Farnham Local Cycling and Walking Infrastructure Plan

SURREY COUNTY COUNCIL, WAVERLEY BOROUGH COUNCIL & FARNHAM TOWN COUNCIL

11 NOVEMBER 2022

SURREY COUNTY COUNCIL

Waverley BOROUGH COUNCIL

Farnham Town Council

Atkins Job Number: 5209948	**Document Reference: Farnham Local Cycling and Walking Infrastructure Plan**

Printing	**A4 Double Sided**

Revision	Purpose Description	Originated	Checked	Reviewed	Authorised	Date
01	Client review	GC / RS	BC	CG / AP	CG	18 August 22
02	Revised document according to client comments	GC / RS	BC	CG / AP	SJ	30 August 22
03	Revised document according to client comments	GC	RS	CG	CG	1 November 22
04	Revised document according to stakeholder comments	GC / RS	BC	BC	CG	11 November 22
05						

Contents


FARNHAM
Farnham Castle
Masonic Centre
SCHOLARS WAY
Weybourne
SCHOLARS WAY
UCA
UCA-University
for the Creative Arts
Lion and Lamb Yard
Hart Car Park

1. Executive Summary

Executive Summary

Atkins has been commissioned by Surrey County Council (SCC), working in partnership with Waverley Borough Council (WBC) and Farnham Town Council (FTC) to develop a Local Cycling and Walking Infrastructure Plan (LCWIP).

An LCWIP is a key transport planning document that has been defined by the Department for Transport (DfT), which aims to support recent increases in the number of people using the active travel modes of walking and cycling by delivering improved facilities for existing active users whilst also encouraging a mode shift for new users.

Farnham LCWIP has considered the full extent of the Town, with an emphasis on links between key trip attractors and destinations that will encourage a greater mode share for the active travel modes of walking and cycling within the town.

The key outputs for an LCWIP are network plans for key walking and cycle corridors and a prioritised programme of infrastructure improvements at concept design stage. Once funding opportunities are secured, the proposed improvements can progress to preliminary and detail design phases for implementation.

Additionally, key active travel principles have been included to inform appropriate consideration and future-proofing of future schemes and developments within the Farnham area. The primary objective for the LCWIP is to increase the number of people walking and cycling in the town. This includes aims to:

- Make cycling a safe, attractive and convenient mode of transport for people of all ages, and confidence.
- Expand the existing cycle network and establish an extensive, continuous travel network for the town.
- Make walking a safe, attractive and convenient mode of transport for people of all ages and abilities / disabilities, including mobility access for those who have special needs.
- Increase inter mobility with improved connectivity in the areas around transport and major employment hubs such as railway stations and high streets, as well as other key destinations.
- Make Farnham an area where people can have an excellent quality of life, supporting population, social and economic aspirations.

Further, as discussed later in the report, Farnham is one of a number of LCWIPs being developed in Surrey, some town wide and some borough wide, in particular Waverley. It is paramount that there is effective coordination between them so that a continuous network of cycle routes so that a continuous network of walking and cycle routes is developed across Surrey.

Methodology

In order to meet the objectives of the LCWIP, the project was divided into key tasks identified below and presented within Figure 1.

Further information on each activity is presented within Section 1: Introduction (see page 17) and the structure of the report has been developed to align with these activities.

- Review of previous studies, strategies and guidance
- Background data analysis
- Draft active travel network development
- Stakeholder engagement to refine the draft proposed network
- Preliminary corridor assessments undertaken using a Multi-Criteria Assessment Framework (MCAF)
- Site visits and formal assessments using standardised tools - Walking Route Audit Tool (WRAT) and Route Selection Tool (RST)
- Concept design development
- Further stakeholder engagement to review the concept designs
- Programme prioritisation and cost estimating

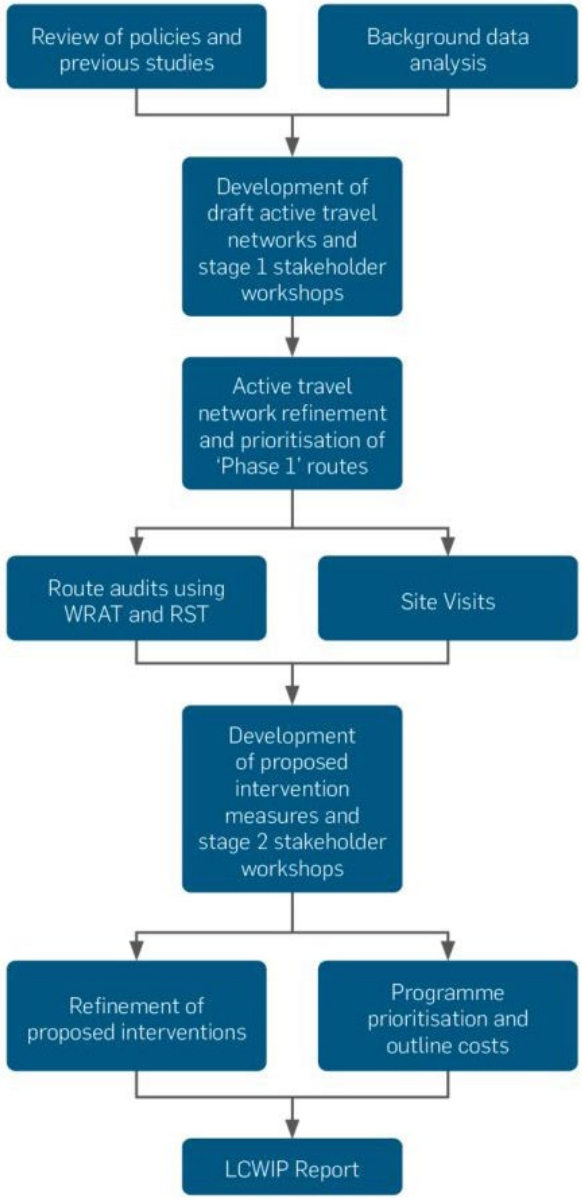


Figure 1. LCWIP process overview

Vision and Design Approach

The overarching vision behind the LCWIP development is one which supports strong and sustainable growth for Farnham. This is also balanced with the need to enhance the public realm where people can benefit from a high quality of life.

The concept designs seek to increase the number of people walking and cycling for short journeys or part of a longer journey, which will lead to a reduction in short car journeys. This is important to promote health and well-being, reduce congestion and pollution, provide inclusive travel options, improve the economic vitality of the Town whilst also balancing the needs of the historic environment.

Good design is vital to the successful delivery of facilities for both people walking and cycling. It is recognised that poor design can undermine the efforts of those who seek to encourage walking and cycling and may weaken the intended benefits of a scheme.

The LCWIP design approach and proposals strive to reflect the high aspirations of the DfT's design standards - Cycle Infrastructure Design (LTN 1/20).

The LTN 1/20 incorporates best practice guidance and aims to address the five key design principles of effective walking and cycling infrastructure, as follows:[1]

- Coherent
- Direct
- Safe
- Comfortable
- Attractive

Ultimately, the design strategy looks to identify short as well as long term solutions that could be applied across the Farnham.

Stakeholder Engagement

Stakeholder engagement was a key element of this study as it ensured that the views and knowledge of local people were taken into account. During the project two sets of early workshops were held with representatives from SCC, WBC and FTC, local cycling and walking groups, local businesses and other local stakeholder groups as well as elected members.

The first set of early workshops presented the existing issues and the identification of walking and cycle routes. The second set of early workshops reviewed the proposed infrastructure interventions.

In addition to the early stakeholder workshops, the County Councillor for Farnham North facilitated a workshop to which all SCC, WBC and FTC Councillor were invited. Further, there were also interim meetings with SCC, WBC and FTC project team.

1 Department for Transport, Cycle Infrastructure Design (LTN 1/20)

Walking and Cycle Network Selection

Working with SCC, WBC and FTC, key findings from the review of previous studies and data analysis, and stakeholder engagement sessions were used to inform the development of the walking and cycling networks and route selection process.

The assessment process involved two stages. Firstly, a 'long-list' was developed using both qualitative and quantitative information to identify a comprehensive active travel network and focus areas across the Farnham. The cycle elements included corridors linking key destinations, while the walking elements focused on 'Core Walking Zones' (CWZs) which identified areas with high propensity for walking in Farnham, primarily around local high streets/commercial areas and transport hubs. The output was the aspirational networks for walking and cycling in Farnham which included 16 CWZs and 38 cycle routes (see Figure 2 and Figure 3 on page 10).

The second stage of the LCWIP utilised a Multi-Criteria Assessment Framework (MCAF) and stakeholder input to prioritise the aspirational network and select a 'short list' for further analysis as part of the LCWIP. These 'Phase 1' elements of the network were selected for development of infrastructure improvements, which included six cycle routes totalling 15.75 kms and two CWZs, which cover 41 walking routes totalling 20.5 km, as shown in Figure 4 (page 11) and Figure 5 (page 14).

