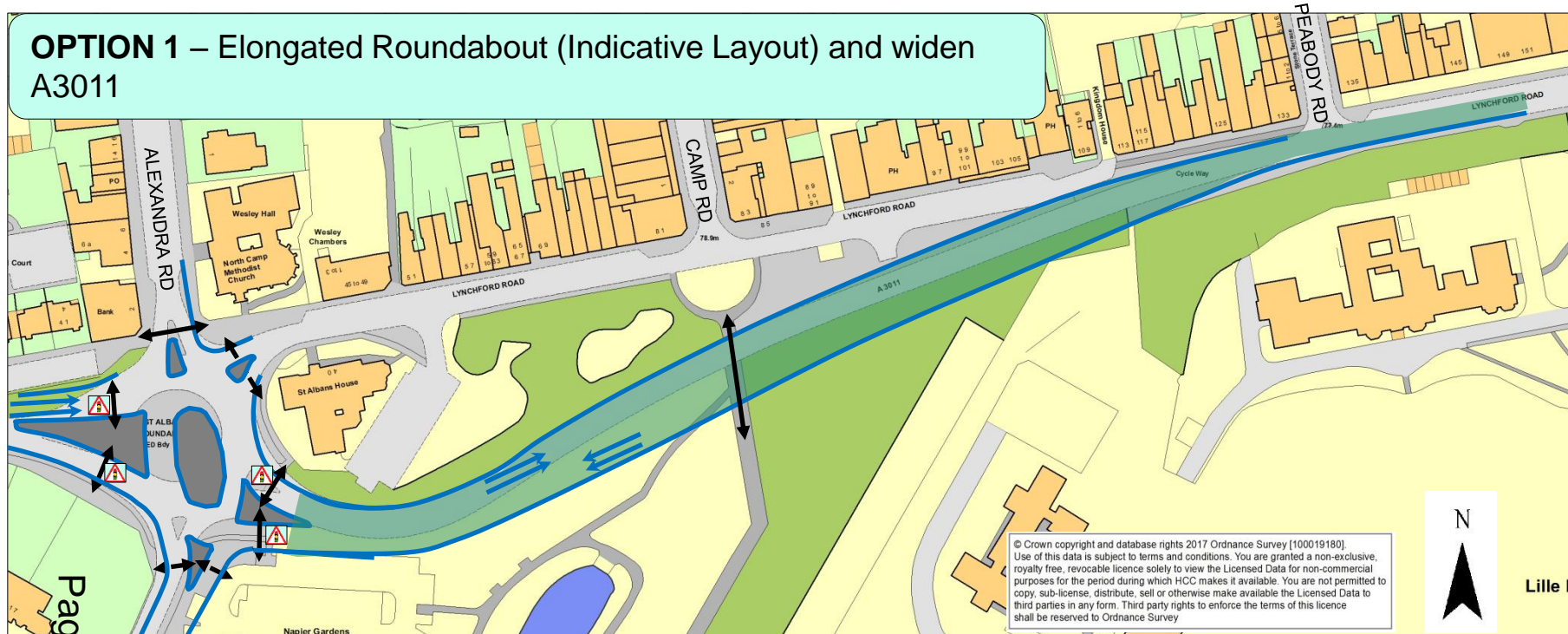
OPTION 2 – Widen road to allow for four marked traffic lanes (two eastbound / two westbound)

- Would provide more traffic capacity than Option 1;
- Would widen existing A3011 road into entire verge next to Old Lynchford Road; and
- Would require narrowing of Old Lynchford Road and likely to result in significant reduction on street parking;

Farnborough Growth Package Improvements

5. Suggested Options – A3011 Lynchford Road (St Alban’s Roundabout to Peabody Road)

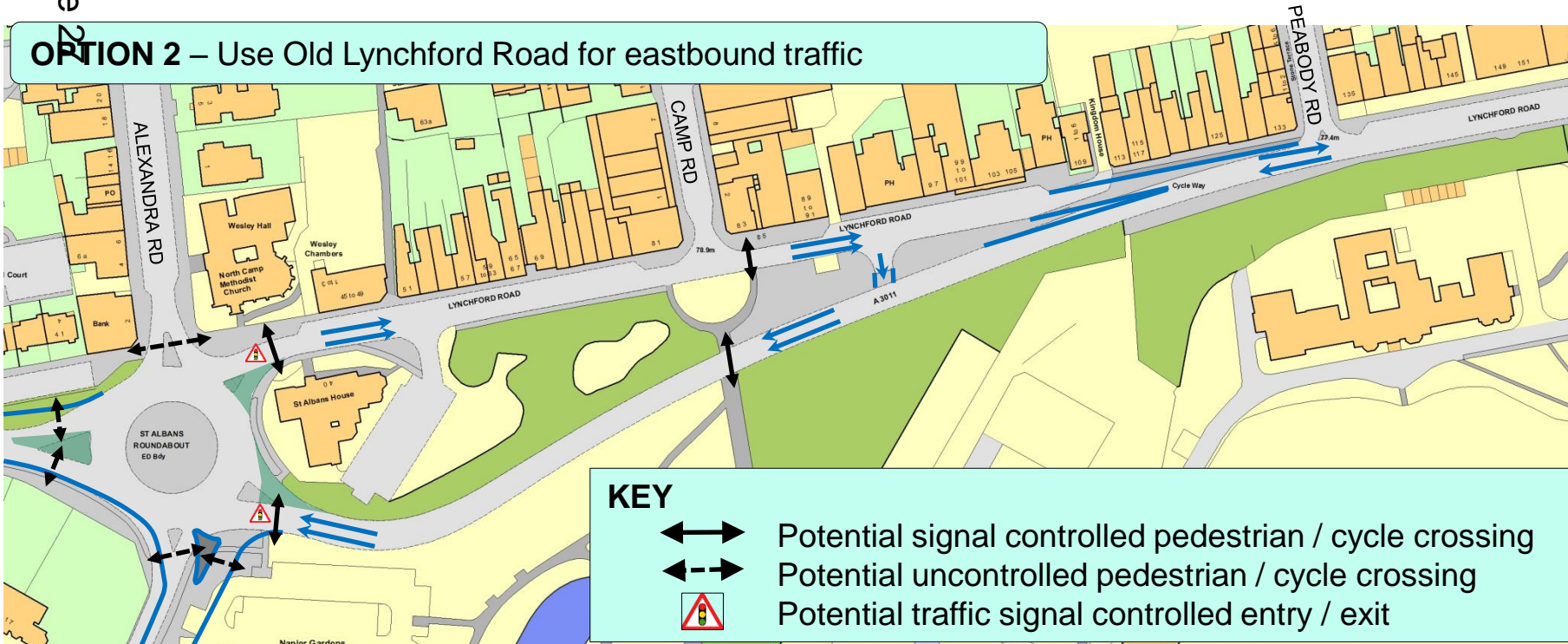
OPTION 1 – Elongated Roundabout (Indicative Layout) and widen A3011



OPTIONS 1 AND 2 BOTH PROVIDE:

- Two lanes for through traffic on A3011 at St Alban’s Roundabout, with potential for traffic signal control;
- Potential for two lane entries on Alexandra Road and Queen's Avenue arms;
- Potential for signal controlled pedestrian / cycle crossings over A3011 and Alexandra Road; and
- New footway on west side of Queens Avenue south of St Alban’s Roundabout.

OPTION 2 – Use Old Lynchford Road for eastbound traffic



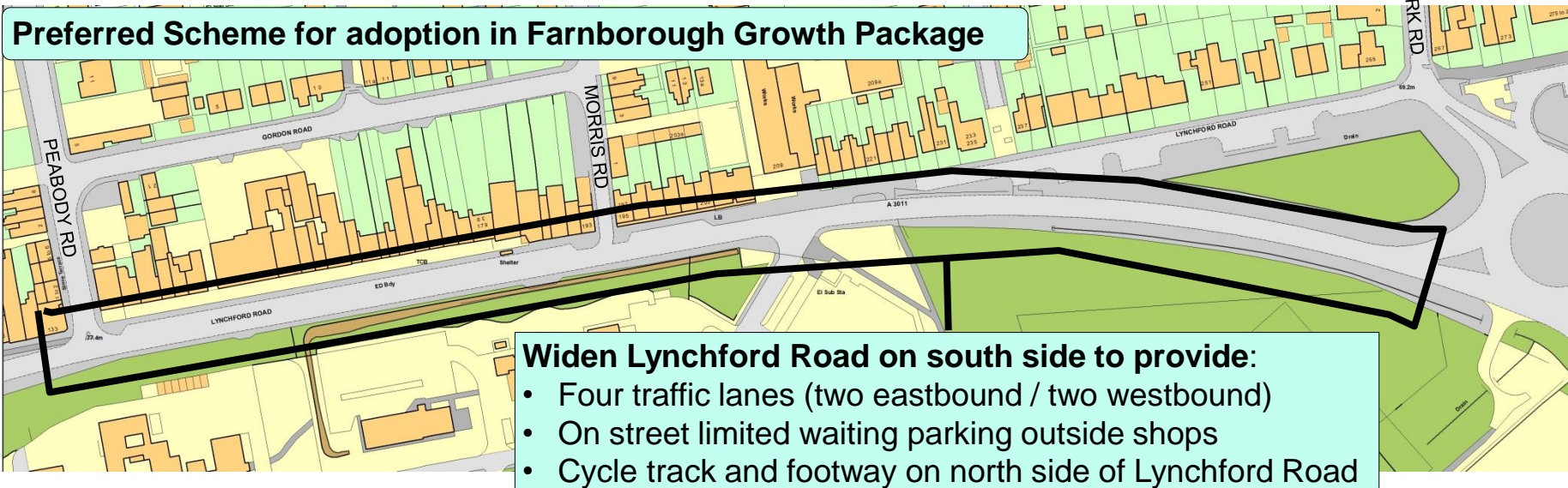
OTHER FACTORS TO NOTE

- Option 2 would be cheaper to build than Option 1;
- Option 1 would require more third party land to widen the A3011 and enlarge St Alban’s Roundabout; and
- Option 2 would significantly increase traffic volumes in Old Lynchford Road, although it should be possible to retain existing on street parking. Need to provide alternative safe east to west cycling route.

Farnborough Growth Package Improvements

6. Suggested Options – A3011 Lynchford Road (Peabody Road to A331)

Preferred Scheme for adoption in Farnborough Growth Package



PREFERRED SCHEME

- Probably not deliverable in full due to requirement to secure land from the Ministry of Defence in a sensitive area in front of Lille Barracks;
- May only be deliverable in part; and
- Need to consider priorities for implementation.



Proposed short term proposals

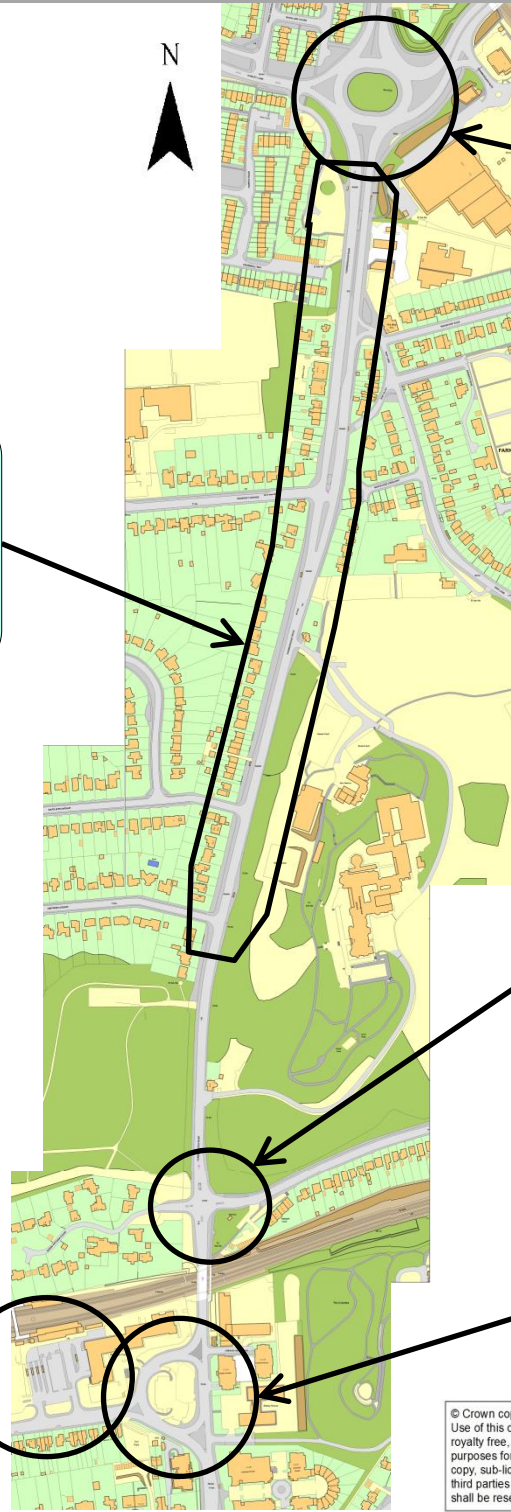


SHORT TERM PROPOSALS

- Limited widening east of shops to allow two running lanes eastbound to junction with A331; and
- Minimises land take requirements on MoD in short term and should be deliverable.

Farnborough Growth Package Improvements

7. Suggested Options—A325 Farnborough Rd (Bradford's Roundabout to Ham & Blackbird)



BRADFORD'S ROUNDABOUT

- Widen eastern entry to provide two lane entry to roundabout.

BRADFORD'S ROUNDABOUT TO EMPRESS AVENUE

- Undertake modelling work to review overall allocation of highway space to maximise throughput of people by all modes.

HIGHGATE LANE JUNCTION

- Reconfigure to improve pedestrian crossing facilities; and
- Provide southbound bus lane on approach to junction.

HAM & BLACKBIRD GYRATORY

- Review control of junction.

BLACKWATER VALLEY GOLD GRID

- Provide enhanced bus stop facilities along Stagecoach Gold Route 1;
- Enhance bus priority through technology and / or infrastructure; and
- Investigate improvements to forecourt at **Farnborough Main Station** to increase bus capacity and improve circulation for pick-up / drop-off trips.

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Farnborough Growth Package Improvements

8. Suggested Options – A325 Farnborough Rd (Clockhouse Roundabout to Boundary Rd)

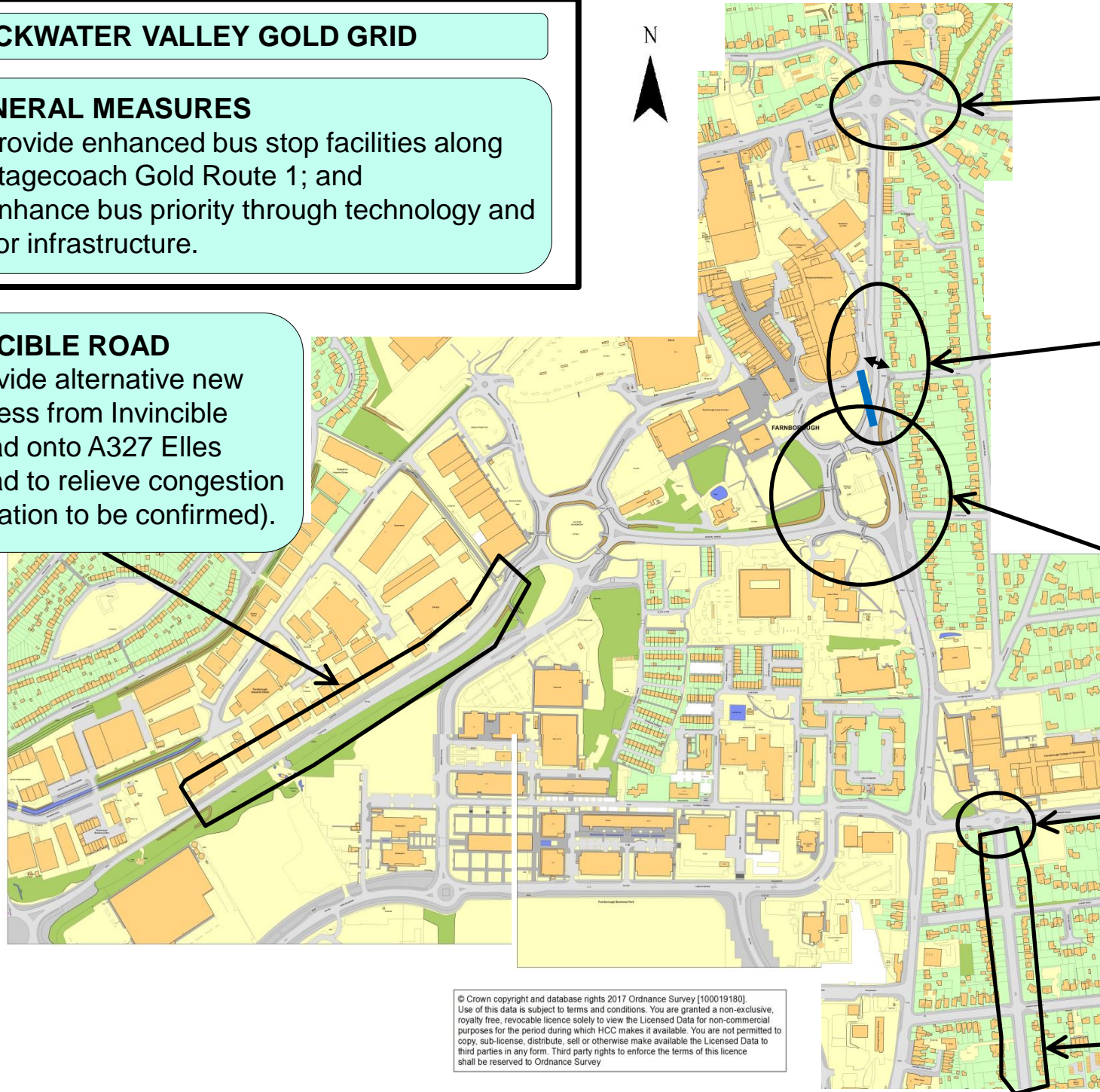
BLACKWATER VALLEY GOLD GRID

GENERAL MEASURES

- Provide enhanced bus stop facilities along Stagecoach Gold Route 1; and
- Enhance bus priority through technology and / or infrastructure.

INVINCIBLE ROAD

- Provide alternative new access from Invincible Road onto A327 Elles Road to relieve congestion (location to be confirmed).



CLOCKHOUSE ROUNDABOUT

- Investigate traffic signal control of junction to improve pedestrian / cycle crossing facilities; and
- **May** require access restrictions in / out of Salisbury Road

KINGSMEAD

- New pedestrian / cycle crossing over A325 from Oak Road;
- New bus only link from A325; and
- Improve bus interchange facilities.

PINEHURST ROUNDABOUT

- Signalise roundabout and review overall road layout; and
- Longer term option could see roundabout replaced by signalised T-junction to release land for redevelopment.

BOUNDARY ROAD

- Improve northbound cycle connection from Alexandra Road to Boundary Road northern footway.

ALEXANDRA ROAD

- Provide consistent cycle lane provision.

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Farnborough Growth Package Improvements

9. Suggested Short Term Priorities for Implementation

PRIORITY LOCATIONS FOR INITIAL IMPLEMENTATION

The following schemes have been identified for implementation in the short term with the available funding.

BLACKWATER VALLEY GOLD GRID

- Improvements to increase bus capacity at Farnborough Main Station forecourt;
- Provide enhanced bus stop facilities along Stagecoach Gold Route 1; and
- Enhance bus priority through technology / infrastructure.