Routes not selected for the development of the first set of interventions (Phase 1) are retained as part of the aspirational network (referred to as Phases 2 and 3) and may be developed further at a later stage.

Proposed Interventions

The design proposals for walking and cycle routes reflect the aims of SCC, WBC and FTC.

Across Farnham, there are a variety of barriers that discourage walking and cycling, such as physical severance caused by railways or roads, proximity to high traffic flows and speeds as well as topography. A lack of or inadequate facilities can cause residents and visitors to rely on private transport[2], thus over stretching the already congested road network. Commercial areas and other key destinations could be better linked to foster economic and social vitality and cohesion in the area, supporting places where people would like to spend time.

The LCWIP design strategy sought to address these issues with the development of a local cycling and walking infrastructure plan that is innovative, aspirational, and deliverable, creating a network that truly prioritises pedestrian and cyclist movement and aims to integrate with other adjacent areas and schemes.

For the Phase 1 areas, a high-level package of proposed interventions was identified that incorporates current design best practice, providing short and long term concepts that could be further developed and implemented.

The proposals aim to meet design standards from the DfT's LTN 1/20 in order to leverage future funding opportunities from DfT for active travel.

The designs also were developed in synchronisation with other neighbouring LCWIPs studies (refer page 31, Figure 9) and other Farnham transport workstreams projects (refer to page 41, Figure 16). In the latter case regular meetings took place with respective project teams to ensure that the proposals were aligned[3].

Table 1 and Table 2 (pages 12 to 14) summarise the key features for each of the six cycle routes and the two CWZ in Phase 1.

It is important to highlight that due to a variety of reasons, such as space restrictions in historic streets, adherence to LTN1/20 was not always possible. In such cases, alternative design options providing the best possible solution were recommended.

Route Prioritisation

Following development of the proposed interventions, the Phase 1 walking areas and cycle routes were prioritised to help guide future scheme development and implementation.

The prioritisation process included criteria related to stakeholder input, potential usage, design and access. These categories were intended to reflect the potential usage of each

2 Across Farnham, 78% use private cars to commute to work (PCT - 2011 data) and 60% across Waverley (ONS - 2020 data)

3 Some of the workstreams are under still development and regular communication is required to ensure compatibility of designs.

route, the potential feasibility of the proposed schemes, the potential of the improvements to encourage new walking and cycling trips, and the degree to which the routes will foster pedestrian and cycle access to key destinations. A weighting was given to interventions which may provide a greater anticipated benefit over the existing condition, as this could support a more substantial uplift in walking and cycling.

Costing

Outline costs were estimated for the proposed design measures. These estimates are reflective of the early concept design stage and are intended to provide an indicative, rough order-of-magnitude cost only. The figures also reflect the diversity of route intervention proposals, which sought to meet LTN 1/20 standards and varied significantly in terms of size and complexity. Indicative costs for individual schemes vary from approximately £3 million to £13 million for the cycle routes (totalling 37.5 million) and from approximately £14 million to £27 million for the CWZs (totalling 37.7 million).

The costs for each route and mode (walking and cycling) were evaluated separately; and two cycle routes were divided into segments A and B for ease of implementation,i.e., could be delivered separately. This method provided a stand alone cost for each cycle route and CWZ and allows the proposals to be considered independently. However, if viewed as a network-wide package of improvements, there is an opportunity for savings.

Next Steps

The LCWIP report is the first stage in the process for investment in active travel in the Borough and Surrey more broadly. The end-to-end process is outlined below:

- **Stage 1 - Plan (LCWIP Report)**
- Stage 2 - Feasibility
- Stage 3 - Business case / secure funding
- Stage 4 - Delivery

The LCWIP report should be used to support the case for further stages of assessment, design, and stakeholder engagement and to secure funding to progress improvements for the corridors identified. As an LCWIP is intended to facilitate a long-term approach to developing active travel proposals over a period of approximately 10 years, all of the corridors identified within the active travel network maps are recommended for further consideration at an appropriate time in the life of the LCWIP implementation. The LCWIP outputs should also be integrated into local planning and transport policies, strategies and delivery plans, as per the DfT guidance.

The next stage of LCWIP implementation will be to advance the Phase 1 high-level concepts to feasibility assessment and design. This will allow a more detailed review of individual routes or interventions, evaluation of constraints, and refinement of the proposed design measures. The feasibility stage will also include a broader stakeholder and public consultation process, enabling local input to help further shape the proposals.

During this process, and subsequent design phases, stakeholder engagement and consultation will continue to be a key element of developing high-quality and attractive routes for local users. The progression of these schemes, either as a work package or individual schemes, will likely be subject to external factors such as funding applications or potential inter-dependencies with other proposals within the local area.

The LCWIP should be viewed as a 'living document' and reviewed and updated periodically to reflect evolving needs and opportunities. This could be in response to significant changes in local circumstances, such as the publication of new policies or strategies. Additional active travel opportunities may also be identified and incorporated into the LCWIP in response to major new development sites and as walking and cycling networks mature and expand.

Once funding opportunities are secured, the proposed improvements can progress to preliminary and detail design phases for implementation. There are a number of potential sources of funding available to deliver improvements identified in a LCWIP[4] including DfT government grants, Active Travel England (ETA), developer funding (Section 106 and Community Infrastructure Levy (CIL)) as well as Local Economic Partnership (LEP) and / or internal funding.

4 Although not all the listed opportunities may be applicable to this LCWIP.

Walking and Cycle Routes

Figures 2 to 5 illustrate the walking and cycling network aspirational list and the selected routes for Phase 1 design interventions.

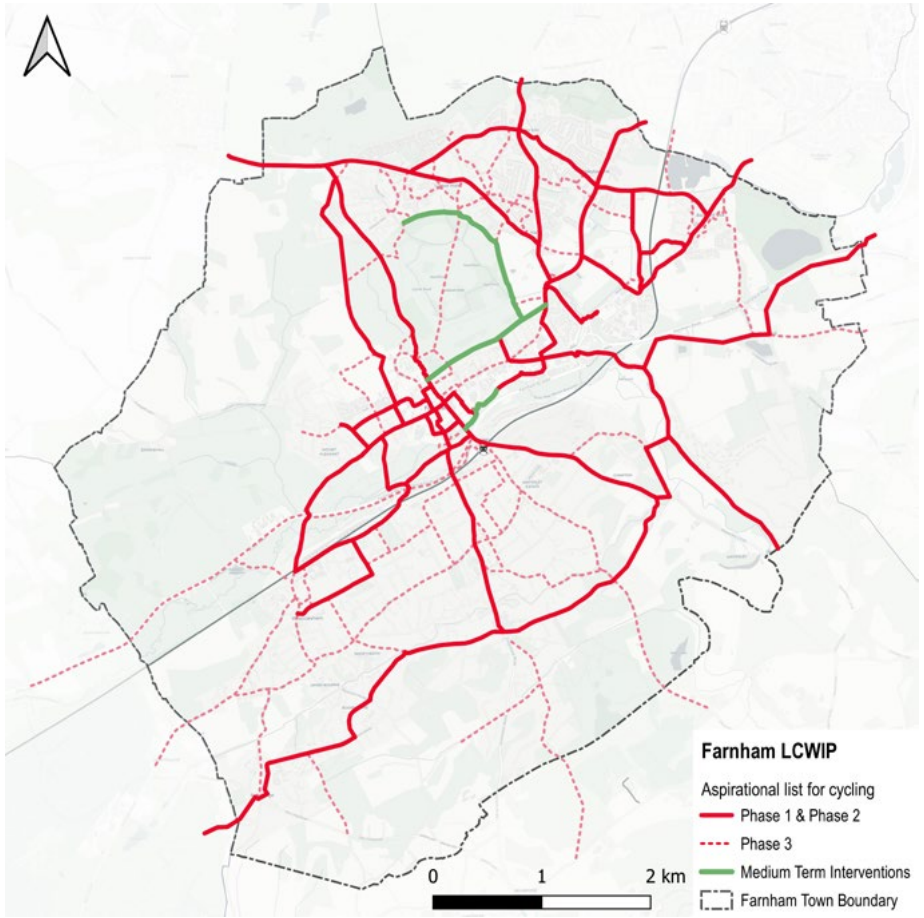


Figure 2. Cycling network aspirational list

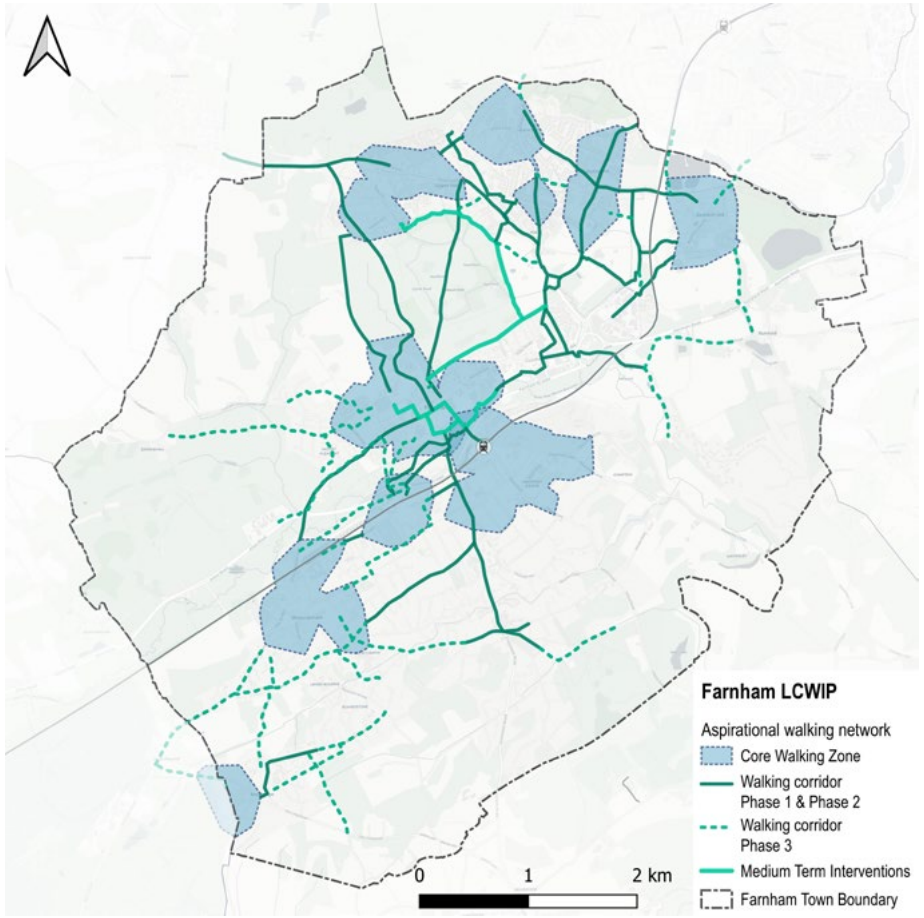


Figure 3. Walking network aspirational list

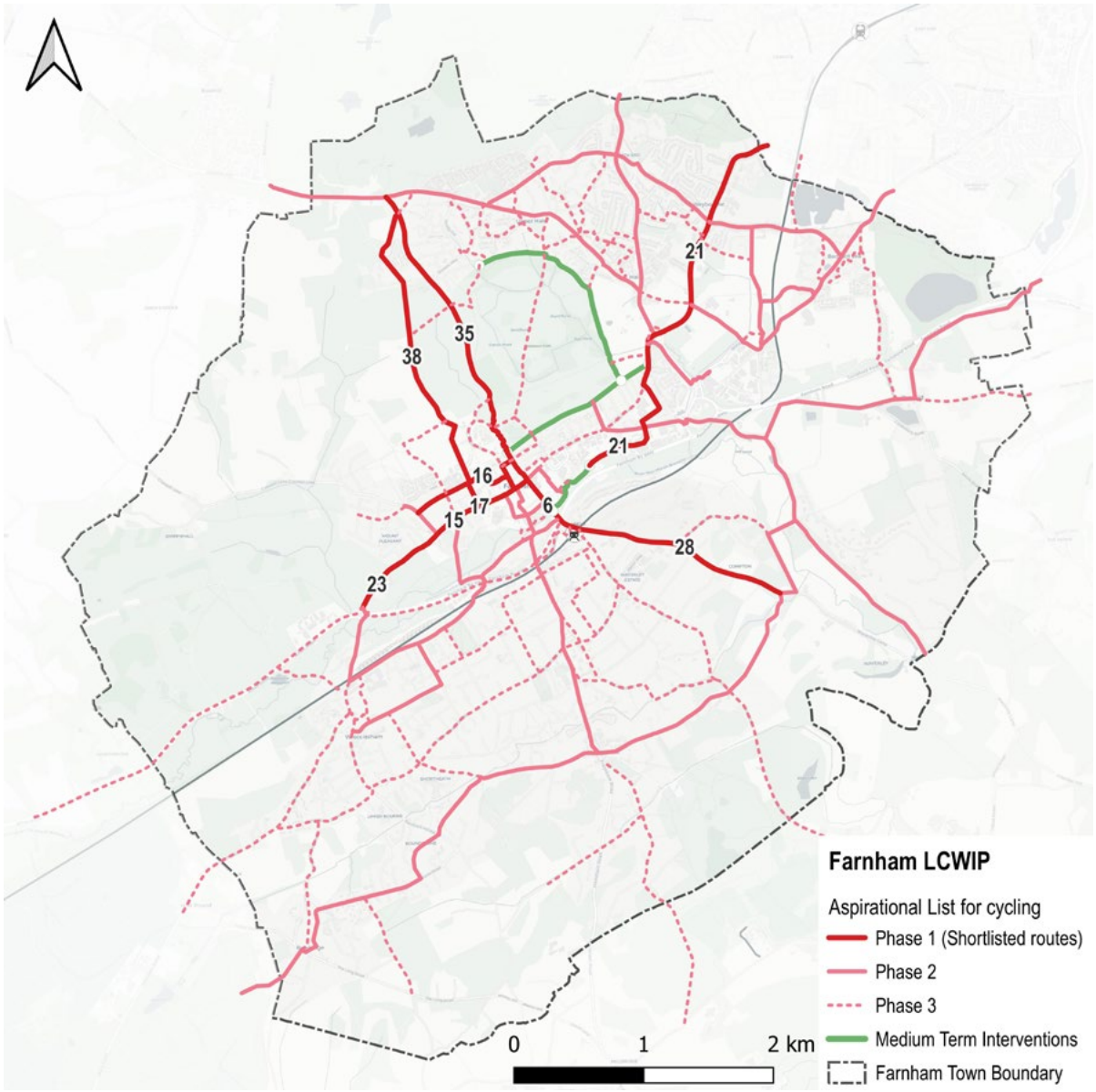


Figure 4. Phase 1 cycle network

Short-list of Cycle Routes

1. (15) West Street / The Borough & (23) West Street / Coxbridge roundabout
2. (16) Falkner Road / Long Garden / Castle Street & (17) The Hart
3. (35) Folly Hill & (38) Old Park Lane
4. (21) Weybourne Road / Hale Road / Manor Road / through Guildford Road Trading Estate and along River Wey Path to Riverside 3 Car Park
5. (6) South Street / Station Hill
6. (28) Waverley Lane

Summary of Phase 1 Cycle Routes

Table 1. Summary of Phase 1 Cycle Routes

Route	Public Benefit	Stakeholder Support	Link to SCC Climate Emergency Policy	Protected Group Benefit (Equality & Diversity)	Other Benefit	Potential Issues*
1: West Street	improve cycle access to the town centre from the west	stakeholder groups provided input during the LCWIP process	supports the policy by encouraging mode shift from car to active travel for short journeys	aims to improve cycle access for people of all ages and abilities through provision of segregated facilities where feasible, or quieter routes where not	potential increase in cycling of 249 commuter trips/day (one-way flows; growth based on PCT ebike scenario)	LTN 1/20-compliant facilities along West Street likely not feasible - alternative off-road links may be considered; lacks continuity for onward journeys south of the A31
Rt 2: Falkner Road / Long Garden / Castle Street / The Hart	links the University for the Creative Arts (Farnham Campus), Potters Gate Primary, Farnham Museum, the high street (Castle Street), and Farnham Park	stakeholder groups provided input during the LCWIP process	supports the policy by encouraging mode shift from car to active travel for short journeys	improves facilities for children, parents, and young people cycling to school	potential increase in cycling of 676 commuter trips/day (one-way flows; growth based on PCT ebike scenario)	potential opposition to modal filter and accompanying access restrictions
Rt 3: Folly Hill / Old Park Lane	links North Farnham/ Upper Hale and the town centre	stakeholder groups provided input during the LCWIP process	supports the policy by encouraging mode shift from car to active travel for short journeys	improves access to Upper Hale, the most deprived area of Farnham (IMD data); aims to improve cycle access for people of all ages and abilities through provision of segregated facilities where feasible, or quieter routes where not; measures to improve personal safety such as lighting would be proposed for off-road routes (particularly benefiting women, young people, and older people)	potential increase in cycling of 111 commuter trips/day (one-way flows; growth based on PCT ebike scenario)	potential ecology, archaeology, and legal constraints for cycle facilities via Farnham Park; significant gradient; full adherence to LTN 1/20 guidance may not be possible