INVINCIBLE ROAD

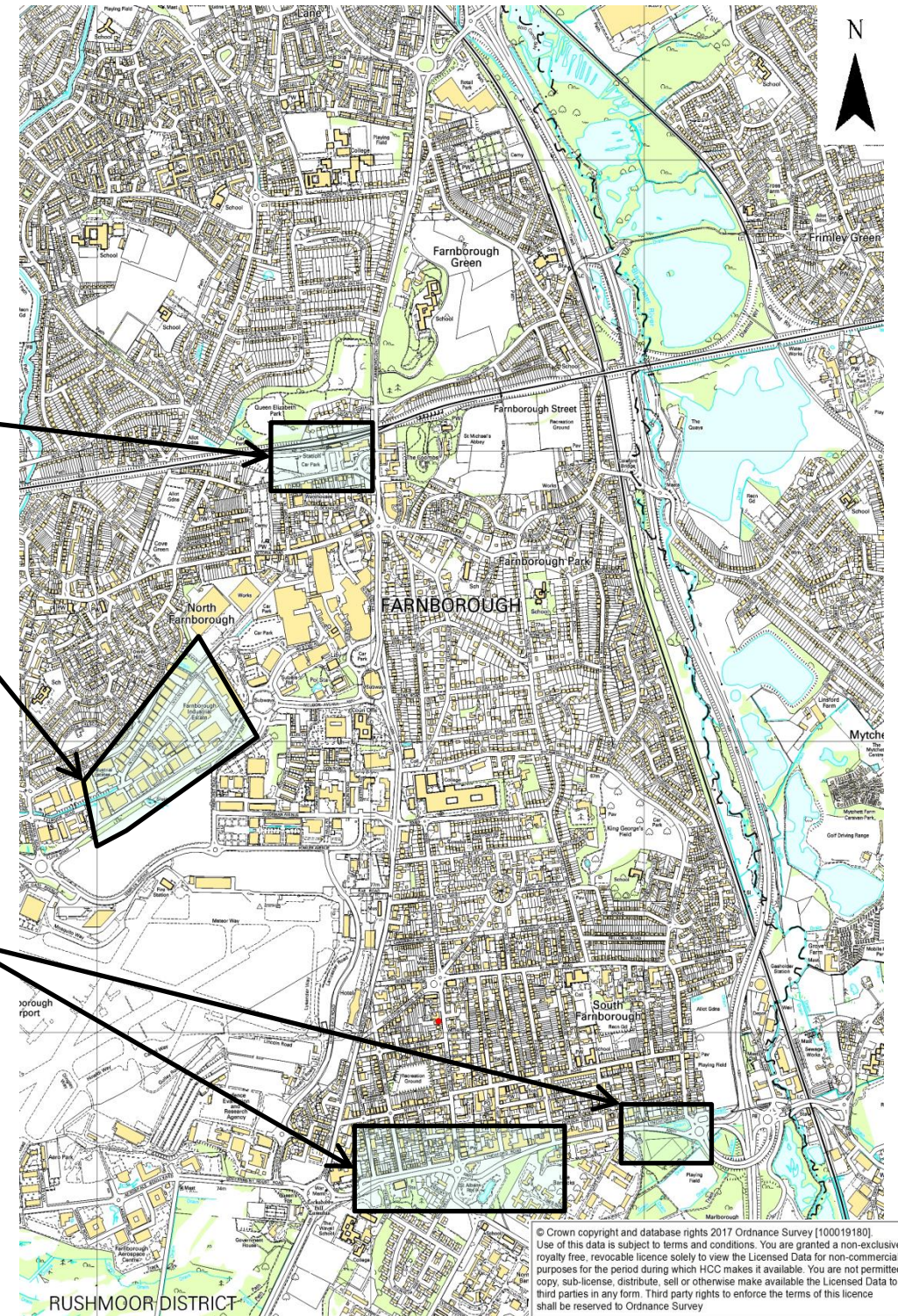
- Provide an additional egress from Invincible Road onto the A327 Elles Road to address existing congestion issues.

LYNCHFORD ROAD

Undertake improvements in the following priority

- Improve St Alban's Roundabout and increase capacity on section to Peabody Road;
- Widen A3011 Lynchford Road from Morris Road to A331 junction; and
- Widen A3011 Lynchford Road between Queen's Roundabout and St Alban's Roundabout.

Assume section between Peabody Road and Morris Road to be delivered in a later phase due to complexities acquiring third party land.



Farnborough Growth Package Improvements

10. Where Next?



Contact us:

Strategic Transport
Hampshire County Council
The Castle
Winchester
Hampshire
SO23 8UJ

Email address:

major.schemes@hants.gov.uk
(please type 'Farnborough Growth Package' in the subject line)

Phone:

0300 555 1388

What do you think?

Your views are important

Your feedback will help identify the preferred way forward and will inform the design process for the scheme. It is intended that a report will be taken to Hampshire County Council's Executive Member for Environment and Transport in March 2018 which will summarise the feedback from this consultation and seeks approval to adopt the overall Farnborough Growth Package and confirm the schemes that should go forward as a priority for implementation in the short term.

Please fill out a paper questionnaire to let us know what you think. Alternatively visit our website www.hants.gov.uk/transportschemes and search for 'Farnborough Growth Package' to leave your comments via the on-line survey.

This exhibition material is also available to download on this website.

Thank you for visiting the exhibition. The consultation is open for a seven week period from 28 November 2017 to 15 January 2018. The closing date for all responses is 15 January 2018.

Consultation Report

Farnborough Growth Package

Public Consultation

Date: February 2018

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Question 2: What's usually the reason for your journey? (please tick all that apply).....	3
Question 3: How many days in an average week do you travel in Farnborough?.....	3
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Question 5: Which of the following roads do you regularly use in Farnborough? (please tick all that apply)	4
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Question 9: Starting at Queen's Roundabout and heading east to the A331, what are your preferred suggested improvement options along the A3011 Lynchford Road? Please refer to the consultation material for details on the suggested options.....	7
Question 10: A3011 Peabody Road to A331 (long-term option)	7
If it is possible to widen the road, taking land constraints into account, what do you think the priority should be for potential improvements? (Please rank these 1-3 in order of priority, with 1 being the highest priority and 3 being the lowest priority).....	7
Question 11: A3011 Peabody Road to A331 (short-term option). Do you support the proposed short term improvements to this section of Lynchford Road?	8
Question 12: Do you support the principle of improvements to the A325 Farnborough Road?	9
Question 13: What should be the main aim of the improvements? (Please rank these 1-4 in order of priority, with 1 being the highest priority and 4 being the lowest priority)	9
Question 14: Do you support the suggested improvement options/areas of study at the following junctions and links along the A325 Farnborough Road? (please tick one option in each row	10
Question 15: Do you support the principle of creating a new access from Invincible Road onto the A327 Elles Road to relieve the existing access via Solatron Road?	11
Question 16: Do you support the principle of improvements to the forecourt area at Farnborough (Main) Rail Station?	12
Question 17: Do you support the principle of other improvements to the Gold Route bus corridor?	12
Question 18: Do you agree with the proposal to implement the suggested improvements schemes at Invincible Road and the A3011 Lynchford Road first, with the currently available funding?	13
Question 20: If you attended the event how would you rate the exhibition?	14

Question 21: In what capacity are you answering? (please tick only one).....14

Comments: Please provide any additional comments you would like to take into consideration:.....15

1.0 Introduction

Hampshire County Council has recently undertaken a public and stakeholder consultation on the outline scheme proposals for the Farnborough Growth Package and Blackwater Valley Gold Grid. These projects will be primarily funded with Government funding secured by the Enterprise M3 Local Enterprise Partnership, with the aim of supporting economic and housing growth in Farnborough. This was a high level consultation, looking at outline principles of scheme proposals and the prioritisation of where initial funding should be used. The consultation was held from 28 November 2017 and ended at midnight on 23 January 2018.

Three public exhibitions were held where local residents and businesses were invited to meet officers from Hampshire County Council ask questions and view further details of the scheme proposals, as follows:

- Friday 29 November – Holiday Inn Hotel, Lynchford Road
- Friday 8 December – North Camp Methodist Church, Alexandra Road
- Monday 11 December – Rushmoor Borough Council Offices

A feedback questionnaire form was made available at the exhibition to complete or send back via a freepost envelope. The questionnaire was also made available online along with the exhibition plans and information that are still available to view on the scheme website. Exhibition plans and the questionnaire were also available in Farnborough Library and Rushmoor Borough Council offices.

This report has been written with the aim of presenting the results of this questionnaire and classifying the qualitative data (written responses) into categories to present common themes in the feedback provided within the questionnaires.

2.0 Summary of Responses

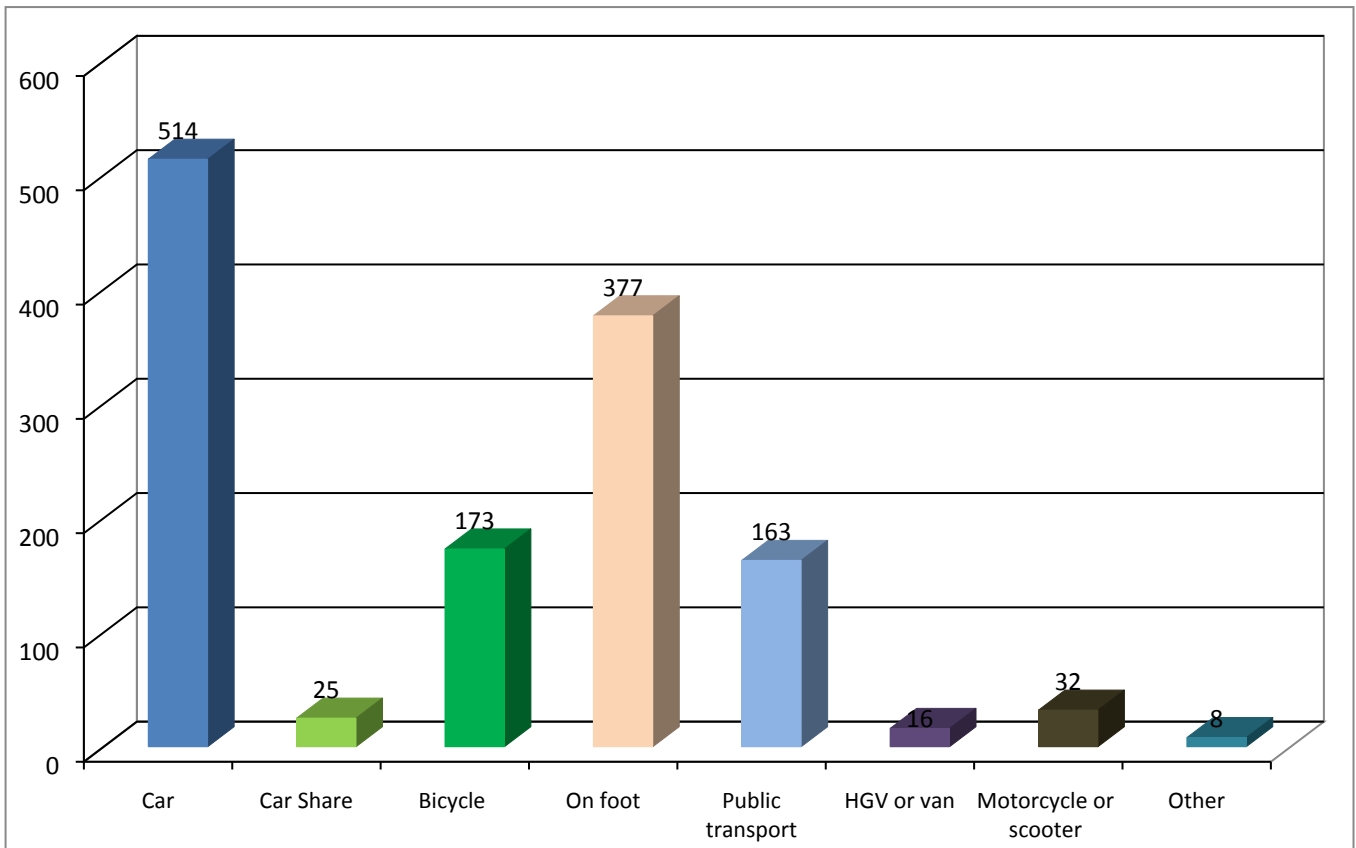
Overall, a total of 583 responses were received by Hampshire County Council's Strategic Transport team. Of these, 240 responses were paper questionnaires and 343 responses were completed online via the scheme's web-site. An additional 17 emails were received and the comments recorded.

3.0 Analysis of Questionnaire Responses

Those who attended the public consultation were asked to complete a questionnaire which contained a number of questions with an option to comment, to gauge the level of support for the scheme proposals and to provide an opportunity for the public and other stakeholders to raise any concerns and identify areas for further consideration. The consultation was also posted on the scheme webpage and the feedback from on-line responses and emails are also included in this analysis.

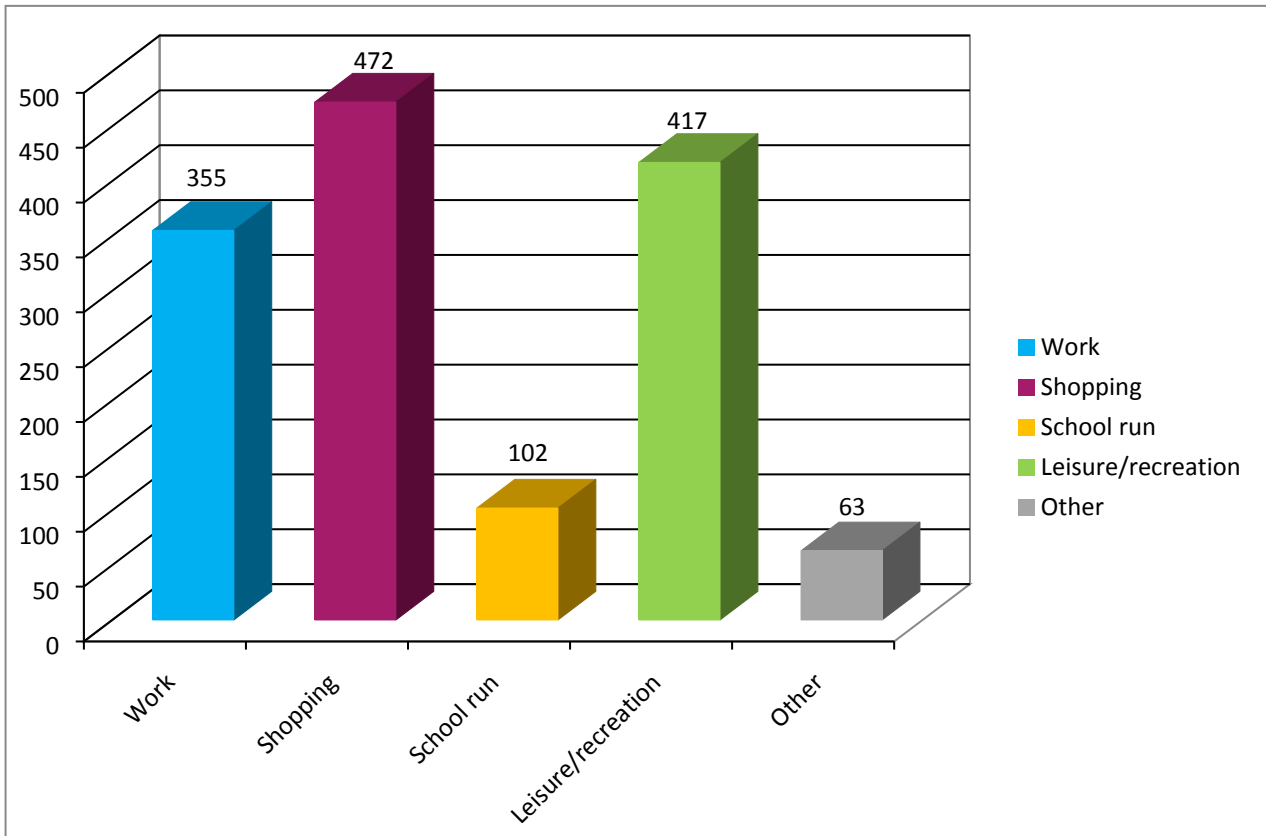
Please note that not all respondents answered every question or provided additional comments and the analysis calculations are based on valid responses made to each question. All additional comments received were recorded as part of this consultation.

Question 1: How do you normally travel around Farnborough? (please tick all that apply)

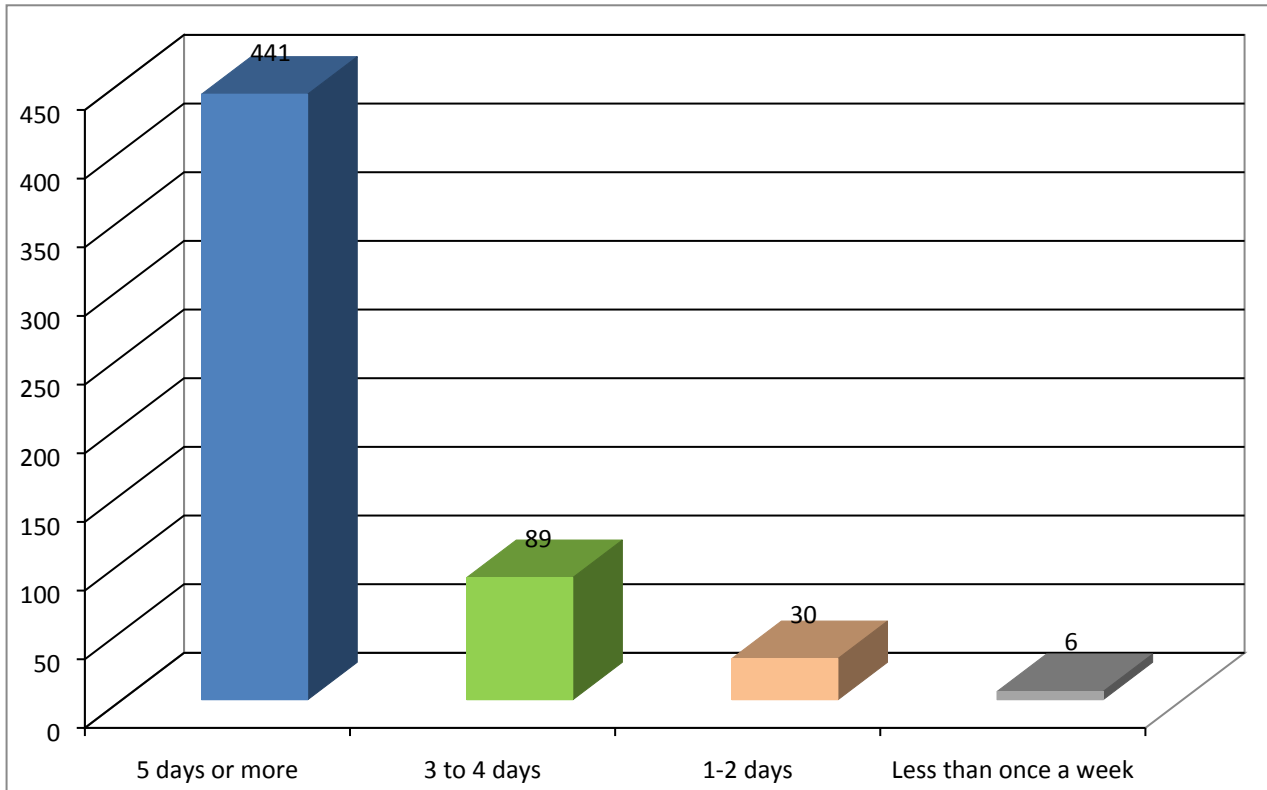


The highest number of journeys are made by car and further analysis of the data shows that 90% of those responding use this mode. Walking is the next most popular mode. Analysis of the data shows that nearly 90% of people walking, cycling or using public transport also travel by car, and of the people travelling by car, around three quarters also walk, cycle or use public transport.

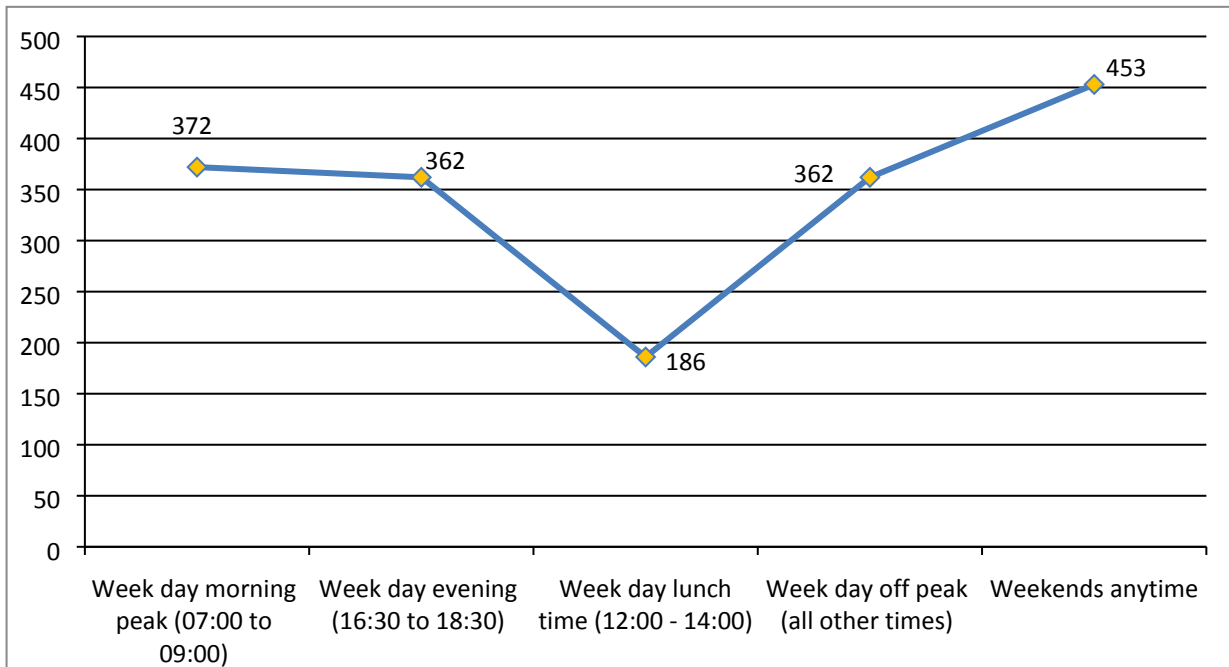
Question 2: What's usually the reason for your journey? (please tick all that apply)



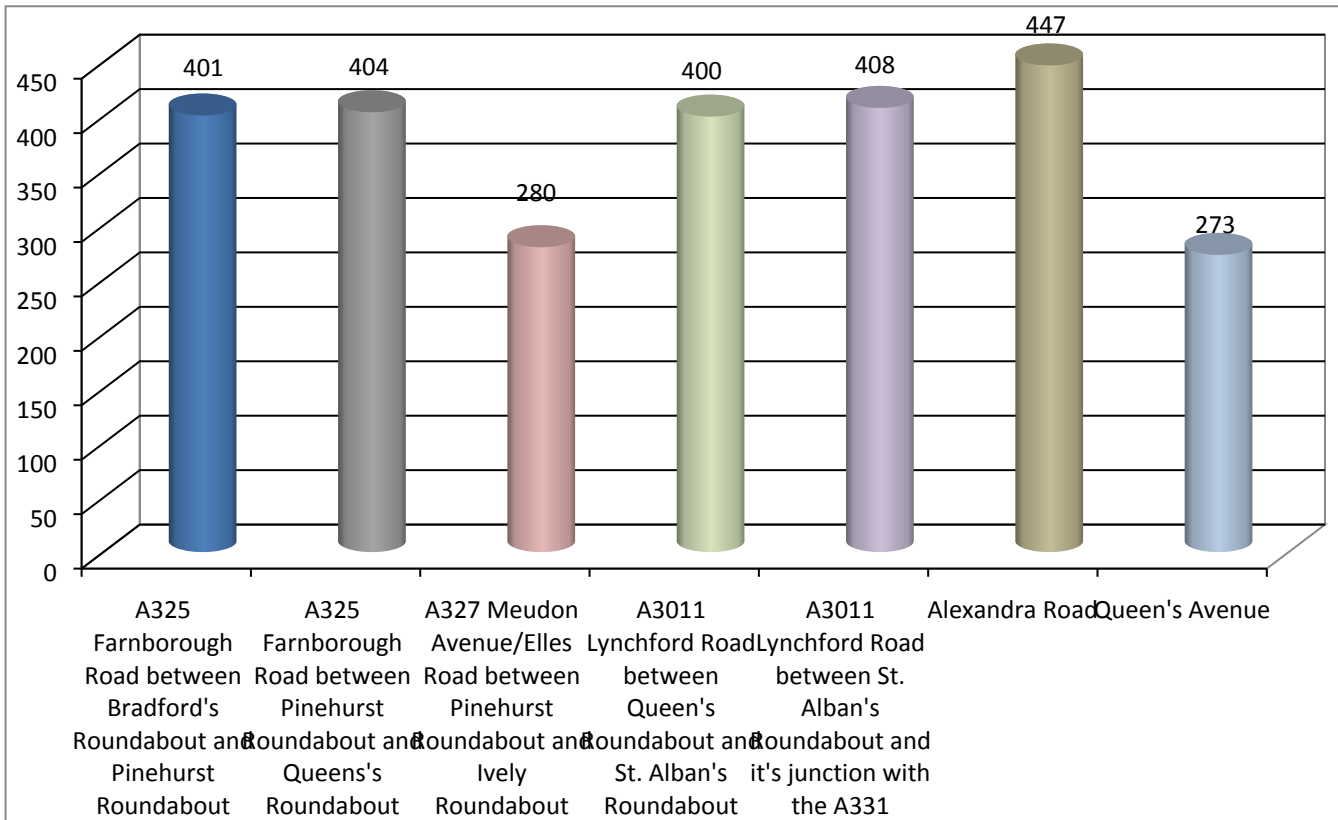
Question 3: How many days in an average week do you travel in Farnborough?



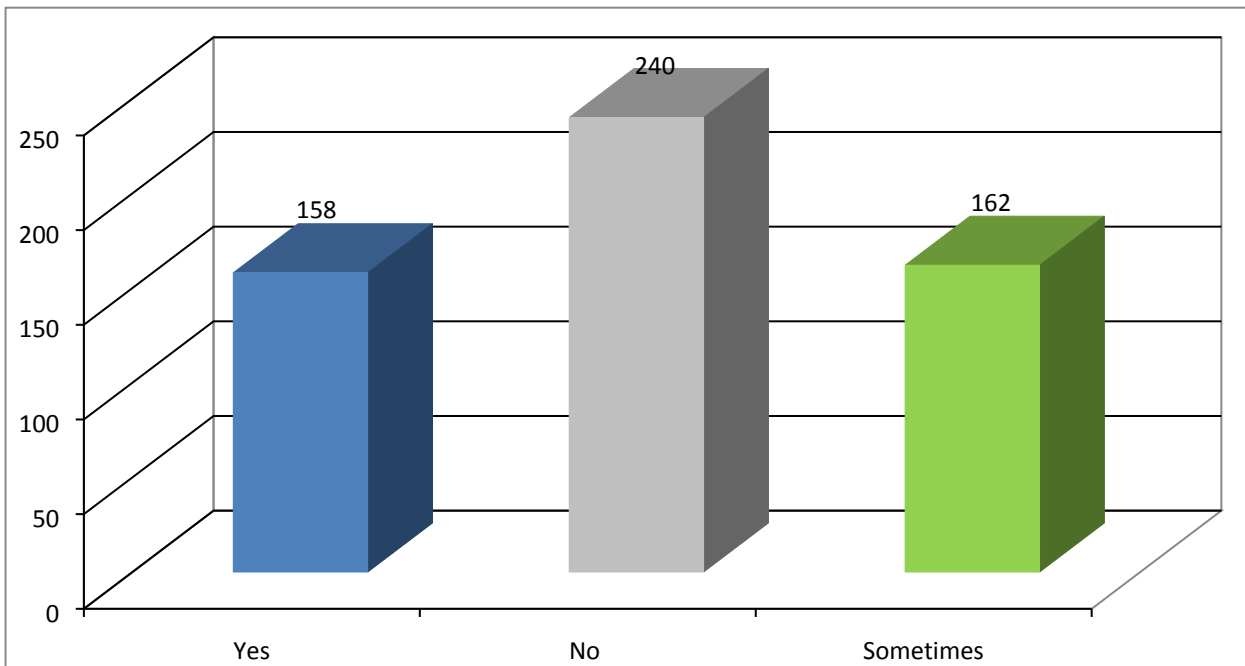
Question 4: At what time do you usually travel? (please tick all that apply)



Question 5: Which of the following roads do you regularly use in Farnborough? (please tick all that apply)

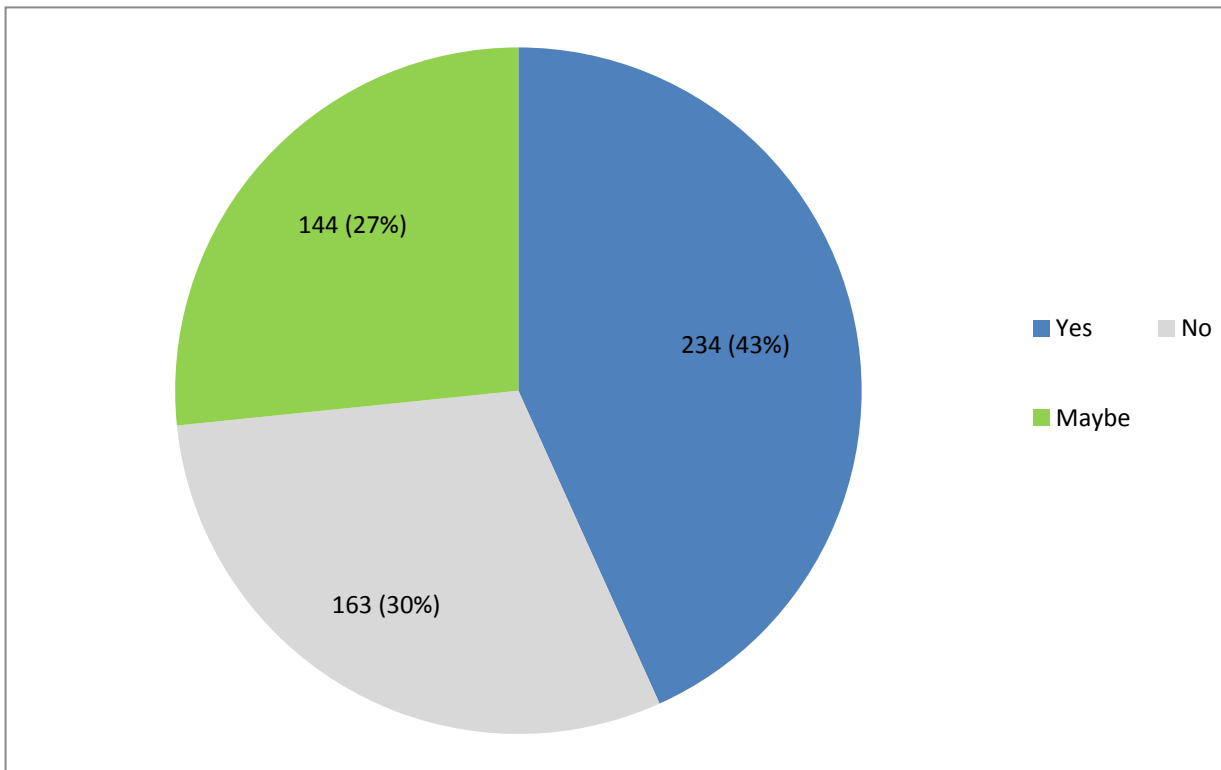


Question 6: Do you currently use an alternative route to avoid congestion along main roads in Farnborough?

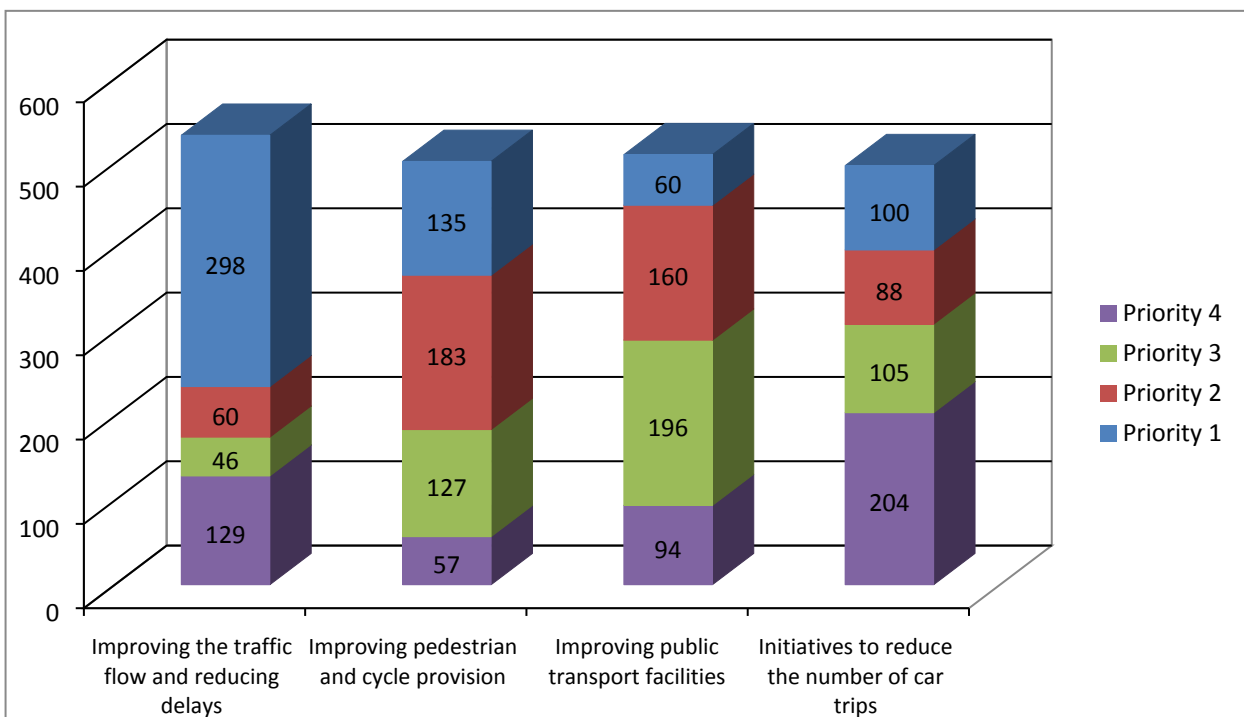


Your views on the proposals for the A3011 Lynchford Road

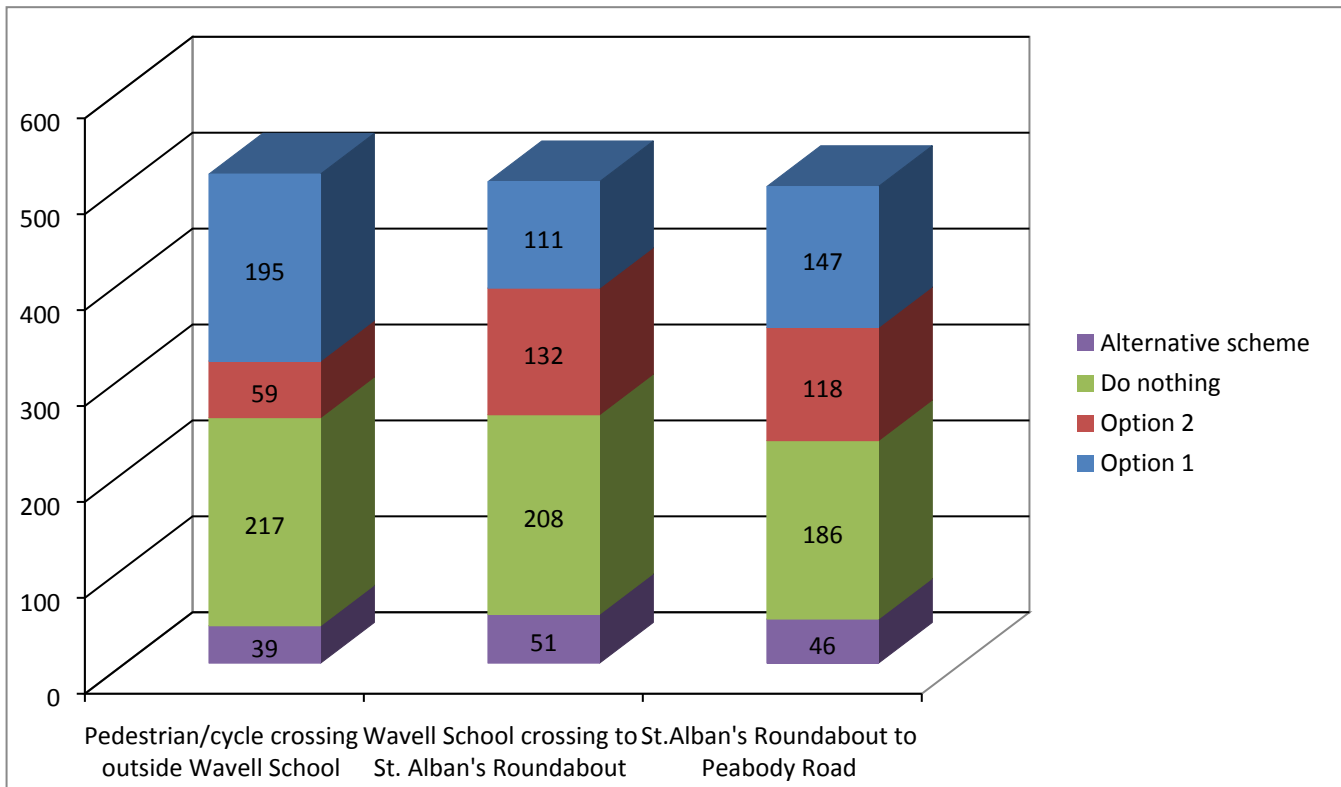
Question 7: Do you support the principle of improvements to the A3011 Lynchford Road?



Question 8: What should be the main aim of the improvements? (Please rank these 1-4 in order of priority, with 1 being the highest priority and 4 being the lowest priority)

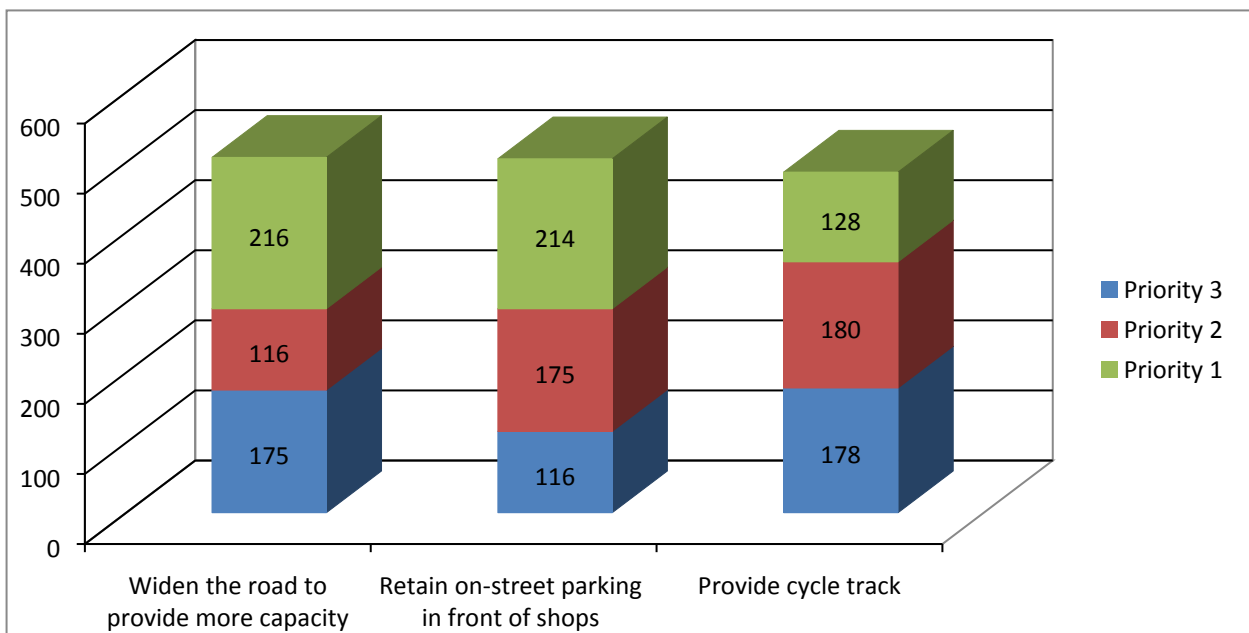


Question 9: Starting at Queen's Roundabout and heading east to the A331, what are your preferred suggested improvement options along the A3011 Lynchford Road? Please refer to the consultation material for details on the suggested options