Route	Public Benefit	Stakeholder Support	Link to SCC Climate Emergency Policy	Protected Group Benefit (Equality & Diversity)	Other Benefit	Potential Issues*
Rt 4: Weybourne Road - Hale Road	links the Weybourne residential areas to Farnham Town Centre via Weybourne Road, passing All Hallows Catholic School, William Cobbett Primary School, Heath End School, and Farnham Hospital	stakeholder groups provided input during the LCWIP process	supports the policy by encouraging mode shift from car to active travel for short journeys	improves facilities for children, parents, and young people cycling to school; also improves cycle access to the hospital, a major employment site	potential increase in cycling of 274 commuter trips/day (one-way flows; growth based on PCT ebike scenario)	section north of Lower Weybourne Road junction is significantly constrained - segregated facility may not be feasible
Rt 5: South Street	links the town centre to the railway station. It also provides network connectivity to Farnham Park, Borelli Walk, and the Brightwells Yard Development for onward links to residential areas north, south, and east of the town centre.	stakeholder groups provided input during the LCWIP process	supports the policy by encouraging mode shift from car to active travel for short journeys	aims to improve cycle access to town centre and railway station for cyclists of all ages and abilities through provision of segregated facilities where feasible, and quieter routes where not	potential increase in cycling of 296 commuter trips/day (one-way flows; growth based on PCT ebike scenario)	potential opposition to reallocation of on-street parking spaces for active travel; requires coordination with A31, town centre, and station redevelopment schemes; full adherence to LTN 1/20 guidance may not be possible
Rt 6: Waverley Lane	provides access to several schools (St Polycarp's Primary School, South Farnham School and The Abbey School), as well as the railway station	stakeholder groups provided input during the LCWIP process; limited support for this route	supports the policy by encouraging mode shift from car to active travel for short journeys	improves facilities for children, parents, and young people cycling to school	Potential increase in cycling of 74 commuter trips/day (one-way flows; growth based on PCT ebike scenario)	full adherence to LTN 1/20 guidance may not be possible; likely opposition to any impacts to on-street parking (used by care home); street trees constrain segregation options

*Potential Issues: Due to a variety of reasons, such as space restrictions in historic streets, adherence to LTN1/20 was not always possible. In such cases, alternative options were recommended.

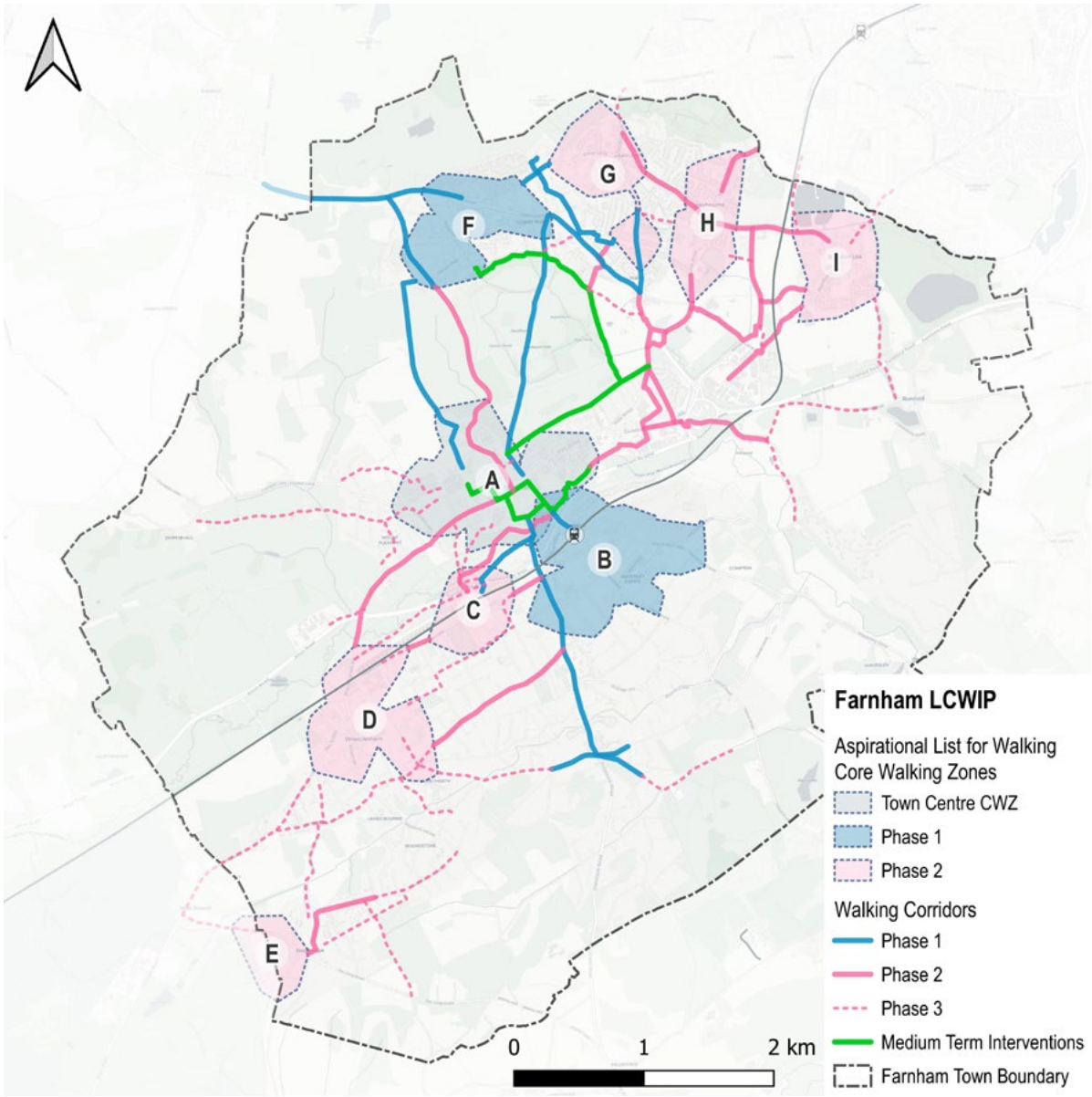


Figure 5. Phase 1 walking network

Final Shortlist

1. (B) Railway Station & Farnham College
» Red Lion Lane
» Firgrove Hill / Frensham Road
2. (F) Upper Hale
» Farnham Park
» Upper Hale Road / Odiham Road
» Old Park Lane
» Heath Lane
» Farnborough Road

Summary of Phase 1 Core Walking Zones

Table 2. Summary of Phase 1 Core Walking Zones

CWZ	Public Benefit	Stakeholder Support	Link to SCC Climate Emergency Policy	Protected Group Benefit (Equality & Diversity)	Other Benefit	Potential Issues
CWZ 1. Railway Station & Farnham College	links the town centre to the railway station. It also provides network connectivity to Borelli Walk, and the Brightwells Yard Development and access to the college several schools (St Polycarp's Primary School, South Farnham School, The Abbey School and South Farnham Infant School)	stakeholder groups provided input during the LCWIP process	supports the policy by encouraging mode shift from car to active travel for short journeys and access to key destinations	aims to improve accessibility for people of all ages and abilities through provision of wider facilities where feasible, and new and improved crossings. Improves facilities for children, parents, and young people commuting to education facilities	High number of residents, businesses and visitors of Farnham will benefit from the improvements	potential opposition to any impacts to on-street parking and to access restrictions
CWZ 2. Upper Hale	improves pedestrian environment within a high density area including schools, local shops and routes linking North Farnham residential areas and the town centre and providing access to the University for the Creative Arts (Farnham Campus), Farnham Park, All Hallows Catholic School, William Cobbett Primary School, Heath End School, Hale Nursery Primary Academy and Folly Hill Infants School	stakeholder groups were supportive of the prioritisation of the zone and provided input during the LCWIP process	supports the policy by encouraging mode shift from car to active travel for short journeys and travels to school	aims to improve accessibility for people of all ages and abilities through provision of wider facilities where feasible, new and improved crossings and improved access to public transport. Improves facilities for children, parents, and young people cycling to school	high number of residents (4700) will benefit from the improvements including the most deprived area in Farnham	potential ecology, archaeology, and legal constraints for wider facilities via Farnham Park; potential opposition to modal filter and accompanying access restrictions and to any impacts to on-street parking


Lion and Lamb
Cafe & Restaurant
GOLDSMITHS
LITTER
TERIYAKI
CHICKEN,
£10
Welcome!