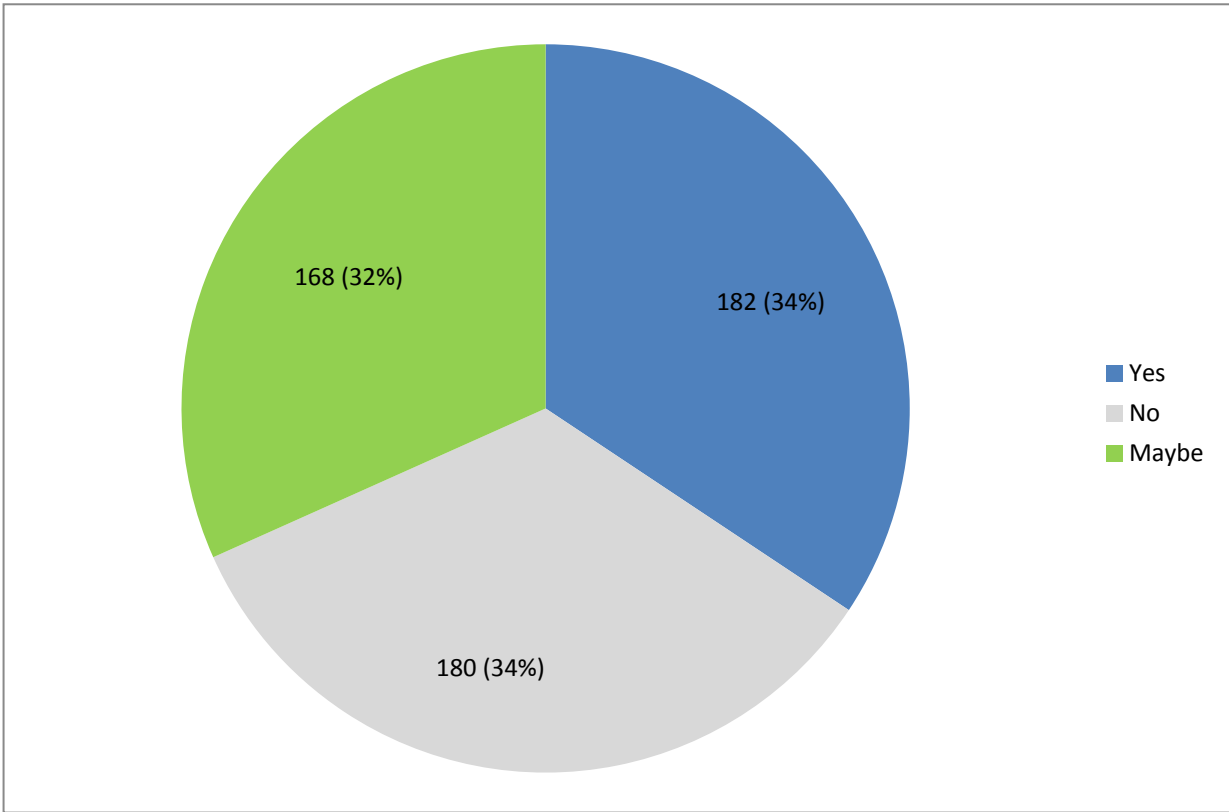


Question 10: A3011 Peabody Road to A331 (long-term option)

If it is possible to widen the road, taking land constraints into account, what do you think the priority should be for potential improvements? (Please rank these 1-3 in order of priority, with 1 being the highest priority and 3 being the lowest priority)

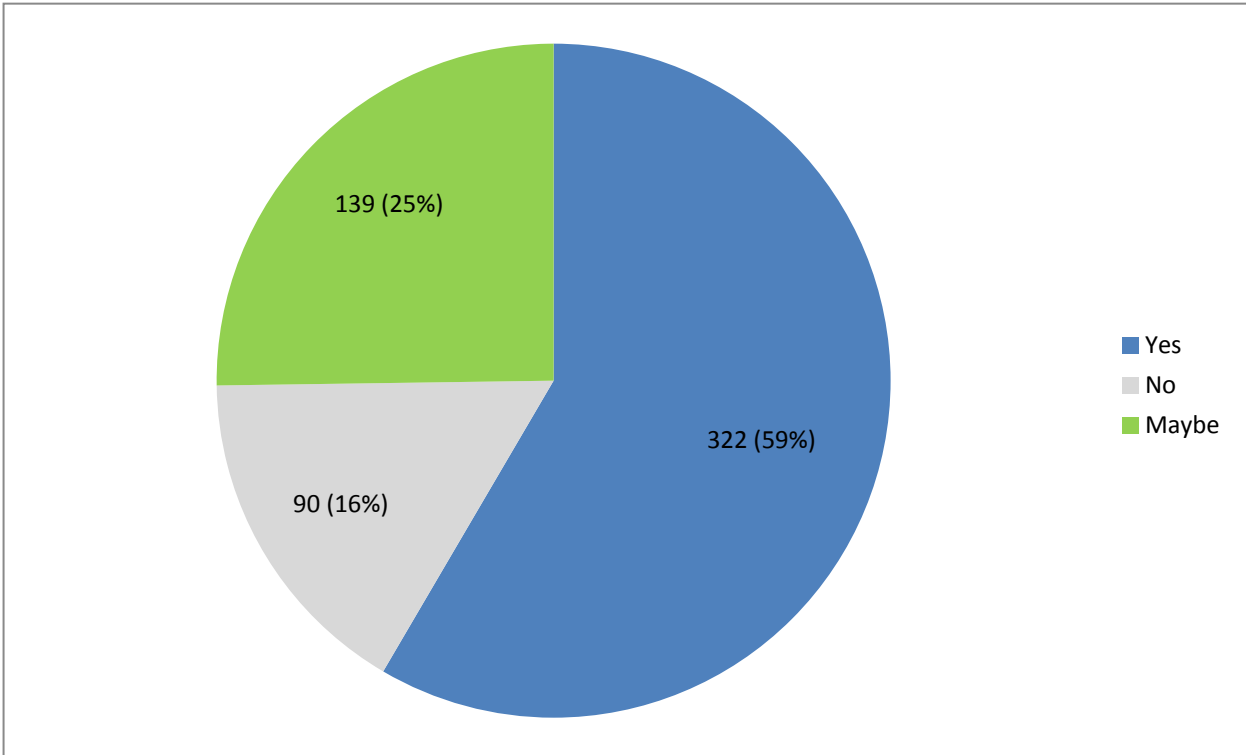


Question 11: A3011 Peabody Road to A331 (short-term option). Do you support the proposed short term improvements to this section of Lynchford Road?

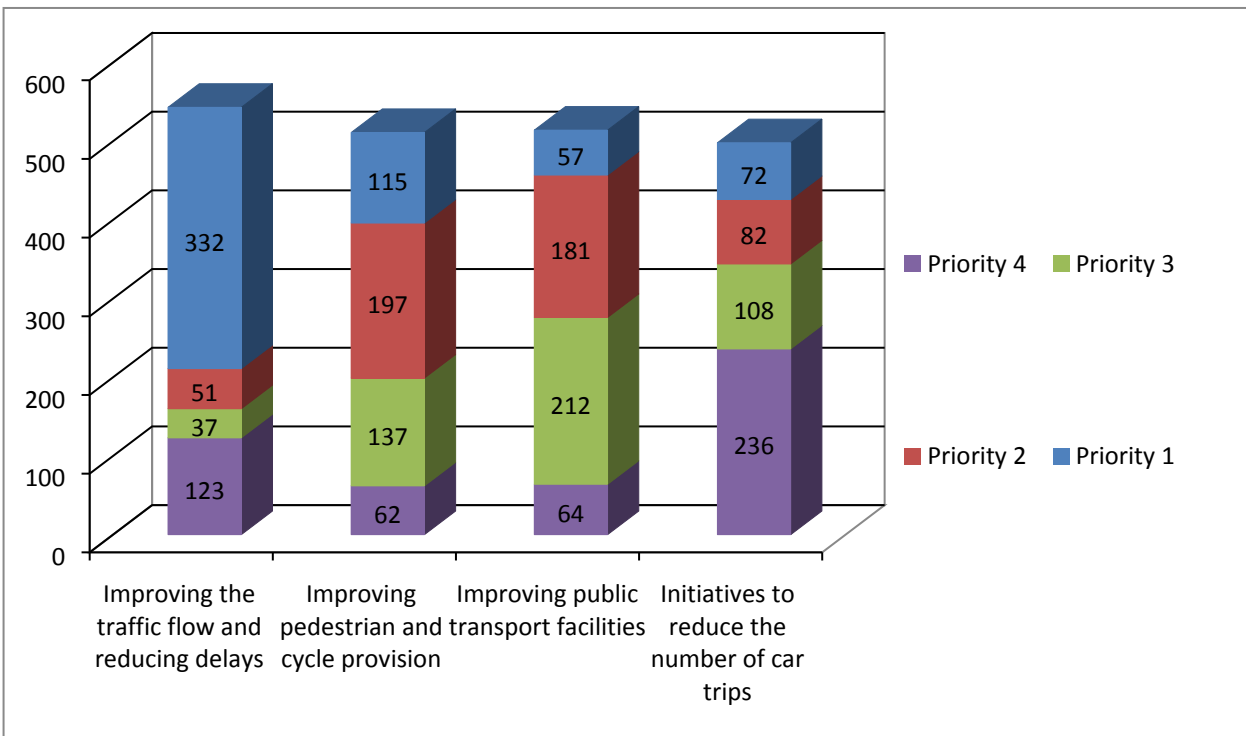


Your views on the proposals for the A325 Farnborough Road

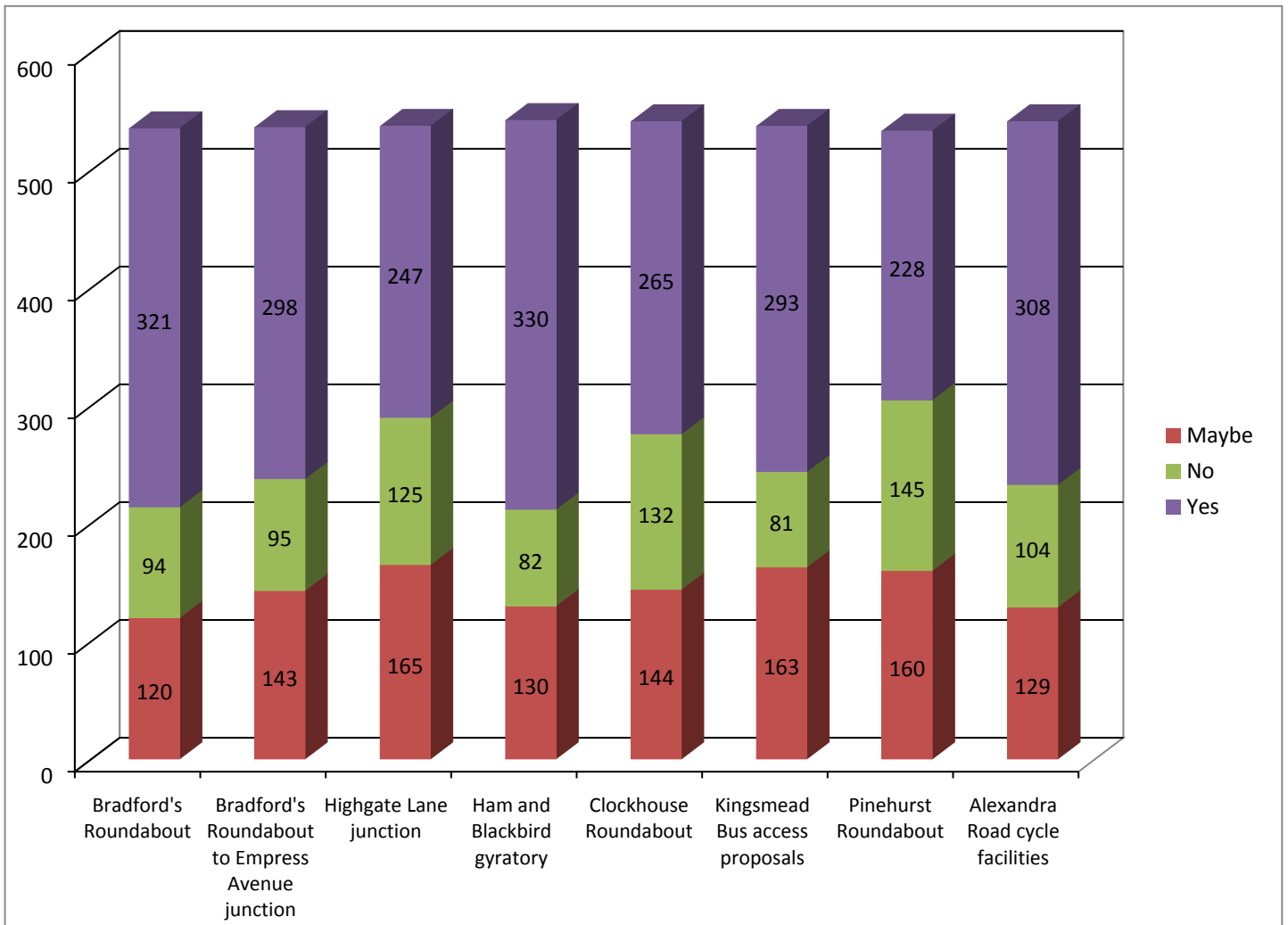
Question 12: Do you support the principle of improvements to the A325 Farnborough Road?



Question 13: What should be the main aim of the improvements? (Please rank these 1-4 in order of priority, with 1 being the highest priority and 4 being the lowest priority)

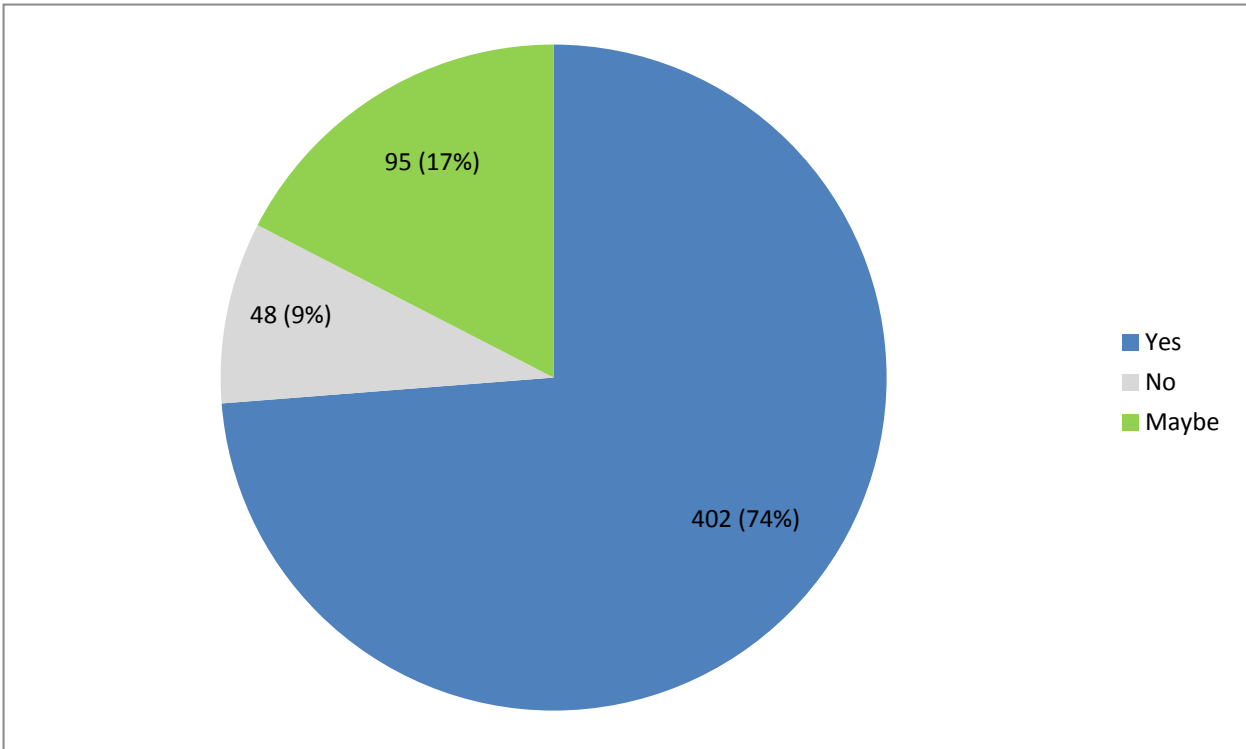


Question 14: Do you support the suggested improvement options/areas of study at the following junctions and links along the A325 Farnborough Road? (please tick one option in each row



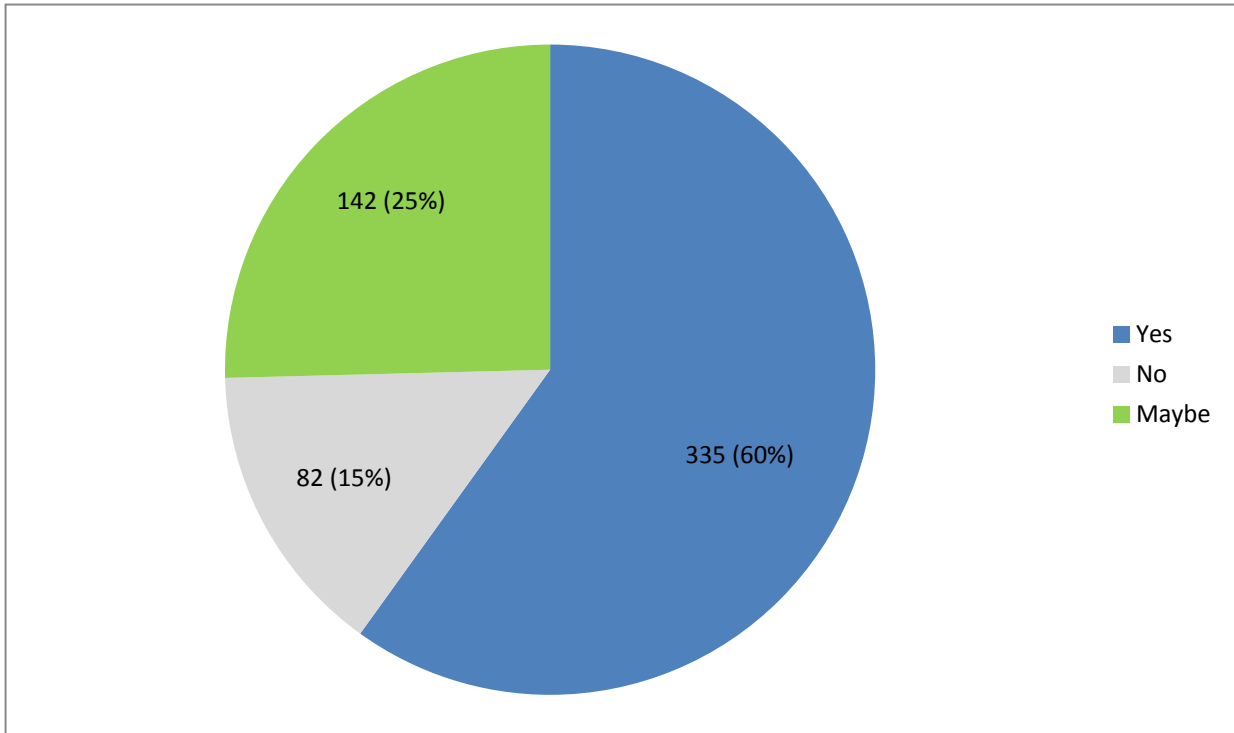
Your views on the proposal for Invincible Road

Question 15: Do you support the principle of creating a new access from Invincible Road onto the A327 Elles Road to relieve the existing access via Solatron Road?