2. Introduction

Approach

Report Structure

Design Vision

Approach

Atkins has been commissioned by Surrey County Council (SCC), working in partnership with Waverley Borough Council (WBC) and Farnham Town Council (FTC) to develop a Local Cycling and Walking Infrastructure Plan (LCWIP). The geographic scope is the town of Farnham, as shown in Figure 6.

The study approach follows Department for Transport (DfT) guidance for an LCWIP, the core outputs of which are:

- Network plans for walking and cycling which identify the preferred routes for further development.
- Prioritised programme for improvements for future investment.
- LCWIP report that sets out the underlying analysis carried out and provides a narrative which supports the identified improvements and network.[1]

The proposed measures identified in the LCWIP are also intended to complement existing plans and networks for active travel, as well as align with adopted policy.

The LCWIP aims to support the following key objectives:

- Increase the number of people walking and cycling in the Borough and support modal shift, particularly for short utilitarian journeys.
- Make walking and cycling safe, attractive and convenient modes of transport for people of all ages, abilities and confidence levels.
- Expand the existing cycle network and not only establish a comprehensive active travel network in Farnham but also in adjacent areas.
- Enhance accessibility by walking and cycling to key destinations for all users.

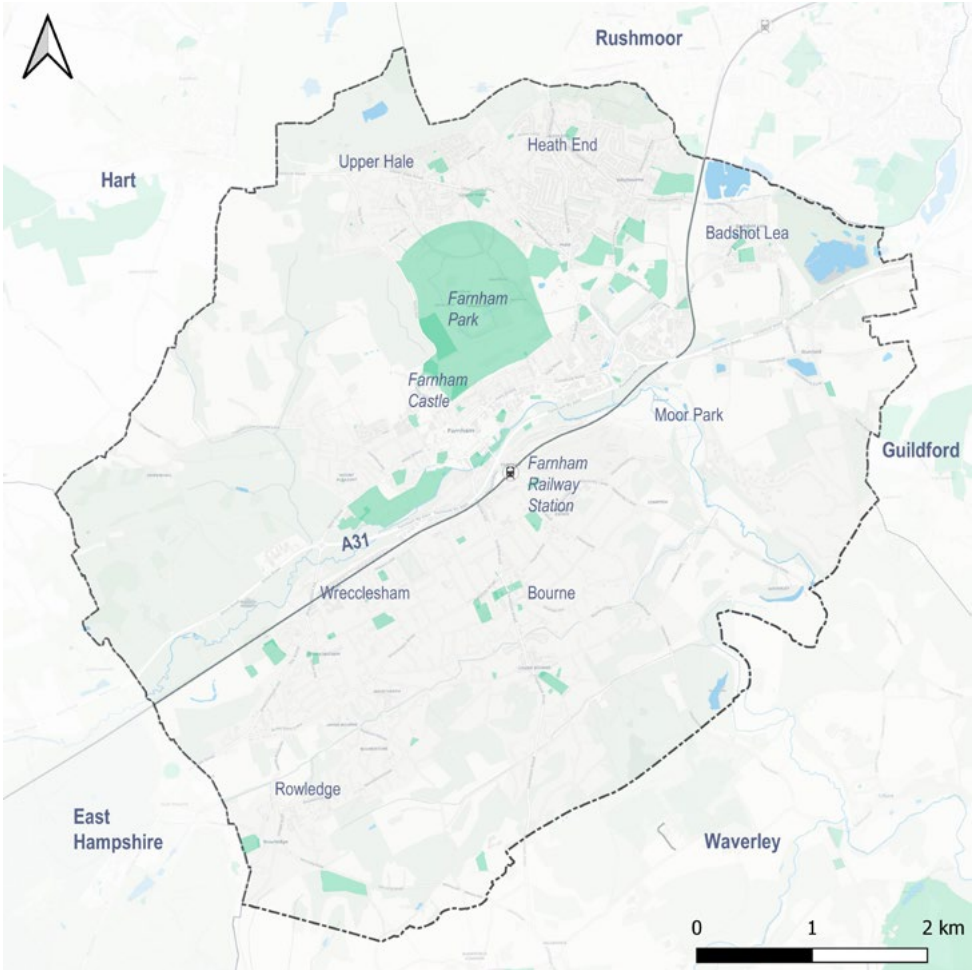


Figure 6. Study area

1 Local Cycling and Walking Infrastructure plan, Technical Guidance for Local Authorities, DfT (2017).

Methodology

In order to meet the objectives of the LCWIP, the project was divided into the following main tasks.

1. Previous Studies Review: Atkins reviewed previous studies related to walking and cycling in farnham as well as design proposals for key Farnham schemes (such as Brightwells Yard Development) as detailed in the scope of work.
2. Data Analysis: Atkins also analysed a number of spatial and behaviour datasets such as key destinations, pedestrian and cyclist activity and local networks, traffic and collision data, key barriers and severance, online public comments, and Census data.
3. Development of Draft Networks: Draft network maps for key cycling routes and Core Walking Zones were developed based on the findings from the review of previous studies, data analysis and information provided by WBC. These draft maps were subsequently refined through engagement with both internal (SCC, WBC and FTC officers) and external stakeholder groups, as well as local elected officials. Early engagement in the preparation of this LCWIP has ensured that local knowledge was incorporated into the development of proposals.
4. Network Refinement and Prioritisation: Following the refinement of the active travel network maps, a Multi-Criteria Assessment Framework (MCAF) was undertaken to identify and prioritise the top five scoring corridors for cycling and top three scoring walking zones. These were identified as the 'Phase 1' elements of the active travel networks for advancement through the remainder of the LCWIP process. The MCAF considered each of the individual corridors against a number of metrics, such as: active travel demand, the potential to deliver a high-quality and inclusive route, safety issues that could be addressed, and connections to other active travel routes.
5. Audits and Site Visits: Following the identification of the Phase 1 cycle corridors and walking zones, site visits were undertaken to audit the existing condition and identify opportunities for improvements. The audits utilised the DfT audit tools for an LCWIP, known as the Walking Route Audit Tool (WRAT) and Route Selection Tool (RST). These tools are used to audit routes against key metrics for active travel measures such as directness, comfort, and safety.
6. Draft Proposed Interventions: The route audits noted above were subsequently used to inform the development of concept proposals for each of the Phase 1 corridors and areas. This process also benefited from the early stakeholder engagement undertaken in Task 3 and the issues identified within the initial data analysis.
7. A second round of stakeholder engagement was undertaken to review the draft concept proposals. This provided an opportunity for stakeholders to feed into the concept development process by providing feedback on the types of interventions being proposed, key additional opportunities for improvements, as well as issues to consider during the further development of the proposals in the next phase (feasibility).
8. Concept Refinement, Costings, and Prioritisation Programme: The feedback from the stakeholder engagement process was subsequently reviewed to identify opportunities to improve upon the draft concept proposals and also ensure that all feedback was captured for taking forward into the feasibility phase. After refining the concept proposals, the final activities within the LCWIP study included additional WRAT and RST assessments to review the potential quality of the routes following the proposed interventions. High level cost and programme estimates reflective of the early concept design stage were also prepared.
9. LCWIP Report: Outputs of the above tasks were compiled to form this LCWIP report.

Next Steps

The LCWIP report should be used to support the case for further stages of design, assessment and stakeholder engagement and secure funding to progress improvements for the corridors identified. As an LCWIP is intended to facilitate a long-term approach to developing active travel proposals over a period of approximately 10 years, all of the corridors identified within the active travel network maps are recommended for further consideration at an appropriate time in the life of the LCWIP implementation. The LCWIP outputs will be integrated into local planning and transport policies, strategies and delivery plans, as per the DfT guidance.

The next stage of the LCWIP implementation will be to advance the design concepts for the 'Phase 1' active travel corridors to a feasibility level of design and assessment. During this process, and subsequent design phases, stakeholder engagement will continue to be a key element of developing high-quality and attractive routes for local users. The progression of these schemes, either as a work package or individual schemes, will likely be subject to external factors such as funding applications or potential inter-dependencies with other proposals within the local area.

The LCWIP should be reviewed and updated periodically (approximately every four to five years), particularly in response to significant changes in local circumstances, such as the publication of new policies or strategies.

However, engagement with SCC, WBC and FTC has been undertaken during the development of the LCWIP to provide alignment and future-proofing with regards to key transport and local policies. Additional active travel opportunities may also be identified and incorporated into the LCWIP in response to major new development sites, and as walking and cycling networks mature and expand.