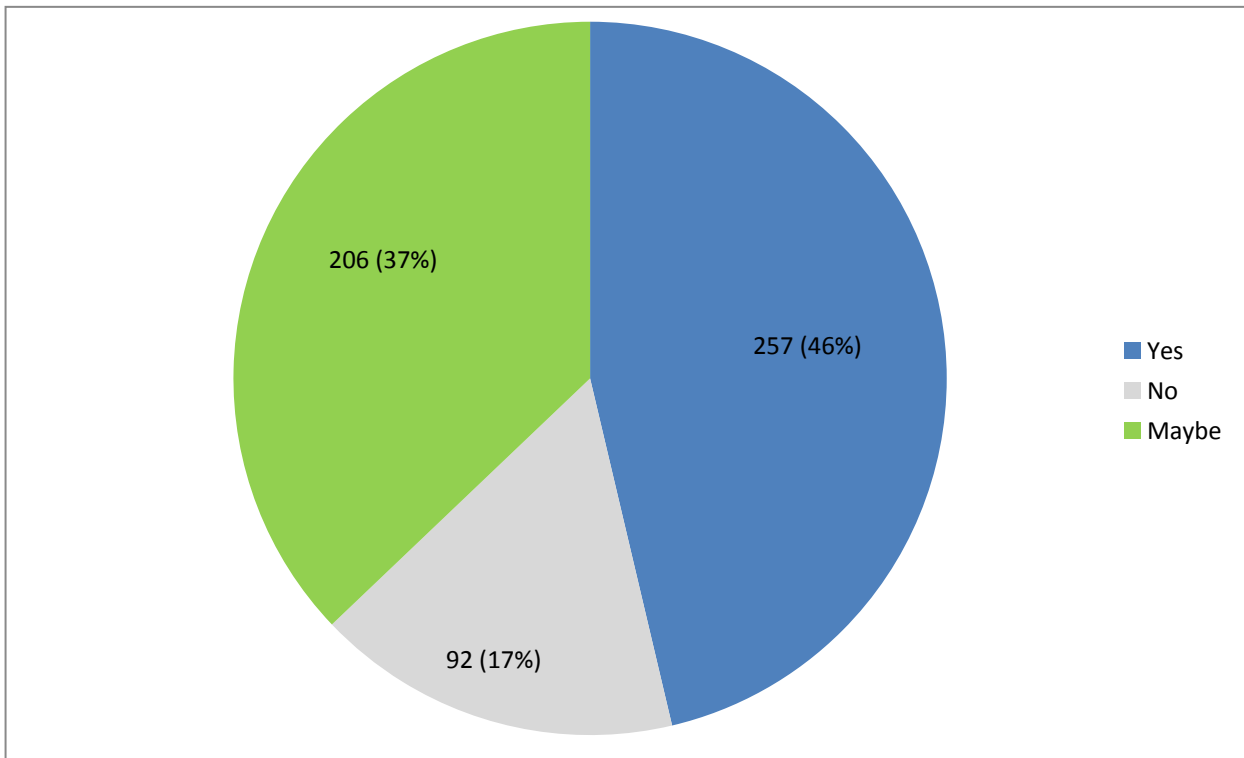


Your views on Blackwater Valley Gold Grid?

Question 16: Do you support the principle of improvements to the forecourt area at Farnborough (Main) Rail Station?

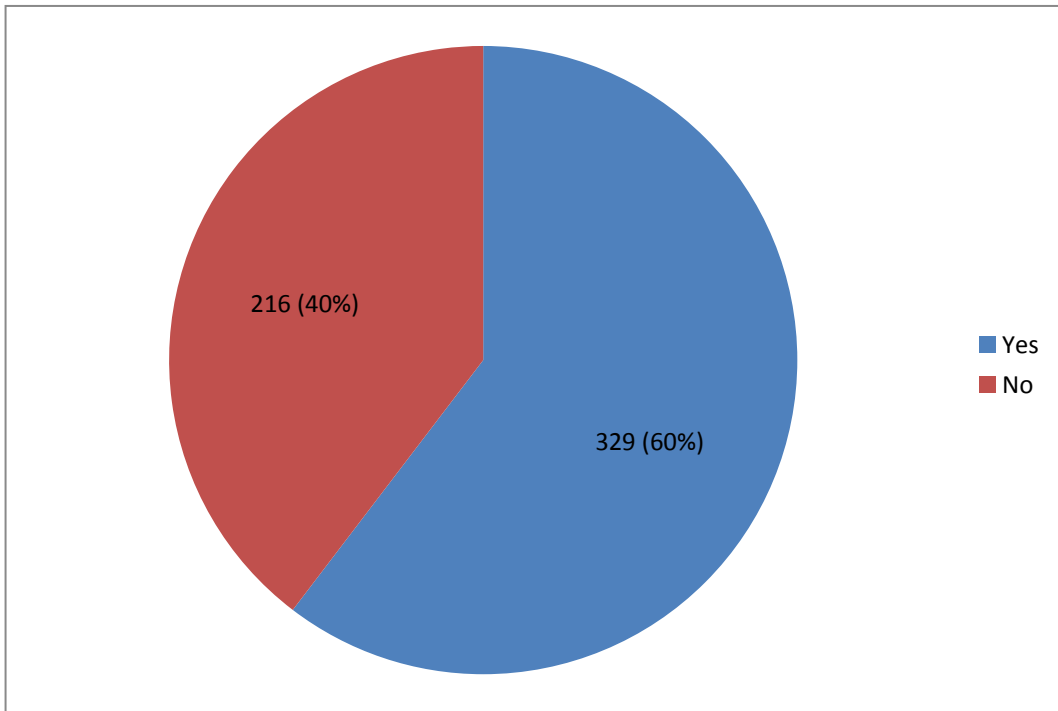


Question 17: Do you support the principle of other improvements to the Gold Route bus corridor?



Your views on the priorities for implementation

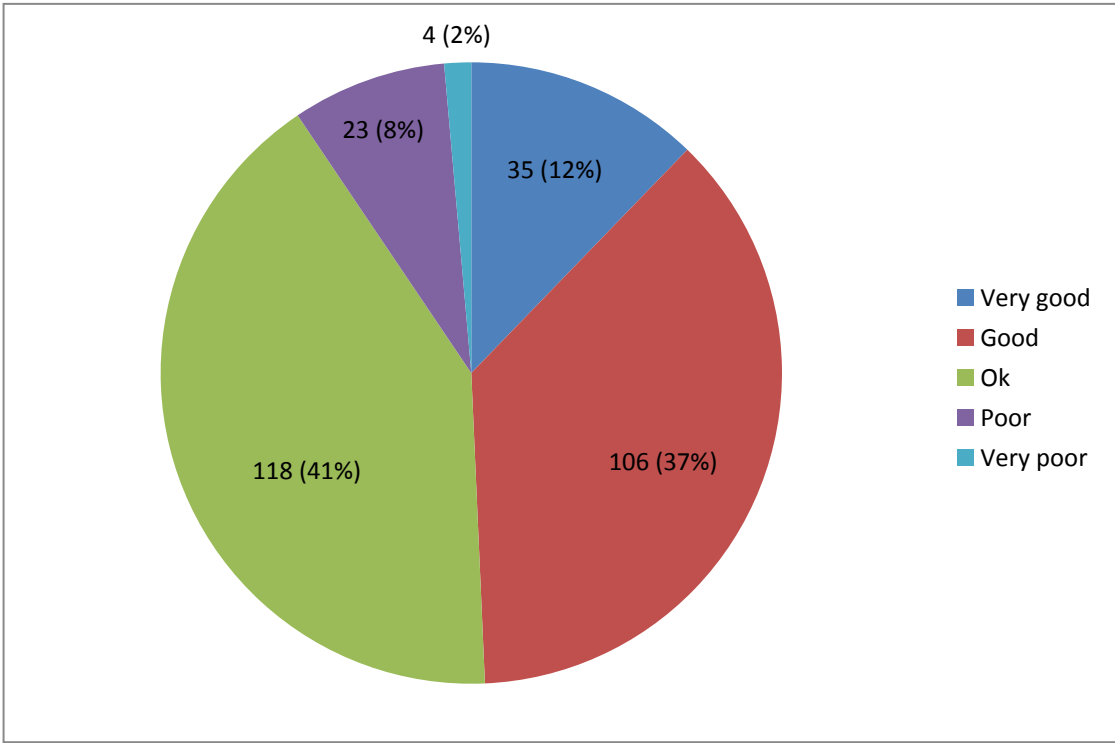
Question 18: Do you agree with the proposal to implement the suggested improvements schemes at Invincible Road and the A3011 Lynchford Road first, with the currently available funding?



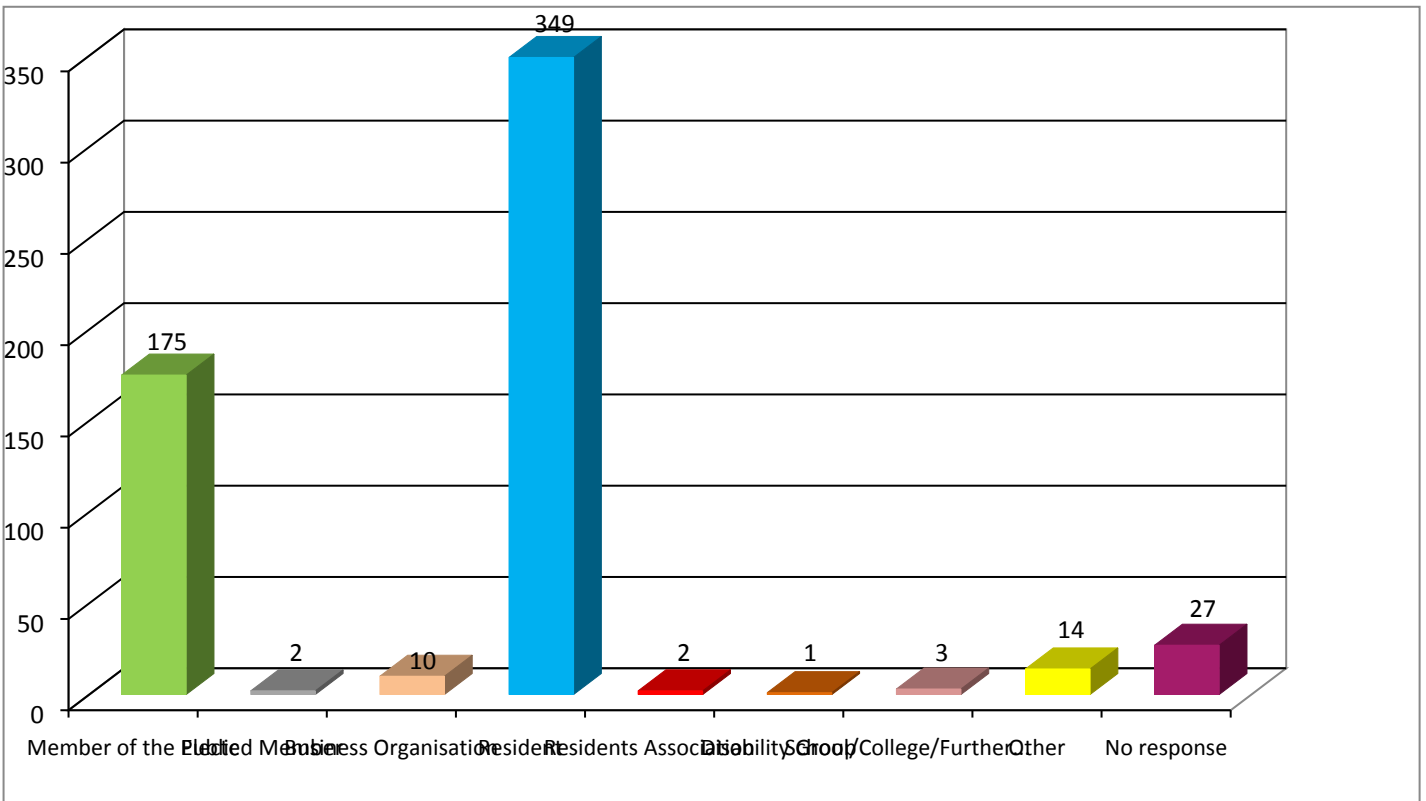
In terms of suggestions for alternative priorities, the following were the most frequently noted:

- A325 Farnborough Road or specific schemes on this route, including Bradford's Roundabout, Clockhouse Roundabout, Pinehurst Roundabout, Ham & Blackbird and Farnborough Gate;
- Public transport, walking and cycling;
- Not undertaking improvements to Lynchford Road
- Alternative access to A331 for Wellesley development; and
- Improved access to M3 J4A

Question 20: If you attended the event how would you rate the exhibition?



Question 21: In what capacity are you answering? (please tick only one)



Comments: Please provide any additional comments you would like to take into consideration:

An open question was asked to provide respondent's with an opportunity to provide feedback and raise any issues regarding the proposed scheme. In total 403 out of 583 respondents used this section to express their opinions. A summary of responses are provided in the below table, together with an officer response.

Comment Summary	No. of responses	Officer Response
Lynchford Road		
Concerned about noise / pollution / road safety / general impacts of proposals on North Camp, including its character / conservation area status / opening up Old Lynchford Road east of St Alban's Roundabout to through traffic	69	Further design work will fully consider impact of any scheme, including environmental impact and provision of appropriate mitigation measures and this work will be undertaken in partnership with the local community.
Develop alternative access routes to Lynchford Road between A331 and Farnborough, including Alison's Road / Government Road or Coleford Bridge Road.	37	Lynchford Road was identified as a primary route between Farnborough and the A331, with the provision of an all moves junction with the A331. The development of an alternative route would involve significant expense to provide all moves junction onto the A331. The Wellesley development is required through its planning consent to provide a new northbound on-slip to the A331, which will provide an alternative access onto the A331. However, there are no plans to provide for other movements to / from the A331, which would be extremely costly and may have deliverability issues. Similar issues apply in relation to south facing slip roads at Coleford Bridge Road.
Concerned about accessing Wavell School by foot or cycle and impact of scheme on Wavell School, including changes to crossing over A3011 Lynchford Road.	28	The existing crossing at Wavell school will be retained and any changes will be kept to a minimum and considered through further design work.
Concerns about impact of scheme on parking in Old Lynchford Road west of St Alban's Roundabout and adjacent roads, including people parking for work an / or picking people up / dropping off for school / need for a resident only parking scheme	18	If a widening option is delivered that reduces parking availability in Old Lynchford Road, parking management will be considered in detail through further design work.
Queen's Roundabout to St Alban's Roundabout - Concerns re removal of vegetation and impact on Old Lynchford Road with road closer to properties / impact on house prices / noise.	11	If a scheme is implemented here, further design work will consider mitigation for loss of vegetation. Noise mitigation will also be considered through the further design work.
Aldershot Garrison / MOD object to taking land to widen A3011, but welcome opportunity to discuss possible solutions with the County Council	2	The County Council will work with the Garrison and MOD with the aim of finding a mutually acceptable solution to allow the A3011 Lynchford Road to be widened on this section
Should acquire land from MoD to deliver improvements at eastern end of A3011 / Concerns that scheme dependent on acquiring land.	14	The County Council will work with the Garrison and MOD with the aim of finding a mutually acceptable solution to allow the A3011 Lynchford Road to be widened on this section. Accept that this is essential for the overall success of any scheme.
Compensation - How would this work / Concern that no compensation available in advance of scheme implementation.	6	If a scheme is implemented, Part I of the Land Compensation Act 1973 provides the statutory route for compensation claims to be made.

Wavell School Crossing only just changed	9	If a scheme is ultimately approved to impact to change the crossing, physical changes will be kept to a minimum.
A3011 not congested enough to justify improvements	6	There is regular peak period congestion on Lynchford Road will be exacerbated through further committed development in the area. In order to secure funding, the County Council will need to submit a business case, which demonstrates that the benefits of any scheme outweigh the build costs and this will need to demonstrate that congestion is reduced.
Subways or footbridges to replace at grade pedestrian crossings due to improve safety / capacity	8	These facilities are generally unattractive to pedestrians, as they increase walking / cycling distance compared to an equivalent at grade facility, particularly for mobility impaired people and people pushing prams. They are also very costly to build, particularly as they would need ramps that are fully compliant with the Disability Discrimination Act. Widening the road will increase traffic capacity at crossing points, but safe at grade crossing facilities can be retained.
Remove parking charges in Camp Road / Remove parking charges for under one hour in North Camp	3	The scheme is not considering local parking charges.
Queen's Roundabout to St Alban's Roundabout - Widen by removing frontage from the fire station	1	Comment noted. There is limited scope to widen here due to the proximity of the Fire Station building to the road.
Queen's Roundabout to St Alban's Roundabout - make Old Lynchford Road eastbound and existing A3011 westbound.	1	This scheme would have a significant impact on Old Lynchford Road, requiring removal of most if not all on street parking and move main road traffic significantly closer to residential properties. For these reasons, this option has not been proposed as an option.
Queen's Roundabout to St Alban's Roundabout - Concerns re removal of Old Lynchford Road	1	There is no proposal to remove Old Lynchford Road. If Option 2 is implemented on the A3011, it would require a redesign of Old Lynchford Road, which would reduce parking availability, but consideration of parking management would be required. Old Lynchford Road would be retained as a local access route to local residents, separate from the A3011.
St Alban's Roundabout - suggestion to reopen old alignment of Queen's Avenue to create large roundabout	1	This might have some benefits, but would have an impact on Napier Gardens, which would be enclosed by roads on all sides.
Park Road - One way operation has created congestion / rat running / make two way or change one way direction / concerns re impact of scheme	16	There is an opportunity for the further design work to consider traffic management issues in North Camp.

A3011 / A331 junction - possible signals to improve eastbound flow on A3011	1	Comment noted. Consideration will be given through further design work as to whether any changes are needed at this junction to tie in with changes to the A3011.
A3011 / A331 junction - Provide sign in Park Road to stop lorries that turn round in Old Lynchford Road	1	There is no traffic regulation order restricting HGVs from using Park Road so it would be difficult to sign. There is an opportunity for further design work to also consider traffic management issues in North Camp.
A3011 / A331 junction - Need speed reducing feature on Park Road exit from A331 roundabout	1	There is an opportunity for the further design work to consider traffic management issues in North Camp.
Avoid impact during construction on community Funfair in Napier Gardens	1	Comments noted.
Concern that if Old Lynchford Road becomes eastbound carriageway, then difficult for traffic exiting church car park to travel back west	1	Comment noted. This will be considered through further design work.
Need access for oversize HGVs to Peabody Road car park.	2	Comments noted and will be considered through further design work.
Traffic speeds in Lynchford Road	1	Comment noted. This will be considered through further design work.
Detailed suggestions for changes to North Camp area including pedestrianisation / more green space	2	Comment noted. This will be considered through further design work.
Could screen of trees be provided to hide army base?	1	Comment noted. This will be considered through further design work.
Prioritise traffic on A3011 instead of Alexandra Road / Queen's Avenue	1	Any future design will need to provide appropriate levels of priority for all these routes.
Provide filter lane from Alexandra Road to Old Lynchford Road if that is opened to main road traffic.	1	Aim of scheme is to provide two through running lanes along the A3011, which would make this difficult to achieve.
Signals at St Alban's Roundabout would help control traffic in Lynchford Rd	1	Comment noted. This will be considered through further design work.
Peabody Road - Congested / causes congestion at junction with Lynchford Road	4	Comment noted. This will be considered through further design work.
Provide pedestrian crossings at St Alban's Roundabout	1	Comment noted. This will be considered through further design work.
Consider side roads accessing Lynchford Road.	1	Comments noted. This issue will be considered through further design work.
Use footway on south side of A3011 near fire station to enable widening	1	Whilst most people walk on the north side in Old Lynchford Road, there is still some demand on this footway, so the designs proposed its retention. This could be re-examined through the proposed further design work.

Parking issues in Peabody Road - can additional parking be provided?	1	There are no proposals to change existing parking in Peabody Road, although further design work could look at traffic management issues in North Camp.
Parking issues in North Camp	1	If the proposals impact on parking in Old Lynchford Road west of St Alban's Roundabout, then wider parking issues will be looked at.
Confusing road markings on St Alban's Roundabout	1	Comment noted. This will be considered through further design work.
Re-opening Old Lynchford Road to through traffic could benefit businesses if parking is retained.	1	Comment noted.
Ensure scheme proposals have minimal impact on side roads	1	Comment noted. This will be considered through further design work.
Concern / comments re impact of proposals on Fire Station access and current congestion.	3	Comment noted. This will be considered through further design work.
Improve safety in Queen's Road	1	Comment noted. There is an opportunity for the further design work to consider traffic management issues in North Camp.
Ban cars turning right on Lynchford Road between A331 and St Alban's Roundabout	1	Comment noted. This will be considered through further design work.
East of St Alban's Roundabout - option to use old carriageway will open Camp Road as a rat run	1	Comment noted. If this scheme is progressed, further design work will consider wider impacts.
Difficulties crossing Peabody Road - Improve crossing facilities	1	Comment noted. This will be considered through further design work.
Minimise land take to reduce noise impacts on 237-265 Lynchford Road	2	Comment noted. This will be considered through further design work, which will include an assessment of noise impacts of any proposed road layout changes.
Queen's Avenue - Original alignment should not have been closed. Makes Napier Gardens car park unattractive for people visiting North Camp shops	1	Current proposals do not anticipate this re-opening. Even if this re-opened, people travelling between Napier Gardens car park and shops would still need to cross A3011 Lynchford Road to access shops. Proposals have highlighted the need to consider improved pedestrian crossing facilities on east side of St Alban's Roundabout, which will help access between car park and the shops.
Queen's Road - rat running issues. Hoping improvements reduce this	1	Comment noted.
Concerns that widening road will increase speeds	1	Comment noted. This will be considered through further design work.
Concerns re safe pedestrian access to / from Napier Gardens	1	All existing controlled pedestrian crossing points will be retained to cross the A3011 Lynchford Road and redesigned as necessary to accommodate the proposed road design.

Impact of proposals on Napier Gardens	1	If the A3011 is widened along the section adjacent to Napier Gardens, further design work will look at any mitigation that is necessary to compensate for the widening works.
Concern how properties with direct access onto Lynchford Road will be affected by proposals	1	This will be considered through further design work. All existing accesses will be maintained, although if a central reserve is provided on the A3011, they would become "left-in / left-out" only with a requirement to U-turn at the A331 or St Alban's Roundabouts.
Would like clarity on impact of scheme proposals on 213-227 Lynchford Road	1	Further design work will provide clarity on scheme proposals, but we would not anticipate a significant change in the location of the northern kerbline, as we would not want to impact on the stub end of the former Lynchford Road.
A325 more urgent than A3011	3	HCC believes that addressing issues in A3011 is more urgent than the A325, although it is intended to progress further design work on schemes on the A325.
Traffic currently bypasses to Old Lynchford Road	1	This is likely to avoid congestion on the A3011, which the proposals are aiming to reduce.
A3011 congested and will get worse. Plan for future traffic. Acquire third party land.	1	The proposals aim to reduce congestion and will require the acquisition of third party land.
A3011 congestion caused by pedestrian crossings	2	Comment noted. The proposals would aim to reduce congestion.
Need to complete improvements throughout A3011	1	The current levels of funding mean this is not achievable in the short term, but would still be an ambition, once further funding is available.
Proposal is to make A3011 Lynchford Road main access to Farnborough, Wellesley and Aldershot	1	The A3011 is already a primary route and important access to these areas, particularly as it has an all moves junction with the A331.
Lynchford Road should be for local traffic only and traffic calmed, with traffic for the exhibition centre accessing via the A325	1	The A3011 Lynchford Road is a principal road and a key link between the A331 Blackwater Valley Relief Road and Farnborough. The A325 would not have sufficient capacity to accommodate the traffic currently using Lynchford Road. It is necessary to
Concern at loss of on-street parking in front of shops	6	The scheme proposals intend to retain this parking.
Provide three lanes in Lynchford Road with tidal working	2	There are limited examples of this in the UK and it would require the installation. For a similar carriageway width, it will be possible for cars to travel two abreast informally in the busy direction at peak times.
Plenty of on-street parking in North Camp, so could lose some loss should not be an issue	1	The scheme designs aim to retain on-street parking where possible.

Cycling - Cycle route better on south side due to issues with design of facility on north side	1	Provision of a facility on the north side of the A3011 is still preferred as that is better accessible to people. Further design will consider the deficiencies of the existing route.
Cycling - Rather have wider two lanes for cycling than four narrow lanes.	1	The design will fully consider alternative routes for cyclists off the carriageway of the A3011 Lynchford Road
Proposals will increase traffic in Lynchford Road and not address congestion issues	3	Modelling work in support of the design and business case work will assess future traffic flows and congestion.
Lynchford Road widening taking footpath and removing parking would affect businesses	1	None of the options shown take footpath space or remove on-street parking in-front of businesses. The four lane option west of St Alban's Roundabout would affect parking on the south side of Old Lynchford Road, but would not be adjacent to businesses.
HGVs shouldn't be allowed to use Lynchford Road	1	Lynchford Road is a primary route and should be available to all traffic.
Reduce parking outside shops	1	There is no proposal to remove this parking as it supports the local shops.
Create gyratory system using triangle of Alexandra Road / Lynchford Road / Farnborough Road	1	Whilst one way gyratories can have traffic capacity benefits, they do create extended journeys for many people with business in the area, can lead to increased speeds and encourage more rat running.
Has traffic simulation / Cost : Benefit work been undertaken?	1	This will be undertaken through further design and calculating the cost : benefit will be an essential part of the Business case that will need to be submitted to the Local Enterprise Partnership to secure the funding.
Napier Gardens Car Park - Should be free to reduce businesses parking in local streets	2	The parking charges are set by Rushmoor Borough Council, who manage the car park. If the scheme proposals west of St Alban's Roundabout impact on parking availability, an overall review of parking will be made through the further design work.
Roundabouts cause the issues in Lynchford Road and should be improved before widening	1	Further design work will consider in detail the specific causes of congestion, including detailed modelling of the roundabouts.
Consider average speed cameras with 20mph limit.	1	Safety cameras are the responsibility of the police and are installed where this a proven road safety problem. Speed management will be considered through further design work.
Congestion on A3011 encourages people to rat-run through North Camp	1	The proposals aim to reduce congestion on the A3011, which should reduce the need for people to rat-run through North Camp.

Involve locals through a working party	1	It is proposed to take forward further design work on the A3011 in partnership with the local community.
Proposed changes not supported by most people in North Camp	1	The County Council has to take into account the views of all people that responded to the consultation and the overall response shows more people in favour of improvements to Lynchford Road than against.
Lynchford Road would become a rat run for Wellesley traffic	1	The A3011 will be one of the access routes used by Wellesley traffic but is a principal road. Wellesley will ultimately be served by a new northbound access onto the A331.
Delays for commuters / interests of businesses should not be placed above needs of the communities / local residents in Rushmoor	2	The County Council has to take a balanced view of all issues and the funding for any works from the Local Enterprise Partnership is specifically to support economic and housing growth in and around Farnborough. A significant proportion of people driving on the road network within Rushmoor will be Rushmoor residents. Further design work on the A3011 will be undertaken in partnership with the local community.
Scheme focussed on commuter flows in / out of Farnborough	1	Less than a third of jobs in Farnborough are filled by people who live in Farnborough and only a similar proportion of Farnborough residents work in Farnborough. This leads to high levels of in and commuting with 85% of in-commuters and 80% of out-commuters travelling by car.
Alexandra Road / Queen's Road - Concern that proposals / works will increase rat-running	1	Current congestion on the A3011 is likely to be increasing rat-running through North Camp. Further design work will look at traffic management within North Camp. During the implementation of any works, we will aim to minimise disruption and knock on impacts.
Want to retain green areas	1	Further design work will fully consider landscaping issues, including minimising impact on existing green spaces and the provision of any mitigation required to offset the impact of scheme proposals on green spaces.
What will happen during airshow with scheme proposals?	1	Proposals should improve matters for the airshow and may avoid the need for some of the temporary traffic management measures that are currently implemented.
A325 Farnborough Road / Alexandra Road / Town Centre		
Farnborough Gate - Address / consider congestion / safety issues at Farnborough Gate as part of proposals	18	Comments noted. There is an opportunity to consider this through further design work.

Bradford's Roundabout - high priority / safety issues / pedestrian crossings / suggested improvements	9	Comments noted. This would be considered through further design work.
Bradford's Roundabout - Remove some / all of the northbound bus lane on approach to junction	3	This section of the A325 has been highlighted for review of the overall road layout, which will be considered through further design work. Buses are an efficient mode of transport in urban areas, so it is important that they are given appropriate priority to ensure competitive and reliable journey times.
Ship Lane - Concerns about rat-running	1	The scheme does not currently include any proposals to restrict access in Ship Lane.
Ship Lane - Widen footway	1	Comment noted and will be considered through further design work.
Ship Lane junction - Suggestion to move southbound bus stop to south of Ship Lane junction / remove due to safety / congestion issues	3	Comment noted and will be considered through further design work.
Prospect Avenue junction - Extend southbound right turn lane	1	Comment noted and will be considered through further design work.
Prospect Avenue junction - Provide footbridge to relieve congestion at 6th form college leaving / arrival times	2	A footbridge would be costly and unattractive to pedestrians compared to an at grade crossing, given the additional distances that need to be walked.
Prospect Avenue junction - Improve pedestrian crossing	1	Comment noted and will be considered through further design work.
Concern that bus lanes south of Prospect Avenue junction prevents ghost islands to allow right turns into side roads and homes, causing traffic to undertake longer journeys.	1	Right turns into Napoleon Avenue and Empress Avenue are banned. There is no current proposal to allow these right turns, which are likely to generate rat-running through these streets. There is no ban preventing people from turning right into private properties along this section of the A325.
Farnborough Hill school - suggested access changes	2	Comments noted. The County Council has no direct control over this issue, but has highlighted the need to review this section of the A325.
Highgate Lane - most students cross at Prospect Avenue	1	Noted in relation to Sixth Form College, but students travelling to / from Farnborough Hill School do cross at Highgate Lane. Will be considered through further design work.
Prioritise pedestrian crossing improvements at Highgate Lane for pupils accessing Farnborough Hill School	1	Comment noted and will be considered through further design work.
Railway footbridge east side - Should convert to shared use cycle route to improve connectivity	1	Comment noted. This will be considered through further design work, but might be difficult due to restricted width and corner on the south end of the footbridge.

Railway bridge - New footbridge over railway on west side to allow existing road to be widened and associated changes northbound at Ham & Blackbird junction.	2	This footbridge scheme would be very costly to implement and it is generally junction capacity that is determining overall capacity of the A325 corridor.
Ham & Blackbird - New access to flats will cause issues / don't build flats to release land for improvements	4	This development has planning consent, which has defined its access arrangements and any proposals developed through further design work will take this into account. It should be possible to deliver improvements to address congestion issues without taking additional land.
Ham & Blackbird - Concern that gyratory think pedestrian only signals give priority over southbound traffic on A325	1	"Give Way" markings are provided for traffic circulating the gyratory to make priorities clear. Further design work will review the overall layout.
Ham & Blackbird to Clockhouse Roundabout - Needs barrier between northbound and southbound traffic.	1	Comment noted and will be considered through further design work.
Ham & Blackbird - Review pedestrian facilities	2	Comment noted and will be considered through further design work.
Ham & Blackbird - Concerned about safety	1	Comment noted and will be considered through further design work.
Ham & Blackbird - Need to changes to improve exit from Union Street in evening.	1	Comment noted and will be considered through further design work.
Ham & Blackbird - Would like to know details of proposals	1	Further consultation will be undertaken once further feasibility design work has been undertaken.
Clockhouse Roundabout - Restrictions on access to / from Salisbury Road would be a problem.	11	Comment noted and will be considered through further design work.
Clockhouse Roundabout - poor for pedestrians	6	Comment noted and will be considered through further design work.
Clockhouse Roundabout - traffic signals not a good idea	1	Comment noted and will be considered through further design work.
Clockhouse Roundabout - make southbound exit single lane or remove on-street parking	1	Comment noted and will be considered through further design work.
Clockhouse Roundabout - restrict parking near roundabout in peak periods.	1	Comment noted and will be considered through further design work.
Clockhouse Roundabout - Cycle facilities from Rectory Rd to station	1	Comment noted and will be considered through further design work.
Clockhouse Roundabout - Provide original layout for Rectory Road approach	1	Comment noted and will be considered through further design work.
Clockhouse Roundabout - Concern that cars travelling through Abbey Way to avoid queues approaching Clockhouse Roundabout	1	Comment noted and will be considered through further design work.
Clockhouse Roundabout - safety concerns and at mini roundabout with Elm Grove	1	Comment noted and will be considered through further design work.

Clockhouse Roundabout - concern about on-street parking south of roundabout and suggestion to use grass area.	1	Comment noted and will be considered through further design work.
Clockhouse Roundabout - Concern about lane markings	1	Comment noted and will be considered through further design work.
Victoria Road / Kingsmead - Signal junction and bus lane has created congestion	1	This area will be looked at as part of any design work at Clockhouse Roundabout
Victoria Road - Crossing outside "Tilly Shilling" not well used with pedestrians crossing elsewhere	1	The scheme does not currently include any proposals to change the road layout here. In busy town centres, pedestrians will cross streets on many different desire lines that may not align with formal crossing facilities.
Oak Road - Concerns about bridge over A325	1	The proposal here is for a new signal controlled at grade crossing rather than bridge
North of Pinehurst Roundabout - Footbridge or subway should be provided for proposed crossings over A325 by Kingsmead to reduce congestion.	1	A footbridge would be costly and unattractive to pedestrians compared to an at grade crossing, given the additional distances that need to be walked.
North of Pinehurst Roundabout - Provide small dedicated bus terminal in parking area with dedicated on / off slip north east of Pinehurst Roundabout	1	Comment noted and will be considered through further design work.
Pinehurst Roundabout - concerns with personal safety as pedestrian	1	Comment noted and will be considered through further design work.
Pinehurst Roundabout - Widen subways to improve sight lines	1	Comment noted and will be considered through further design work.
Pinehurst Roundabout - Don't reduce parking with T-junction option	1	This scheme would only be implemented alongside comprehensive redevelopment of the surrounding area, which would need to consider overall car parking provision for the town centre.
Pinehurst Roundabout - use original Farnborough Road for southbound traffic	1	There is no proposal to re-open the old Farnborough Road as a through route, as this provides a quiet street for north / south cycle movements to bypass Pinehurst Roundabout.
Pinehurst Roundabout - T junction option would remove current grade separated crossing facilities	1	Comment noted. If this scheme is ever progressed a detailed assessment and provision of pedestrian facilities will be required.
Pinehurst Roundabout - don't signalise	1	This would only happen if clear benefits could be demonstrated.
Pinehurst Roundabout - Reduce speed of traffic to make access from Kingsmead easier.	1	Comment noted. This issue will be considered through further design work.
Pinehurst Roundabout - Could signal control of Kingsmead entry negate need for separate bus route?	1	Comment noted. This issue will be considered through further design work.
Pinehurst Roundabout - Issues with Kingsmead entry arm including offside bus lane	2	Comment noted. This issue will be considered through further design work.

South of Pinehurst Roundabout - Concerns that removal of southbound bus lane on A325 could create issues accessing / egressing the A325.	1	Comment noted. This issue would be considered through further design work on this section of the A325. Any changes to bus lanes would only be made if it could be clearly demonstrated that there was an overall benefit and that road safety is not compromised.
Boundary Road Junction - opening up right turn out of Farnborough Central	1	There are currently no proposals to change the layout at this junction or movement restrictions, which were determined through the planning consent. Although accessible, the roads west of the A325 here are not public highway.
Suggestions / comments re cycle infrastructure along A325	8	Comments noted. Cycle infrastructure will be considered in more detail through the design process and these comments will be considered as part of that.
A325 cycle lane - need better segregation between pedestrians and cyclists	1	Comment noted and will be considered through further design work.
Provide cycle tunnel west of Farnborough Station	1	Whilst this would provide connectivity benefits, it would be very costly to implement and is unlikely to demonstrate Value for Money.
Provide cycle facilities along A325 instead of Alexandra Road	1	There is already a shared use cycle route along most of this part of the A325. Alexandra Road is an important route through North Camp and provides a direct connection into Queen's Avenue in the south.
Improve cycle access to Farnborough Main from north	1	Comments noted and will be considered through further design work.
Cycling - Cycle route needs to be on road on A325 between Bradford's Roundabout and Highgate Lane to give it priority over side roads.	1	Comments noted. This section of the A325 is suggested for review, which will include consideration of cycle infrastructure, which will need to be attractive to all users.
Alexandra Road cycle lanes not well used due to various issues including parking / need to be more attractive with suggestions made	6	Comments noted. Intention would be to provide cycle facilities that would be safe and attractive to use, which will be considered through further design work.
Cycling - Replace cycle parking in Queensmead	1	Comment passed to Rushmoor BC
Deal with potholes on A325	2	These have been reported and are dealt with through the general maintenance programme.
Widen A325 as dual carriageway to Clockhouse Roundabout	1	This would be extremely costly and unlikely to provide Value for Money, particularly with the requirement to acquire third party land and build a new bridge over the railway.
Synchronise existing traffic signals on Farnborough Road	1	Signals are synchronised where they are in close enough proximity for this to be beneficial.
More signals would cause more congestion on Farnborough Road	2	Additional traffic signals would only be installed, where there they would provide demonstrable benefits.

Nothing needs to be done to Farnborough Road	1	Proposals will only secure funding if they can demonstrate need through a Business Case
Concern re pollution in Alexandra Road	1	Congestion in Alexandra Road is largely caused by capacity issues at St Alban's Roundabout, which we would hope to address through the scheme proposals.
Speed cameras needed in Salisbury Road	1	The Police are responsible for installing speed cameras and this is based on injury accident records.
Concern about whether A325 scheme would increase traffic on Prospect Road	1	The proposals are aiming to maintain or increase the capacity of the A325, so they should not have a significant impact on traffic flows in Prospect Road.
Invincible Road		
Additional egress essential from Invincible Road	1	This is identified as a priority scheme.
Issues in Arrow Road / Marrowbank Lane relating to the tip	1	There are no specific proposals here as part of the Invincible Road scheme.
Suggestions re Invincible Road scheme	1	Comments noted and will be considered through further design work.
Improve access to / from Asda car park	2	A temporary access has been created from Westmead and investigations are taking place to see if a more permanent arrangement can be made.
Issues should have been sorted before planning permission was given for new retail units.	3	Comment noted.
Join Invincible Road with Eelmoor Road	1	The proposals are to provide access onto Elles Road, which the County Council believes will provide the best solution.
Join Invincible Road with Marrowbrook Lane	1	This option is not proposed, as this is a residential street. The new egress onto the A327 Elles Road should resolve the current congestion issues.
Can take 20-30 mins to exit Invincible Road after work	1	Comment noted. The proposals should help address this issue.
Provide opportunities for people to only park in one location	1	This issue will be considered, but will require the agreement of respective car park owners.
Encourage better use of other town centre car parks to relieve demand on Asda car park	1	Comment noted and being considered.
Can alternative access to Asda car park also be used as an egress point	1	Consideration is being given to whether this access point can be made permanent. This will also consider whether an egress point here would be appropriate.
Concerns about road safety at Solatron Road / Invincible Road roundabout.	1	The scheme does not currently propose any changes to this junction, but the further design work will consider road safety issues in the area.

Could access to Victoria Road be made via B&Q access?	1	It would be difficult to deliver this scheme and the proposals for a new egress onto Elles Road is a more deliverable scheme and should resolve the congestion issues.
Do not remove more car parking spaces	1	There are no proposals currently to do this
Blackwater Valley Gold Grid		
Farnborough Main - Forecourt only recently upgraded and works well	4	Although the previous forecourt scheme was implemented less than 10 years ago, the increased demand to use the station through additional car parking and increased minibuses services has created problems that need to be addressed.
Farnborough Main - Swap bus area with pick up / drop off	2	Comment noted and will be considered through further design work.
Farnborough Main - Review / More car pick-up / drop-off needed	3	Comment noted and will be considered through further design work.
Farnborough Main - Decking of car park has created congestion problems	1	Comment noted and will be considered through further design work.
Farnborough Main - problems caused by traffic exiting car park across path of buses. Suggest car park uses new access onto Union Street.	1	Comment noted and will be considered through further design work.
Farnborough Main -Forecourt already unfriendly for car drivers / bus facilities adequate	1	Any proposals will seek to provide better pick-up / drop off facilities. Bus facilities are congested during peak periods, due to increase in minibus traffic.
Farnborough Main - should be focussed on car pick-up / drop-off - enough space for buses	2	The design will fully consider pick-up / drop-off trips. There is insufficient space for buses and minibuses at peak times that needs to be addressed.
Farnborough Main - Delays exiting underground car park at Spectrum Point	4	Comment noted and will be considered through further design work.
Farnborough Main - Bus bays underused. Could convert one to car pick-up / drop-off	1	Whilst there is plenty of capacity in the bus bays during the off peak, they are over capacity in peak periods, with the increasing number of minibuses serving the station. The scheme will also look at pick-up / drop-off arrangements.
Farnborough Main - Changes / more space required for pick-up / drop off	2	Comment noted. This will be considered through the design process.
Farnborough Main - School bus drop off outside Spectrum Point causes problems.	1	Comment noted. This will be considered through the design process.
Farnborough Main - concern that scheme will restrict private vehicle access	1	The proposals will fully consider the need to provide adequate provision for pick up / drop off
Farnborough Main - Make Network Rail and South Western Railway pay	1	The County Council will try and secure match funding towards any overall changes.