Report Structure

The report is structured into 10 sections:

- **1. Executive Summary**: This section presents a summary of the study focusing on the key outputs: selected walking and cycle routes and proposed interventions.
- **2. Introduction**: In this section, project aims, methodology and design approach are presented.
- **3. Previous Studies**: In this section, key studies previously developed for the area are presented, including walking and cycling strategies.
- **4. Evidence Base / Background Data**: Information used to support the choice of potential walking and cycle routes are introduced, such as key destinations, census data, collision data, and propensity to cycle tool (PCT) forecast flows.
- **5. Stakeholder Engagement**: Meetings with stakeholders took place on six occasions: three times during the selection of routes and a further three times to receive their feedback for the proposed design interventions. This section summarises the meetings, with minutes presented in the Appendices section.
- **6. Cycle Network**: In this section, the optioneering process used for the selection of cycling routes is presented, followed by a description of the selected routes highlighting their infrastructure constraints and opportunities. In this section the design

approach and guiding principles for cycling are also presented, accompanied by images of best practice examples, prior to an overview of concept designs for five cycle corridors.

» **7. Walking Network**: As with the previous section, the optioneering process used for the selection of walking routes is presented, followed by a description of the selected routes highlighting their infrastructure constraints and opportunities. In this section the design approach and guiding principles for walking are also presented, accompanied by images of best practice examples, prior to an overview of concept designs for five walking corridors.

» **8. Route Prioritisation and Costings**: Based on a multi criteria process and feedback from stakeholders, this section presents a prioritised programme of infrastructure improvements and costs for each route.

» **9. Conclusions**: This section considers the findings from the LCWIP and the next steps.

» **10. Appendices**: In this last section, complementary data is presented such as walking and cycle audits and stakeholder engagement responses.

Design Vision

The overarching vision and objective of the LCWIP is to facilitate modal shift and increase the number of people choosing to walk and cycle for short journeys or as part of a longer journey (e.g., combined with public transport), particularly for utilitarian trips. The LCWIP proposals also seek to support a variety of other objectives of SCC, WBC and FTC, such as:

» Strong and sustainable growth
» Reducing short car journeys
» Promoting health and well-being
» Reducing congestion and pollution
» Providing inclusive travel options
» Achieving climate change targets
» Improving the economic vitality of the Town

Within the Town there are several examples of physical severance created by infrastructure such as railway lines and heavily trafficked roads. Inadequate routes, or a lack of them, can bring residents and visitors to rely on private transport, thus leading to increased volumes of short car trips and congestion within town centres and other areas of high demand.

Additionally, the local high street area can benefit from a regeneration process which provides spaces where people enjoy spending time, which can subsequently lead to economic and social vitality for the area.

Good design is vital to the successful delivery of facilities to encourage modal shift. The design strategy aims to address these issues with the development of deliverable and attractive town-wide walking and cycling infrastructure that prioritises people walking and cycling.

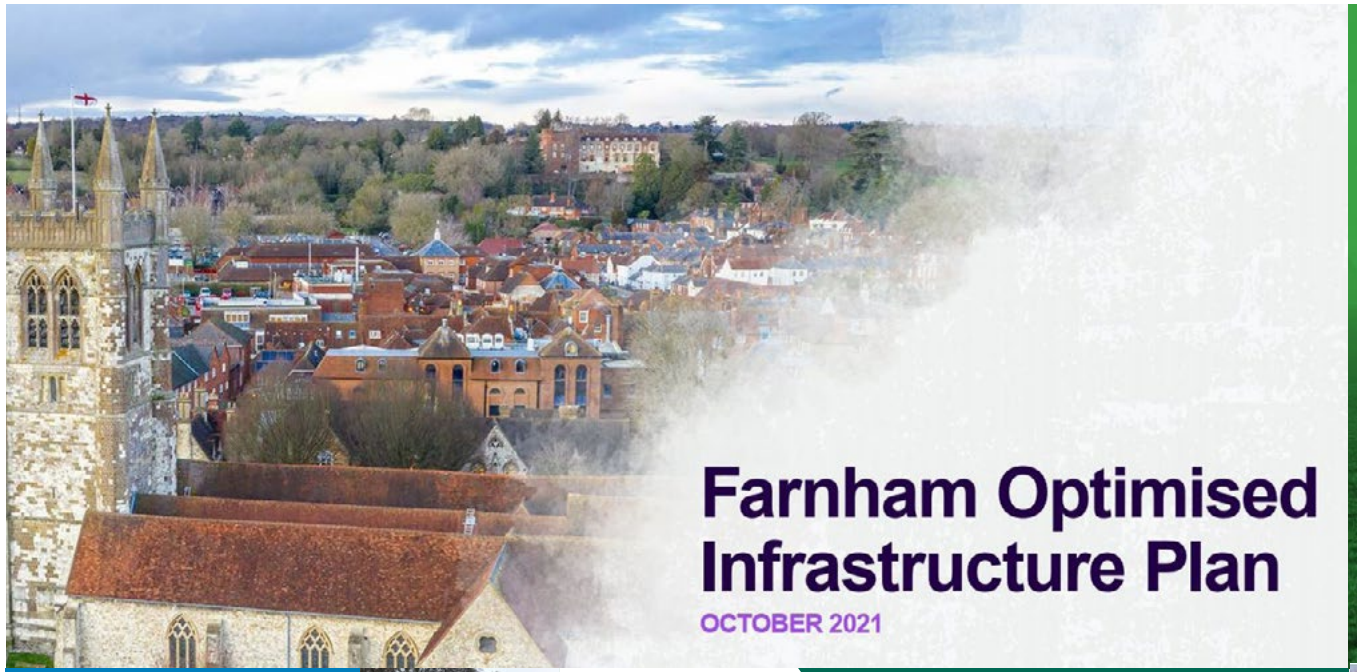
To support the vision, the design approach incorporates best practice guidance and aims to address the five key design principles of effective walking and cycling infrastructure as per LTN 1/20[1]:

» Coherent
» Direct
» Safe
» Comfortable
» Attractive

The design approach went beyond LTN 1/20 recommendations and added key design principles in terms of adaptability, gradient, context sensitive and inclusivity.

Ultimately, the design strategy looks to provide short as well as long term solutions that could be applied to further designs across the Town.

1 Department for Transport, Cycle Infrastructure Design (LTN 1/20).



Farnham Optimised Infrastructure Plan

OCTOBER 2021

SURREY'S CLIMATE CHANGE STRATEGY

Department for Transport

Gear Change

A bold vision for cycling and walking

Department for Transport

Cycle Infrastructure Design

Changes are coming to Farnham

FARNHAM INFRASTRUCTURE PROGRAMME

3. Previous Studies

Introduction
Previous Studies and Policy Context
Optimised Infrastructure Plan
Summary of Key Findings

Introduction

The Farnham Town LCWIP is supported and informed by existing and emerging policies, previous and on-going studies, and existing scheme proposals. All proposals included in this study build upon their findings and recommendations.

To that end, this section reviews previous work relevant to the LCWIP, in so far as they inform the:

» Policy context of the LCWIP
» Understanding and identification of key trip attractors and destinations
» Identification of preferred walking and cycling routes, existing issues, deficiencies and opportunities
» Development of a programme of infrastructure improvements

Previous Studies & Policy Context

Cycling and Walking Investment Strategy (2022)

The CWIS has recently been updated, with the Cycling and Walking Investment Strategy 2 (CWIS2) setting out updated objectives and investments for active travel in England between April 2021 and March 2025. CWIS2 sets out the following ambition, which maintains the aim put forward in CWIS1:

'To make walking and cycling the natural choices for shorter journeys, or as part of a longer journey by 2040'.

This coincides with the additional aim for '50% of all journeys in towns and cities should be walked or cycled by 2030'. This aim will be delivered through the plans set out in Gear Change (2020).

Building on CWIS1, CWIS2 sets out updated objectives up to 2025, to:

» Increase the percentage of short journeys in towns and cities that are walked or cycled from 41% in 2018 to 2019 to 46% in 2025.
» Increase walking activity, where walking activity is measured as the total number of walking stages per person per year, to 365 stages per person per year in 2025.
» Double cycling, where cycling activity is measured as the estimated total number of cycling stages made each year, from 0.8 billion stages in 2013 to 1.6 billion stages in 2025.
» Increase the percentage of children aged 5 to 10 who usually walk to school from 49% in 2014 to 55% in 2025.

CWIS2 promotes two longer-term objectives, aligning with the DfT's Gear Change and Transport Decarbonisation Plans and HM Government's Net Zero Strategy, to:

» Increase the percentage of short journeys in towns and cities that are walked or cycled to 50% in 2030 and to 55% in 2035.
» Deliver a world-class cycling and walking network in England by 2040.

DfT's Gear Change & Cycle Infrastructure Design (LTN 1/20) (2020)

In 2020, the DfT published Gear Change and its updated Cycle Infrastructure Design (Local Transport Note 1/20). Both publications advance the DfT's ambitions for a step-change in the provision of cycle infrastructure, a modal shift to cycling nationally, and establishing cycling as a form of mass transit. This supports issues related to public health, well-being, the economy and local business, climate change, the environment and air quality, and congestion.

Gear Change outlines 4 key themes to achieve a step-change in cycling:

» Better streets for cycling and people
» Cycling at the heart of decision making

» Empowering and encouraging Local Authorities
» Enabling people to cycle and protecting them when they do

LTN 1/20 provides a refresh of national cycle infrastructure design guidance (previously LTN 2/08), reflective of latest best practices. It is intended to support the delivery of the high-quality infrastructure necessary to achieve the ambitions of the CWIS and Gear Change. Inclusive cycling is an underlying theme, so that people of all ages and abilities are considered and empowered to take up cycling.

As with the CWIS, development of the Farnham LCWIP is central to achieving the ambitions of Gear Change locally. LTN 1/20 will be integrated into the LCWIP process, establishing the design aspirations of schemes identified as part of the LCWIP.

DfT's LCWIP Technical Guidance (2017)

To assist local authorities, the DfT published guidance which broadly outlines the core elements and tasks that should be considered when developing an LCWIP. The methodology is intended to be flexible and adaptable to a given local authority's context, geographic scope, and resources. The study approach used for the Farnham LCWIP reflects the DfT guidance.

Surrey Transport Plan: LTP4

The Surrey Transport Plan (STP) is the county's fourth Local Transport Plan (LTP). The STP presents the plan for Surrey's transport network from 2022 onwards, and sets out the pathway for achieving net zero carbon emissions by 2050, in line with Surrey County Council's net zero commitments. The STP also sets out how transport will contribute to achieving Surrey County Council's climate change delivery plan, Enabling a Greener Future.

The Surrey Transport Plan sets out the following vision:

"A future-ready transport system that allows Surrey to lead the UK in achieving a low-carbon, economically prosperous, healthy and inclusive county with excellent quality of life for all residents, whilst seeking to enhance both the built and natural environments."

To achieve this aim, the Surrey Transport Plan outlines four key objectives:

» Net zero carbon emissions.
» Sustainable growth.
» Well-connected communities.
» Clean air and excellent quality of life.

Nine policy areas have been identified in order to fulfil these objectives, including:

Planning for place – an approach to enhance local neighbourhoods through planning and design so that people can meet the majority of their needs locally. This includes the implementation of 'liveable neighbourhoods'.

Active travel and personal mobility – aims to increase the number of trips made by walking, wheeling, cycling and scootering. One way through which this will be delivered will be through the use of LCWIPs across the county.

Supporting behaviour change – targeted campaigns and activities to raise awareness of and increase the use of active and sustainable travel modes. This will relate to Surrey County Council's Sustainable Schools Travel Strategy and road safety measures.

The key themes and objectives of the STP are broadly aligned with the objectives of the LCWIP to increase the uptake of walking and cycling across the county.

Surrey Cycle Strategy (2014-2026)

The Surrey Cycling Strategy is part of the Surrey Transport Plan (LTP3), and sets out SCC's aim and approach for cycling in Surrey for the period to 2026. The aim of the strategy is 'more people in Surrey cycling, more safely.'

Additionally, the strategy recognises the multitude of benefits from encouraging people to cycle more, including improved health, economic benefits from reduced absenteeism and reduced congestion, and improved air quality from fewer motor vehicles.

A key action of the strategy was the development of local cycling plans for each of Surrey's 11 districts and boroughs to identify and deliver cycling improvements, reflecting local priorities and circumstances.

Another core objective relevant to the LCWIP is to 'improve infrastructure to make cycling a safe, attractive and convenient mode of transport for people of all ages and levels of confidence.' The Strategy presents principles by which cycling infrastructure should be designed and delivered, as follows:

- Inclusivity
- Safety and security
- Comfortable and well maintained
- Continuous
- Go where people want to go

The above are consistent with the aims of the LCWIP and with the recent LTN 1/20 guidance. The core design principles were considered as part of the network development and identification of infrastructure improvements as part of the Farnham LCWIP.

SCC are currently developing an Active Travel Strategy in line with their LTP4. This strategy will consider walking, wheeling, cycling and scooting, and will highlight the role of cycling in relation to SCC's Climate Change Strategy. The strategy will align with the DfT's Gear Change policy.

Rights of Way Improvement Plan (ROWIP) (2014)

The Rights of Way Improvement Plan (ROWIP) is a part of the Surrey Transport Plan (LTP3). It is intended to identify the changes to be made in respect of the management and improvements to the local rights of way network, in order to meet the Government's aim of better provision for walkers, people cycling, equestrians and people with mobility difficulties.

Within the ROWIP five objectives are identified:

- To improve accessibility to services, facilities and the wider countryside along rights of way
- To improve connectivity of rights of way and to reduce severance
- To improve the quality of the public right of way network
- To increase recreational enjoyment
- To secure coordinated implementation of the ROWIP with the available resources

The ROWIP will help to facilitate improvements that can contribute to improved public health and well-being, help to reduce emissions, and reduce congestion. Improvements to the rights of way network are integrated with other Surrey plans and strategies, including the Cycle Strategy.

There are 3,444km of rights of way across Surrey, of which nearly 83km is in Farnham. This off-road network is a key component of the broader active travel network, and provides opportunities to improve network connectivity and more direct links for pedestrians and people cycling.

The LCWIP will promote and adopt the core objectives of the ROWIP, particularly improving accessibility and connectivity and reducing severance as part of the identified walking and cycling routes. Development of the LCWIP will support more attractive walking and cycling routes to connect leisure, residential and employment areas.

Surrey's Climate Change Strategy (2020)

Surrey's Climate Change Strategy sets out SCC's commitment to tackle climate change and support the UK's target of achieving net zero carbon emissions by 2050. It provides a joint framework for collaborative action on climate change across Surrey's local authorities and other partners. The strategy sets a target of a 60% emissions reduction in the transport sector by 2035, and identifies the following ambition for the transport sector: "Deliver and promote an integrated, accessible, affordable and reliable public and active (walking or cycling) transport system across the County, thereby reducing journeys and improving local air quality for improved health and well-being of our residents."

The LCWIP is well-aligned with the Climate Change Strategy. Delivery of the LCWIP will provide high quality infrastructure to support and encourage modal shift to active travel options, and hence support achieving the Climate Strategy targets and ambitions.

Surrey Future

Surrey Future brings together Surrey's local authorities and business leaders to agree the investment priorities to support the county's economy. It considers how to manage planned growth sustainably, both in Surrey and on its borders. The initial focus for Surrey Future is on the strategic physical infrastructure required to deliver the economic development and spatial growth priorities. As part of Surrey Future, the following plans have been developed.

Surrey 2050 Place Ambition (2019)

Surrey as a place has a central role to play in the regional and national economy, and already makes a significant contribution to wealth creation, enterprise, jobs, business, homes, physical infrastructure, and skills. The vitality of Surrey's places and communities is at the heart of what defines the approach to "good growth". Its vision is for a county of well-functioning and connected places, with healthy communities and a high quality of life.

The 2050 Place Ambition defines good growth for Surrey as:

- Is proportionate and sustainable, focusing on the places where people both live and work
- Supports overall improvements to the health and well-being of our residents
- Is supported by the necessary infrastructure investment - including green infrastructure
- Delivers high quality design in our buildings and public realm
- Increases resilience and flexibility in the local economy
- Builds resilience to the impacts of climate change and flooding
- Is planned and delivered at a local level while recognising that this will inevitably extend at times across administrative boundaries

The LCWIP will support the ambitions for 'good growth' through the development and promotion of high-quality active travel networks. This will support improved local access and connectivity, enhancing the sense of place within local communities, and health and environmental benefits.

Surrey Infrastructure Study (2017)

Surrey Infrastructure Study (SIS) presents a technical evidence base of Surrey's infrastructure needs to 2031. It presents an overview of growth patterns and the infrastructure projects needed to support such growth, broadly encompassing education, health and social care, community, green infrastructure, utility, transport, flood defences and emergency services.

Within the context of active travel and the LCWIP, the SIS notes that high levels of cycle ownership in Surrey indicate significant suppressed demand for cycling. However, there are a number of issues and challenges, including but not limited to:

- The need to equip different road users with the skills to share the road safely
- The challenge of achieving cycle infrastructure segregation on narrow, congested roads

A series of walking and cycling improvements from the provision of new cycle routes to the widening of footways are required across all local authorities within Surrey in Town Centres and at busy junctions, not only to enhance connections for pedestrians and people cycling but to also improve access to public transport.

Development of the LCWIP will help to address this need. Improving access to public transport, particularly to the railway station, will be a key factor in identifying proposed walking and cycle routes.