Farnborough Main - Remove pick-up / drop-off bays opposite coffee shop, which cause congestion.	1	Comment noted. Further design will comprehensively look at all issues at Farnborough Main.
Farnborough Main - need further information on proposals	1	Once proposals have been drawn up for Farnborough Main, there will be further consultation.
Farnborough Main - consider cycle access	1	Cycle access will be considered through the design work.
Need to think about other bus routes	1	Gold Route 1 is key strategic bus route serving the area and funding matches investment made by Stagecoach in new buses.
Delays for buses getting onto Pinehurst Roundabout	1	Comment noted and will be considered through further design work.
Comments re potential for bus stop improvements in Alexandra Road.	1	Comment noted and will be considered through further design work.
Public transport costly	3	Bus fares are set by the operators that generally operate services on a commercial basis.
Make Kingsmead one-way northbound for buses	1	Comment noted and will be considered through further design work.
Don't build around Gold Grid as buses aren't used.	1	The Gold Route One is a fully commercial service, so is not empty. Buses are very efficient at moving people and have an important role to play in overall transport mix.
Real time system isn't accurate	1	Comment passed to Integrated Transport Section
General Comments		
Queen's Roundabout - Complaints / concerns about Queen's Roundabout including delays constructing / cost increases / waste of money / has increased delays / location of pedestrian crossing / road alignment / suggestions (e.g. requests for yellow boxes)	34	Comments noted. The majority of County Council schemes are delivered on time and on budget. Suggestions re current operation passed to the Intelligent Transport Systems section.
Improve / provide high quality cycle / pedestrian facilities	19	Through further design, detail consideration of cycling and pedestrian infrastructure will be made.
Encourage pedestrians, cyclists and / or public transport	12	Through further design, detail consideration of infrastructure to support walking and cycling will be made.
Better cycling infrastructure needed to encourage cycling to / from schools.	1	Cycling infrastructure will be considered through further design work of any proposals.
Use latest design guidance for cycle route design	1	The intention is to use Interim Advice Note 195/16 and London Cycle Design Standards the main design guidance on cycling infrastructure.
Various suggestions on where new / improved cycle infrastructure should be provided	1	Comments noted.
Cycle routes should be away from traffic to encourage cycling.	1	The latest design guidance will be used for the development of any cycle facilities.

Cycle routes should be wider.	1	The latest design guidance will be used for the development of any cycle facilities.
Cycle facilities - don't like shared use facilities	1	Comment noted.
Cycle facilities at roundabouts - facilities at Queen's Roundabout inconvenient - would prefer on carriageway cycle lanes.	1	Comment noted. The latest design guidance will be used for the development of any cycle facilities, including those at roundabouts.
Prefer cycle lanes shared with pedestrians rather than segregated from traffic by kerbs or "orcas" that are dangerous for pedestrians.	1	Comment noted.
Cyclists use footpath instead of lanes	1	Provision of better cycle infrastructure should help address this issue.
No more cycle lanes - not used	1	Any new cycling facilities will be designed to latest standards that aim to make cycling attractive.
Improve cycle route to Guildford	1	Comment noted. This will be raised with Surrey County Council, who are the highway authority for this route east of the A331.
Cyclists prefer to ride on footways instead of cycle lanes	1	The aim will be to provide cycle lanes that are attractive to use.
Do not give pedestrians and cyclists cursory attention	1	Further design work will fully consider pedestrian and cycle movements.
Improve "active travel "infrastructure.	2	This will be considered through further design work.
Put in measures to reduce vehicle use. Proposals won't reduce congestion.	5	Any proposals will need to demonstrate that they deliver value for money to secure funding. This will include reducing journey times compared to a "Do Nothing" scenario. Further design work will fully consider pedestrian and cycle facilities, to encourage use of these modes.
Beware of moving congestion further on	1	The further design work will consider this issue through modelling work.
Remove bus lanes	8	The bus lanes are focussed on the high frequency Route One corridor, which links Aldershot, Farnborough, Frimley and Camberley and provide essential priority to maintain journey time reliability. Some sections of road including bus lanes are subject to review, although the presumption would be to retain bus priority unless there was a demonstrable case that its removal would provide significant benefits to all road users and would not disadvantage buses.
Avoid introduction of "useless" bus lanes	1	These would only be added, where it can be demonstrated that they provide overall benefit, taking account of the needs of all road users.
Don't signalise more roundabouts	6	This would only happen if overall benefits can be clearly demonstrated.

Driverless vehicles will reduce congestion in future	1	This is a possible outcome, but there is still a lot of uncertainty about when driverless vehicles will become widespread and this is unlikely to happen in the short to medium term.
Reduce number of private cars on the road to reduce congestion.	1	This is difficult for the County Council to directly control.
Ensure retail development has sufficient parking.	1	New developments are required to provide parking in accordance with the parking standards and policies in the Local Plan, which are based on national planning policy guidance.
Flyover roads	1	Very expensive and not likely to be affordable within current budgets.
Don't create loads of bus lanes and cycle lanes that cause congestion	1	Any proposals for additional bus priority or cycle infrastructure would not create significant congestion, as this would
Cut number of pedestrian crossings causing congestion	1	Good quality pedestrian infrastructure is essential to maximise pedestrian trips that reduce the number of car journeys and ultimately congestion. In urban areas, junctions generally dictate overall network capacity rather than pedestrian crossings.
Don't implement more cycle lanes as they narrow roads and reduce traffic speeds	2	The aim would be to install cycling infrastructure that is attractive to use and would not be designed to cause additional congestion on the road network.
High bus fares	2	Bus fares are set by the operator on a commercial basis.
Don't waste funding on "interim improvements" / Concern that work will be "half done"	2	The short term available budget means will constrain what can be delivered initially, but partial improvements will only be made if the County Council is confident that a comprehensive scheme is deliverable.
Should secure more funding from new housing developments	1	Contributions are secured from new developments in line with national planning policy guidance.
Works will cause delays	1	During construction, we will attempt to minimise delays, particularly during busy periods.
Are improvements needed?	1	There are congestion issues that need to be addressed and in order to secure funding, it will be necessary to demonstrate that any scheme proposals provide benefits. There are also a wider improvements identified for public transport, walking and cycling.
Consider needs of motorcyclists in design	1	Comment noted.
Reduce parking provision / Charge for workplace parking	1	There are no proposals to implement such a scheme at the moment. Only one national workplace parking charging scheme has ever been implemented.

Provide Park & Ride including for Exhibition Centre	7	The transport impact for the Exhibition Centre was considered through the planning process and Park & Ride was not deemed necessary and development has sufficient car parking on-site to cater for its needs. For employment sites, they have adequate on-site parking provision and would have no incentive to use Park & Ride facilities.
Infrastructure should be provided in advance of new developments	3	Developments are making contributions towards transport infrastructure in Farnborough and this will form the bulk of the match funding contribution by the County Council. No individual planning application has demonstrated severe enough impact to justify funding any of these measures in isolation, but have justified making funding contributions towards transport enhancements. Only a small part of the major Wellesley development has been implemented to date.
Need further information on what money will be spent on	1	This will be established through further design work.
Need more empirical data to evaluate priorities	1	This will be provided through further design work.
Prioritise new planting where possible	2	Comment noted. This will be considered through further design work.
Building more roads increases traffic load and pollution	1	Proposals aim to address specific congestion hotspots areas and also invest in better facilities for public transport, walking and cycling.
"Improvements" should only be done if they improve things - spend money wisely	1	Any scheme proposals will need to demonstrate that they provide Value for Money in the Business Case to secure funding from the Local Enterprise Partnership
Building works / roadworks in Farnborough cause traffic congestion. Need incentive to for works to be completed in a timely manner.	2	The Government has been trialling lane rental schemes in London and Kent and following a consultation in Autumn 2017, is planning to roll enable other highway authorities to make use of this scheme. This allows authorities to charge organisations for the space taken for undertaking works on the highway, which may help reduce these delays.
Proposals improve access to airport and not for local residents	1	The proposals aim to improve access to support economic activity in Farnborough, but the proposals will also aim to improve accessibility for people living in Farnborough.
Money better spent improving existing roads	1	The funding is focussed on improving existing roads.

Bus services - Improve east to west routes	1	Most bus services are run on a commercial basis. The County Council has provided revenue support for non-commercial services, although funding for this has been cut on an ongoing basis over recent years.
Bus services - Need to improve local bus services	2	The proposals aim to support the Route One, which is the most important bus corridor in Farnborough. The majority of bus routes are now fully commercial and the resource funding available from the County Council to support non-commercial services has been cut significantly in recent years.
Bus lanes - No more bus lanes	2	Additional bus lanes will only be considered where they provide an overall benefit.
Private mini buses / taxis not helping	1	Private mini buses provide links between railway stations and employers, which helps reduce the number of people travelling to Farnborough by car.
Proposals will make considerate driving obsolete	1	The proposals do not intend to achieve that.
Learner drivers main cause of congestion in Farnborough	1	Learner drivers are a small proportion of total traffic. Main congestion issues arise when the total volumes of traffic exceed capacity.
Automatic Traffic Systems increase congestion	1	We would only install further traffic signals if it can be demonstrated that they would not cause congestion. Also some signal control is essential to provide crossing facilities for pedestrians and cyclists.
Concerns that development has led to traffic increases and more traffic rat-running through residential areas.	1	The proposals aim to help address these issues.
Use funding to deal with potholes	3	The capital funding is specifically available for improvement works. Pothole repairs are funded through separate maintenance budgets and will be repaired, where they meet the required intervention levels.
Proposals are a waste of money	1	In order to secure the funding to deliver any improvements, the County Council will need to produce a Business Case for the Local Enterprise Partnership, which includes a transport economic appraisal to demonstrate that the scheme would deliver Value for Money in line with Government guidance.
Concern over further disruption following recent Queen's Roundabout works	2	The County Council will aim to reduce any disruption during construction works.
Reinstate bus laybys	1	Bus laybys have generally been removed, because it is difficult for buses to re-join the main traffic flow

Allow motor cyclists and cyclists to use bus lanes	1	Comment noted and will be considered in further design.
Not possible to make people use buses and bikes	1	It is not possible for many journeys, but is possible for at least some local journeys and reduces congestion, as bikes and buses are far more space efficient than cars for moving people in urban areas.
How will disruption be managed during construction	1	Detailed traffic management plans will need to be produced by the contractor and the aim will be to minimise disruption, particularly during busy periods.
Farnborough being used as a bypass.	1	The A331 will be the preferred route for most through journeys, but many journeys on the network have a reason to be in Farnborough.
Sort out issues at A331 / M3	1	The A331 is proposed by the Government as part of the Major Roads Network. This will provide a separate funding source to address capacity and other issues on the A331.
Need to consider improving route to / from M3 J4a	8	Although not part of this specific consultation, the County Council expects that there will be future opportunities to secure transport infrastructure investment and will continue to review where this should be prioritised.
Congestion in Arrow Road due to tip	1	Comments noted.
Improve Rectory Road / Coleford Bridge Road junction - mini roundabout?	3	Comments noted.
Wellesley should have its own access to major roads	2	Wellesley will be provided with a northbound on slip onto the A331, which is a condition of the planning consent.
Children should be picked up from school or Napier Gardens car park	1	The County Council has promoted the use of the car park in Napier Gardens for Wavell School, but it is difficult to prevent parents parking elsewhere on the public highway to pick up / drop off children.
Improve train frequency at Farnborough North	1	The County Council is keen to see increased train frequency on the North Downs Line and has made this point in its consultation response to the Great Western franchise.
Foliage on A331 / A3011 roundabout obscures visibility	1	Comment noted and forwarded to maintenance colleagues to see if any changes can be made.
Widen Prospect Road railway bridge.	1	The cost of this scheme would be significant, is unlikely to demonstrate adequate Value for Money and is not on a primary route accessing Farnborough.
Provide north side access to Farnborough Main Station	1	Would be desirable but would require an additional gateline, which SWR are resistant to providing.

Need for further bus services including Farnborough Road, links to North Camp and Ash Vale stations	1	The funding cannot be used as revenue support for new bus services. Any new services would need to be run on a fully commercial basis.
Improve traffic flow round airfield to reduce traffic in Farnborough	1	Farnborough Business Park has created a bypass route around the airfield, although this is not public highway, so is not under the control of the County Council.
Increased noise from A331	1	Traffic data from the Department for Transport shows that flows on the A331 has fluctuated but hasn't changed significantly since 2003.
Provide bike hire at the station	1	This would be a commercial decision for a bike hire company. The County Council does not currently have funding to implement such a scheme.
Provide new zebra crossing in Queen's Road adjacent to Peabody Road junction	1	Comment noted. This has been passed to our Intelligent Transport Systems and Traffic Management sections
Change zebra crossing to signal controlled crossing in Queen's Road adjacent to Baptist Church	1	Comment noted. This has been passed to our Intelligent Transport Systems and Traffic Management sections.
Restrict access from A331 into Farnborough for commercial and commuting traffic during peak hours and direct all traffic into Farnborough from west from M3	1	This would significantly extend many journeys and concentrate all journeys in and out of Farnborough onto a single corridor, which even with improvements, that would not have the capacity to accommodate this growth.
New Farnborough International Exhibition Centre should be accessed via M3 J4a and route from there should be improved.	1	There are significant challenges to provide a step change in capacity from J4A into Farnborough, not least the need to provide a wider railway overbridge. It is likely that J4A will be used by traffic approaching from the west, but from other directions, the A331 and A3011 are generally the best route to access the Exhibition Centre.
When planning consent was given for the Exhibition Centre, are traffic issues considered?	1	The planning consent for the Exhibition Centre tied the potential number of events to be no higher than had previously been granted for the temporary facilities that were previously used.
Provide new link from Queen's Avenue to A325	1	This would be very costly, compared to widening the existing A3011 and require acquisition of considerable amounts of third party land.
Consultation - Concerns about publicity on consultation.	5	There were some problems with the original address database, which missed some addresses, but these were subsequently written to. We have posted information on the consultation to the areas of Farnborough close to the scheme proposals.

Consultation - Provided too much information provided to comprehend.	1	We try and make the information as legible as possible, although we appreciate the consultation dealt with a significant number of complex issues. Further design work will be undertaken with the community, which will provide an opportunity for further engagement on proposals.
Consultation - Website should show summary of consultation responses - advert in Star, Courier	1	It is published on the County Council website. We do not normally have advertise directly in newspapers, but will do press releases and publicise further information as necessary and keep the scheme website up to date.
Consultation - More through social media	1	The consultation was advertised through social media, but there is a need to collate all responses in a structured way.
Consultation - Event and questionnaire could have been more interactive	1	The proposal is for further design work to undertaken in partnership with the local community, which will provide opportunities for more interaction.
Consultation - Exhibition provided more detailed information than online	1	Comment noted. The displays at the exhibition were available online and this provided. The exhibitions do provide an opportunity for people to speak to Council Officers, which can provide more detail and clarification on aspects of the proposals.
Would like to be informed about progress on the scheme	1	The scheme webpage on the County Council website will be kept up to date with developments.
Involve locals through a working party	1	It is proposed to take forward further design work with the local community.
Need to ease on population and house building in SE England / Farnborough	5	Priorities on where growth occurs nationally are defined at a central Government. Even without further increases in population, new housing would be needed to accommodate demographic changes of the existing population. The future housing needs for the Rushmoor BC have been determined through the Strategic Housing Market Assessment work.
Mis-match between skills of local workforce and available jobs attracting people from far and wide.	1	The Local Enterprise Partnership, that will provide most of the funding for transport improvements are also investing in skills, but it is an issue with around two thirds of jobs in Farnborough occupied by non Farnborough residents.
Focus on population, industry and Army need	1	Business case submission to secure funding will use North Hampshire Transport Model, which takes account of future growth in population and jobs.

Funding would be better spent on social services / NHS	3	The funding for this scheme is for capital improvement works and cannot be spent on social services / NHS
Reduce business rates and rents in town centre to reopen shops	1	This is beyond the scope of this project. Business rate policy is set at a national level.

Hampshire County Council was able to gauge local opinions and gain valuable feedback from these consultations which will be taken into consideration when agreeing the next steps.

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Environment and Transport
Date:	13 March 2018
Title:	Basingstoke Transport Update – Strategy and Issues
Report From:	Director of Economy, Transport and Environment

Contact name: Hannah Roper

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1 Recommendations

- 1.1 That the Executive Member for Environment and Transport gives approval to carry out further engagement and wider consultation to develop a draft Transport Strategy for Basingstoke.
- 1.2 That the Executive Member for Environment and Transport gives approval to carry out engagement and consultation on proposed improvement plans for the A30 South West Corridor, including Brighton Hill Roundabout.
- 1.3 That the Executive Member for Environment and Transport approves the ‘in-principle’ list of proposals and transport solutions as detailed in paragraph 3.7 of this report as the basis of options to be further examined as part of the Transport Strategy development process.

2 Executive Summary

- 2.1 The purpose of this paper is to update the Executive Member for Environment and Transport on the ongoing and joined up work taking place on the future of transport in Basingstoke. It seeks agreement to engage and consult on developing a Transport Strategy in the summer and on improvement proposals for the A30 South West Corridor in the spring.
- 2.2 Basingstoke is expected to grow at a rate of 850 houses per annum (as allocated in its current Local Plan 2011-2029). This figure may be increased through national changes to planning targets.
- 2.3 The current Local Plan extends to 2029. The evidence base for the Local Plan included an assessment that showed the transport network as coping but also very full by the end of the plan period. This modelling included the recently built, committed or planned major highway schemes such as Black Dam and the recent improvements to the A33. These investments are significant and total in excess of £50million. The modelling shows that even with this investment, Basingstoke will still need significantly more investment and/or a different transport strategy approach beyond 2029.

- 2.4 It is now very timely to develop a new Transport Strategy. Basingstoke and Deane Borough Council (“the Borough Council”) has embarked upon a significant public consultation exercise titled ‘Horizon 2050’ whereby it is seeking to set a vision for the future of the Town and Borough in the long term. It is anticipated that this will set out a few very clear outcomes. It will be these outcomes that the County Council will seek to structure a Transport Strategy around. It is also expected that on the back of this work the Borough Council will seek to review their Local Plan. This presents an opportunity to fully integrate transport and land use planning around a focused vision.
- 2.5 Hampshire County Council is also supporting the Borough Council and the Ministry of Housing, Communities and Local Government (MHCLG) sponsored programme, looking at future major development options such as the “Garden Town” initiative. Hampshire County Council has been undertaking the transport assessment work needed to understand the future transport impacts, and infrastructure and strategy options. The work is still in progress with initial draft outputs expected in the Spring of 2018. The outputs from this will help inform the transport strategy and future land use planning of the town.
- 2.6 The major scheme team in Hampshire County Council is also developing a new major scheme focussing on the A30 South West Corridor. This is a key movement corridor to connect the South West Basingstoke growth area with the town centre. The funding for this is indicatively secured but still requires a full business case assessment. For this to happen, design works need to progress, and this means the need to engage and consult on these proposals.
- 2.7 Further work is also currently underway looking at Basingstoke town centre, and is focused around improving access to and through the Town Centre, the station, and Enterprise Zone.

3 Contextual information

- 3.1 **The Transport Strategy:** The Local Plan transport evidence base and other forecast traffic modelling has revealed that post 2029, the current highway system will not be able to provide the capacity required for long term growth. A ‘step change’ in transport provision will be required to complement the infrastructure already in place and optimise use of the highway network. Consequently the need for a new Transport Strategy has arisen to provide some strategic guidance for the future.
- 3.2 Alongside the need for the Transport Strategy, the Borough Council has embarked on the early stages of engagement relating to seeking ideas from its communities about priorities relating to where and how they want to live in the future. The intention is to use the feedback from engagement to set a clear vision and framework for making good decisions about what is important and right for the future of the Borough over the next 50 years - ‘Horizon 2050’. As well as transport, this includes things such as work opportunities and lifestyle, well-being, the environment, housing and education.
- 3.3 There has been political agreement between Hampshire County Council as Highway Authority and Basingstoke and Deane Borough Council as planning authority to closely align the two pieces of work given the interdependencies between the future development of the town and the transport infrastructure needed to support the vision of Basingstoke. So far the Borough Council has

carried out various levels of stakeholder engagement, and the next task is for Hampshire County Council to consider the initial views relating to transport within the scope of the Transport Strategy, and from thereon align further engagement and consultation tasks

- 3.4 The Transport Strategy will need to cover the main urban area (the largest urban area in North Hampshire) and radial routes (A33, A339, A340), and identify key major infrastructure improvements. It will only cover individual schemes of a strategic nature. Rural transport issues are not individual to Basingstoke and will be the subject of future strategy work on a wider basis.
- 3.5 There are a number of purposes to the Transport Strategy and these are outlined below:
- Review and update the approach to transport in light of the local plan evidence base and other recent ongoing strategies and plans (Horizon 2050, Smart Basingstoke, Town Centre Strategy, Basing View Masterplan etc.);
 - An opportunity to consolidate relevant study work;
 - Plan for the future – a coherent and integrated approach to guide future investment decisions and land use allocations and increase the likelihood of being able to attract funding for specific projects. Gain the support of key stakeholders and delivery bodies; and
 - Meet the 2029 Local Plan requirements.
- 3.6 No decisions have been made about the future yet or the main components of the Transport Strategy. Officers are seeking to engage with the community and stakeholders to help shape that future. In order to do this meaningfully the development phase of the strategy will mean a range of ideas and concepts will need to be tested. During this phase such ideas will not have the status of proposals, and will not form the basis of any plan. To become part of the plan they will need to be tested formally, consulted on and then adopted as part of the formal Transport Strategy, which will be the subject of a future Executive Member decision.
- 3.7 The following is an illustrative and ‘in principle’ list of proposals that gives an indication of the type and scale of the solutions the County Council is seeking to identify and test:
- Work with Highways England to identify any new or refined junction arrangements for the M3 junctions 7 and 8 in conjunction with how they are accessed from Hampshire’s roads;
 - New roads, including by-pass options to the West, North and East;
 - A33, A340 and A339 corridor improvements looking at the relative costs and benefits of rail and road enhancements, including the potential for dual carriageways;
 - New access arrangement for Basing View, allowing changes to be made to Eastrop Roundabout, which remains one of the most congested junctions in Basingstoke;
 - A step change in the public transport offer, including rapid transit proposals, major city centre interchange enhancements, and possible new rail stations;

- New approaches to parking, considering park and ride facilities, new car parks, or other;
 - Changing the way the one way system works in the town centre;
 - Improvements to the pedestrian environment and central area, making it a higher quality and more attractive place to do business but also easier to move through on foot or by cycle and bus; and
 - Options regarding the most suitable places to locate new employment or housing to support the transport strategy, working in close cooperation with Basingstoke and Deane Borough Council.
- 3.8 The list of schemes for testing has so far been informed through an initial informal workshop with Basingstoke and Deane Borough Council and Hampshire County Council Members in June 2017. Members were asked to identify strategic level transport problems and issues for Basingstoke. This resulted in some priority issues emerging. In October 2017, Officers also met with Basingstoke MPs, where they also discussed strategic priorities.
- 3.9 The Transport Strategy will be a fairly short and highly strategic document that links closely to the Horizon 2050 Vision. It will have two main appendices, which will be a short term action plan covering the next three years of planning and scheme activity, and a long term indicative action plan i.e. the things that will need to be studied or delivered as growth takes place. It will have multiple supporting documents, including a robust evidence base, the core of which will be a strategic transport model.
- 3.10 In referring to the priorities that have emerged so far in the initial engagement, the role and function of the radial corridors has been raised (A33, A339, A340). Liaison with cross border transport colleagues has shown some interest in looking at multimodal corridor studies to identify future major schemes in the context of inter-urban movements between the town, Newbury, Reading and Aldermaston. There are a number of shared interests in these routes and inter-relationships between planned or future strategic development sites that they serve.
- 3.11 **Rapid Transit:** Some work has already been carried out assessing the concept of a rapid transit scheme. The concept is to provide a fast, high quality public transport network, which will move people to and from the town centre and across town on an efficient and prioritised network. An expression of interest for development funding was prepared by Hampshire County Council on behalf of the Enterprise M3 Local Enterprise Partnership (EM3 LEP) in July 2017, and was submitted to the Department for Transport's Large Local Major scheme fund. Feedback received was that further initial development work would be needed, but that it was a close contender for funding. As part of the transport strategy, work the County Council proposes to undertake that further development work.
- 3.12 **The Regional Context:** There are various developments at the regional level which will frame or set a context for the transport strategy and funding opportunities. These can be summarised as:
- the M25 South West Quadrant study led by Highways England. This will look at alternatives to widening the M25, and may consider strategic corridor improvements as alternative routes for travel between the M3 and

M4. As such the A34, A33 and Reading to Woking corridor are likely to be investigated;

- Transport for the South East (TfSE) has recently commissioned a connectivity study to look at key transport corridors that may need to be improved in the future to support economic growth and housing. In the context of Basingstoke it can be expected that the A33, A34 and A339 corridors will be considered as part of this work; and
- The Government is currently consulting on proposals for a Major Road Network. This would potentially see local authority roads (the most important and highest flow A roads) being able to access funding from a National Roads Fund, where a good economic case can be made.

- 3.13 **A30 South West Corridor:** Feasibility work has already been commissioned on the A30 South West Corridor to determine the most appropriate improvements that should be made to Brighton Hill, Kempshott and Hatch Warren roundabouts. A total funding package of £18.6 million has been provisionally agreed by the EM3 LEP, with £13million from the Local Growth Fund and a £5.6million local contribution. It is proposed that a public consultation is undertaken on the preferred options for major schemes in the late spring, once the feasibility work is complete.
- 3.14 **Town Centre Study:** A Town Centre Transport Study is required now because of the significant change likely to take place in the town centre as a result of planned development. It is currently being carried out and will consider opportunities for new accesses into the Basing View Enterprise Zone, improving the bus/rail interchange, changing the one-way system and linkages to the leisure park.
- 3.15 **Supporting the planning authority:** The Ministry of Housing, Communities and Local Government (MHCLG) is funding work to assess infrastructure requirements of growth as a result of the “Garden Town” designation announced last year. A draft report is expected by Spring 2018.
- 3.16 The data and forecast traffic modelling undertaken will be used to help to inform the future infrastructure requirements, and will be integrated into the Transport Strategy.
- 3.17 There may be a requirement to undergo further detailed assessment of certain pieces of transport infrastructure relating to the Garden Town, again in partnership with EM3 LEP and Basingstoke and Deane Borough Council, if instructed by MHCLG. This will help the Borough Council guide future growth options when the time comes to formally review its current Local Plan 2029.

4 Consultation and Engagement

- 4.1 The report seeks authority to carry out consultation for the proposals under consideration, and the recommendations have been assessed for impacts upon people with protected characteristics. The proposals will have no or low impact upon groups with protected characteristics. The proposals are seeking authority to pursue further work to identify how to provide a more accessible and integrated town.

5 Finance

- 5.1 The current level of study activity is significant, but is covered from existing resources, Government grant funding, EM3 LEP advanced revenue funding, and by Borough Council resources. Approvals to do this work are already in place.
- 5.2 Each of the work streams as detailed in Section 3 could result in the need for further study work. At this moment in time the cost of this work is an unknown quantity. To date the funding needs have largely been covered by external funding (DCLG and EM3 LEP) and the demands on the feasibility fund for major schemes have been relatively small. In the future the County Council will seek to continue with this approach. However, it can be expected that the County Council will still need to match fund. At this stage, approval is being sought in principle to carry on with the current work programme with an awareness that it will probably generate a demand for further expenditure, which remains unquantified at this time

CORPORATE OR LEGAL INFORMATION:**Links to the Strategic Plan**

Hampshire maintains strong and sustainable economic growth and prosperity:	YES
People in Hampshire live safe, healthy and independent lives:	no
People in Hampshire enjoy a rich and diverse environment:	no
People in Hampshire enjoy being part of strong, inclusive communities:	no

Section 100 D - Local Government Act 1972 - background documents

The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)

Document

Location

None

IMPACT ASSESSMENTS:

1. Equality Duty

- 1.1 The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:
- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act;
 - Advance equality of opportunity between persons who share a relevant protected characteristic (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, gender and sexual orientation) and those who do not share it;
 - Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

Due regard in this context involves having due regard in particular to:

- a) The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- b) Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- c) Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity which participation by such persons is disproportionately low.

1.2 Equalities Impact Assessment:

The recommendations of this report will not have a disproportionate impact upon people with protected characteristics. The proposals may ultimately lead to schemes and proposals that will require separate assessment, and this will be conducted at the appropriate time.

2. Impact on Crime and Disorder:

- 2.1. There is no impact on crime and disorder.

3. Climate Change:

- a) How does what is being proposed impact on our carbon footprint / energy consumption?

The proposals from this report have no direct impact on the County Council's carbon footprint or energy consumption.

- b) How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

Should further work, as a result of this report, identify a more sustainable travel system for Basingstoke then the impacts could have a positive impact on climate change, particularly levels of carbon emissions.

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Environment and Transport
Date:	13 March 2018
Title:	Whitehill and Bordon Transport Package
Report From:	Director of Economy, Transport and Environment

Contact name: Katya Holloway

Tel: 01962 846813

Email: katya.holloway@hants.gov.uk

1. Recommendations

- 1.1. That the Executive Member for Environment and Transport notes the changes in the policy background impacting the Whitehill and Bordon Transport Package and Transport Strategy.
- 1.2. That in light of these changes, the Executive Member for Environment and Transport delegates authority to update the Transport Strategy to the Director of Economy, Transport and Environment in consultation with the Executive Member for Environment and Transport.
- 1.3. That the Executive Member for Environment and Transport gives approval to undertake further engagement and consultation activity on schemes and proposals related to delivering the Whitehill and Bordon Transport Package and Transport Strategy.

2. Executive Summary

- 2.1. The Whitehill and Bordon development is moving forward and there has recently been good progress in determining the delivery programme for the opening of the new school. In light of this, there is now a need to undertake development and detailed design work on the highways and transport schemes identified in the Transport Strategy.
- 2.2. Various factors have changed since the identification of a transport strategy back in 2014 and the iterations before it. These have a bearing on the transport measures that were considered in the transport strategy. These changes do not affect the strategy coherence, just the relative balance between the strategy themes.

3. Contextual information

- 3.1. The Delivery of new development of over 4,000 homes and the new town centre in Whitehill and Bordon has been rapid, with housing delivery accelerating, sales values exceeding expectations, and large infrastructure projects such as the Relief Road and Future Skills College being delivered on

time and to budget. Mill Chase is a new secondary school proposal that has recently been given planning permission. A town centre planning application has also been made by the developer. Both of these latter two developments are seeking to open by the last quarter of 2019.

- 3.2. The transport policy background has a long history spanning back to the concept of “Eco Towns”. The adopted policy base can be found in various documents including the transport strategy and transport assessment, urban design and traffic management plans from 2014, and the planning approvals and design guides adopted by the planning and/or highway authorities. There are five elements to the current, adopted strategy, which include the relief road, the A325 integration project, traffic management measures in surrounding villages, traffic improvements in neighbouring authorities, and sustainable transport elements.
- 3.3. Whilst the Relief Road is now nearing completion, there is a significant amount of further work to deliver the remaining elements of the Transport Strategy. There is a sum of Section 106 contributions due to come in that, when combined with other Local Enterprise Partnership (LEP) funding for transport improvements, totals over £15million. This does not include the work required to be delivered by the developer, of which there are over 100 individual schemes.
- 3.4. It is now the right time to progress these elements and develop them into more detailed proposals. To date, the Transport Strategy has set design concepts and principles. These now need to be developed further via the detailed design and development process. This needs to be done in light of some key local changes such as:
 - The planning approval for the new secondary school in Budds Lane (at the time of writing the strategy, this was a less certain development);
 - A strategy refresh has identified a need to expand the scope of the original A325 project to include Budds Lane and Station Road, which is likely to place increased demands on Section 106 and/or other funds. This is a key strategy measure aimed at ensuring that the new and existing settlements are integrated and that movement between East and West is made convenient;
 - Public transport pilots and studies undertaken by East Hampshire District Council have cast some doubt on the viability of the originally proposed public transport proposals and require this element to be reviewed;
 - East Hampshire District Council has been successful in the initial stages of bidding for additional funding of over £3million to enhance a ring and grid of walking and cycling improvements that need to be integrated into the strategy; and
 - Changes to the County Council’s Traffic Management Policy in 2016, as a result of reductions in departmental budgets. This focuses on progressing schemes and projects that will benefit casualty reductions, and scales back other schemes, particularly with respect to HGV restrictions and speed limits.

- 3.5. Elements of this work are likely to be very complex, particularly the works required to ensure that the existing and new settlements integrate effectively and that movements east to west work well. This challenge has been recognised and is reflected in a new governance mechanism for the transport work. This reports into existing high level governance for the whole masterplan, but has two new boards. The first is a Transport Strategy board which is tasked with refreshing and managing the “Transport Strategy”. As key tasks it will develop the public Transport Strategy and provide design briefs and guidance to the second board (“Development and Delivery Board”), which is tasked with managing the detailed design and delivery of the package of measures. It includes membership from the developers, highway authority, and planning authorities. Together they will be seeking to develop a shared set of plans and proposals for engagement, consultation, and delivery. The EM3 LEP recently agreed to jointly fund several posts responsible for overseeing the coordination of this work.
- 3.6. Engagement on a set of plans for the integration project is the next major significant and time critical task required to make the Transport Strategy a reality. The Development and Delivery Board is seeking to engage on plans for the Whitehill and Bordon integration project in Spring 2018. Engagement will be with the community, stakeholders and the exchange group. This will allow the design team to gain a better understanding of what the community and stakeholders see as the best options. This will help define what scheme or schemes to take to the next stage of design, the output of which will be subject to normal consultation processes.
- 3.7. To assess the ongoing impact of the development on surrounding communities and roads, a network of monitoring sites is being implemented to establish a baseline of current traffic flows, and monitor these as the development builds out. This is to help determine the actual impact of the development and where mitigation in surrounding communities or strategic road enhancement may be needed. Any mitigation works deemed necessary will conform to the County Council’s Traffic Management policy.
- 3.8. An ongoing dialogue has been established with Surrey County Council to discuss the impact on junctions outside of Hampshire and progress appropriate schemes.

4. Finance

- 4.1. The cost of undertaking design work is covered as part of the core work of Hampshire County Council’s Strategic Transport function.
- 4.2. In addition, a bid to the EM3 LEP has been made to cover coordination work activity totalling £275,000 over two financial years. It is match funded using the core funding referred to above in paragraph 4.1. This is subject to the signing of a funding agreement.

5. Consultation and Equalities

- 5.1. The report seeks approval for further consultation on schemes and proposals related to delivering the Whitehill and Bordon Transport Package and Transport Strategy, and the decision has been assessed for equalities impact as per the integral appendix.

CORPORATE OR LEGAL INFORMATION:**Links to the Strategic Plan**

Hampshire maintains strong and sustainable economic growth and prosperity:	yes
People in Hampshire live safe, healthy and independent lives:	yes
People in Hampshire enjoy a rich and diverse environment:	yes
People in Hampshire enjoy being part of strong, inclusive communities:	yes

Other Significant Links

Links to previous Member decisions:	
<u>Title</u>	<u>Date</u>
Whitehill and Bordon Transport Strategy Reference: 4788	2 April 2013

Section 100 D - Local Government Act 1972 - background documents

The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)

<u>Document</u>	<u>Location</u>
Whitehill and Bordon Transport Strategies	http://www3.hants.gov.uk/councilmeetings/advsearchmeetings/meetingsitemdocuments.htm?sta=0&pref=Y&item_ID=4788&tab=2&co=&confidential
Whitehill & Bordon Walking and Cycling Strategy	Hantsfile
Whitehill & Bordon Car Parking Strategy	Hantsfile
Whitehill & Bordon Traffic Management Strategy	Hantsfile
Whitehill & Bordon Public Transport Strategy	Hantsfile

IMPACT ASSESSMENTS:

1. Equality Duty

1.1. The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act;
- Advance equality of opportunity between persons who share a relevant protected characteristic (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, gender and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

Due regard in this context involves having due regard in particular to:

- a) The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- b) Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- c) Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity which participation by such persons is disproportionately low.

1.2. Equalities Impact Assessment:

The recommendations of this report will not have a disproportionate impact upon people with protected characteristics. The proposals may ultimately lead to schemes and proposals that will require separate assessment, and this will be conducted at the appropriate time.

2. Impact on Crime and Disorder:

2.1. It is not considered that the issues covered by this report will have a significant impact on crime and disorder in Hampshire.

3. Climate Change:

(a) How does what is being proposed impact on our carbon footprint / energy consumption?

The strategies that form the subject of this report propose the delivery of transport infrastructure and service improvements alongside growth. The Public Transport Strategy and Walking and Cycling Strategy identify sustainable transport improvements that when implemented will serve to encourage sustainable travel, reducing car-borne trips, and reducing the carbon footprint and resource consumption. The Parking strategy strikes a

balance between needing to provide for car ownership and in promoting parking measures that encourage sustainable travel.

- (b) How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

The strategies that form the subject of this report are part of the long-term transport strategy for the regeneration and development of Whitehill & Bordon, and set out a comprehensive approach to delivering transport choices to future workers and residents in the town. These measures, when implemented, will seek to instil and promote sustainable travel behaviour within the town, reducing carbon consumption and travel emissions, and responding to climate change.

HAMPSHIRE COUNTY COUNCIL

Executive Decision Record

Decision Maker:	Executive Member for Environment and Transport
Date of Decision:	13 March 2018
Decision Title:	Appointments to Statutory Joint Committees and Outside Bodies
Report From:	Director of Transformation and Governance - Corporate Services

Contact name: Katy Sherwood

Tel: 01962 847347

Email: katy.sherwood@hants.gov.uk

1. The Decision (PROPOSED):

That the Executive Member for Environment and Transport be requested to make appointments to the Statutory Joint Committees and outside Bodies as detailed below. The term of office to expire in May 2021.

OUTSIDE BODIES AND OTHER ORGANISATIONS

	<u>Name of Body</u>	<u>Description</u>	<u>Previous representatives</u>	<u>Appointment(s) until May 2021</u>
1.	Public Transport Consortium - 1 (+ 1 deputy)	The group promotes public transport issues on behalf of local authorities outside of metropolitan areas, supporting effective local decisions on public transport for the benefit of local citizens.	Wheale (Hockley)	
2.	Southern Regional Flood and Coastal Committee (SRFCC) 2 (+ deputy)	The Regional Flood and Coastal committee (RFCC) is a committee established by the Environment Agency under the Flood and Water Management Act 2010 that brings together members appointed by Lead Local Flood Authorities (LLFAs) and independent members with relevant experience.	Bolton, Reid (Mitchell) (new deputy to be appointed)	
3.	Strategic Aviation Special Interest Group - 1	Hampshire County Council benefits from the involvement regarding access arrangements to airports including those within Hampshire as well as major hubs outside like Gatwick and Heathrow.	Gibson	
4.	Thames Regional Flood and Coastal Committee 1 (+ deputy)	The Regional Flood and Coastal Committee (RFCC) is a committee established by the Environment Agency under the Flood and Water Management Act 2010 that	Reid (Mitchell) (new deputy to be appointed)	

		brings together members appointed by Lead Local Flood Authorities (LLFAs) and independent members.		
5.	Wellesley Residents Trust	To manage the maintenance of SANGs, PoS, car parks and other private areas of the estate		
6.	Wessex Regional Flood and Coastal Committee 1 (+ deputy)	The Regional Flood and Coastal Committee (RFCC) is a committee established by the Environment Agency under the Flood and Water Management Act 2010 that brings together members appointed by Lead Local Flood Authorities (LLFAs) and independent members.	Bolton (Mitchell) (new deputy to be appointed)	

2. Reason for the decision:

2.1. To maintain County Council representation on committees and bodies within the community.

3. Other options considered and rejected:

3.1. Not to make appointments, which would cease County Council representation.

4. Conflicts of interest:

4.1. Conflicts of interest declared by the decision-maker: None

4.2. Conflicts of interest declared by other Executive Members consulted:

5. Dispensation granted by the Conduct Advisory Panel: none.

6. Reason(s) for the matter being dealt with if urgent: not applicable.

7. Statement from the Decision Maker:

Approved by:

**Executive Member for Environment and Transport
Councillor Rob Humby**

**Date: 13 March
2018**