Waverley Local Plan Part 1: Strategic Policies and Sites

Adopted in 2018, the Local Plan Part 1 (LPP1) sets out the spatial vision for Waverley and outlines the strategic polices informing land use and development up to 2032. The Plan will be the framework for subsequent documents, including the Local Plan Part 2 (LPP2), which will provide further detail for example on land allocation in the area. LPP1 and LPP2 together serve as the Local Plan for Waverley.

The LPP1 aligns with the National Planning Policy Framework (NPPF) and Policy NRM6: Thames Basin Heaths SPA.

The LPP1 sets out the Sustainable Transport strategic policy (Policy ST1) which seeks to guide future development to ensure that, among other objectives, this supports the delivery of transport initiatives which prioritise walking, cycling, public transport, car-share and low emission vehicles.

Policy ST1 aligns with the NPPF, National Planning Practice Guidance, and the Surrey Transport Plan. The Policy will be delivered via the Surrey Transport Plan which provides the Local Transport Plan for Waverley.

This LCWIP for Farnham will correspond with and connect to active travel schemes proposed for Waverley in the LPP1 and Surrey Transport Plan.

Waverley Local Plan Part 2: Site Allocations and Development Management Policies

The Local Plan Part 2 (LPP2) was recently submitted and is currently under examination. The LPP2 builds on LPP1 to provide further detail on site allocations and the implementation of strategic policies and objectives outlined in LPP1. As stated, LPP1 and LPP2 together provide the new Local Plan for Waverley.

East Hampshire Local Plan

The East Hampshire Local Plan: Joint Core Strategy (LPJCS) (2014) serves as the policy framework for development in the area up to 2028, and was developed in coordination with the Sustainable Community Strategy through the East Hampshire Community Partnership. The Emerging Local Plan will direct development up to 2036, replacing the existing LPJCS. East Hampshire is neighbouring the borough of Waverley.

The Emerging Local Plan aligns with the NPPF. The Plan builds upon the vision set out in the LPJCS, and outlines three strategic objectives each with a series of criteria. The Plan then details a number of strategic policies which will contribute to the achievement of these broader objectives.

The Emerging Local Plan identifies the three key districts for which the East Hampshire Local Planning authority is responsible, shown in Figure 7. This includes the 'North/A31 Corridor area' for which 3,075 dwellings are planned between 2017 and 2036. Farnham is located to the north east of this area, along the A31. The LCWIP for Farnham considers the potential impact of proposals put forward in the emerging East Hampshire Local Plan on the local road and transport network.

LPJCS outlined the need to provide a network or 'Green Grid' of paths for pedestrians and cyclists. The Emerging Plan maintains this emphasis on delivering infrastructure to enhance cycling, walking, and public transport, albeit does not define this as a network. The LCWIP for Farnham seeks to identify a network of cycleways and walkways within Farnham, this connecting across Farnham to neighbouring areas, for example to East Hampshire.

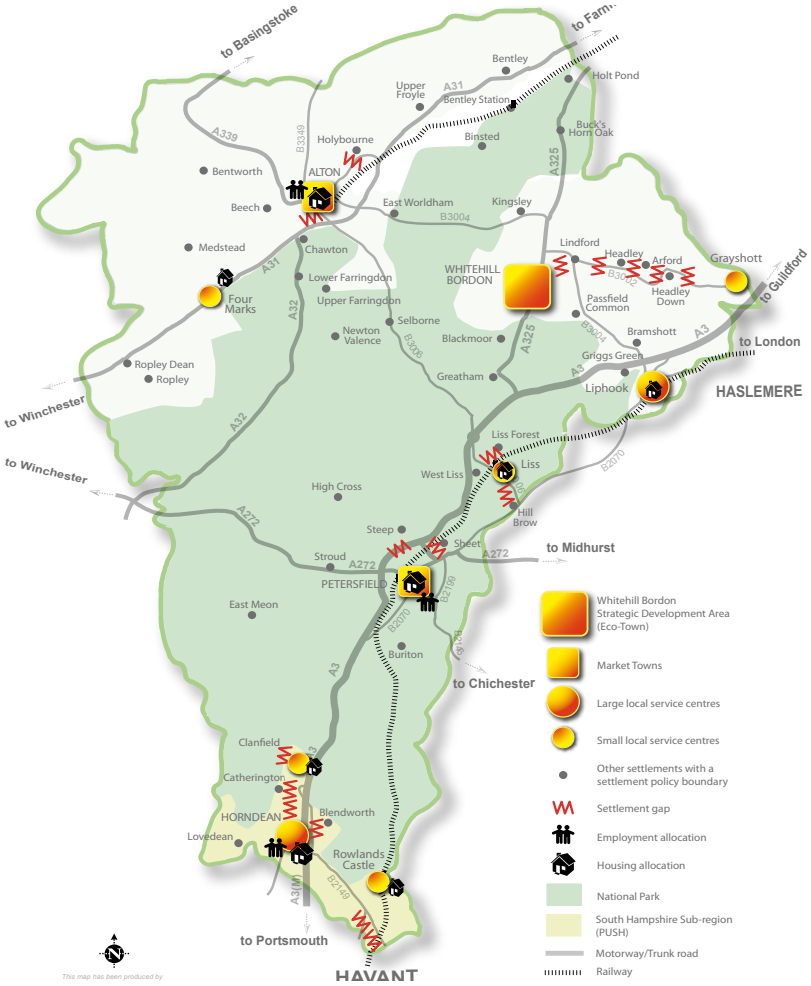


Figure 7. Map showing three districts in East Hampshire (source: LPJCS)

Farnham Infrastructure Programme

The Farnham Infrastructure Programme (FIP) is a 15-year project involving a combined effort between Farnham Town Council (FTC), Waverley Council (WBC) and Surrey County Council (SCC) to address a variety of issues relating to transport, connectivity, and congestion in Farnham. This will be delivered through a series of projects, each with multiple interventions, to address Farnham's "urgent needs" in the short and longer term.

Vision Statement

The Vision Statement, published and consulted on in 2020, outlines the process of developing the Vision and following Optimised Infrastructure Plan (OIP) as part of the FIP, and identifies 6 high-level programme themes to guide the OIP. These themes were identified following an in-depth review of SCC, WBC and FTC's existing plans and strategies, and through stakeholder consultation. These themes are as follows:

- Prioritise health, safety and wellbeing
- Place community first
- Respond to the climate emergency
- Enhance mobility and connectivity
- Support businesses and encourage economic growth
- Integrate digital and technology into the new transport system

The Vision Statement outlines an overarching aim to: "Deliver an attractive, well-integrated, future-focused and high-quality infrastructure solution for Farnham that will enable a connected and vibrant town, where people choose to live, work, study and spend their leisure time in sustainable ways".

Farnham Neighbourhood Plan

The Farnham Neighbourhood Plan (FNP) arises from the Localism Act (2012), and was adopted in 2017 by WBC. Following the adoption of WBC's Local Plan Part 1 (2018), the FNP was revised in 2019. The LPP1 takes account of and is guided by this Revised Farnham Neighbourhood Plan (RFNP).

Neighbourhood Plans provide opportunities for local people to be involved in and make decisions about their local area. These plans must align to National and local policies, and must account for future development figures outlined in the Local Plan.

The FRNP sets out a plan for Farnham up to 2032, putting forward the following vision for Farnham:

'Our vision is for Farnham to continue to thrive, meeting the changing needs of the local community by ensuring new development of high quality design fits well with, and does not erode, the character of the distinctive areas of the town and is supported by improved infrastructure.'

The FRNP sets out a series of objectives for the following themes:

- Environment
- Housing
- Business
- Farnham Town Centre and Neighbourhood Centres
- Leisure and Wellbeing
- Local Infrastructure

Under Infrastructure, the plan sets out 6 key objectives, two relating to transport in particular. One objective emphasises the need for future development to be supported by sustainable transport options (including active travel) to a range of amenities including schools and neighbourhood centres. Another objective highlights the need to maintain and extend existing footways, cycleways and bridleways.

This LCWIP will support these objectives through identifying potential cycling and walking routes and walking zones which can be funded in the future, and through enhancing cycling and walking networks across Farnham and to neighbouring areas.

Rushmoor Borough Council cycle proposals

There is an existing network of cycle paths across Aldershot and Farnborough, within the Rushmoor district. Rushmoor Council are developing an LCWIP with Hampshire County Council, with the proposals put forward being developed in connection to this LCWIP for Farnham. The LCWIP for Rushmoor will outline existing and proposed cycling and walking routes across and connecting to the area, for the short and long-term.

The map on the right shows existing primary and secondary cycle routes across Rushmoor, using Sustrans data.

During the development of Farnham LCWIP, great attention was given to connect cycle routes across both Rushmoor and Farnham LCWIPs, as illustrated in Figure 33 (page 63).

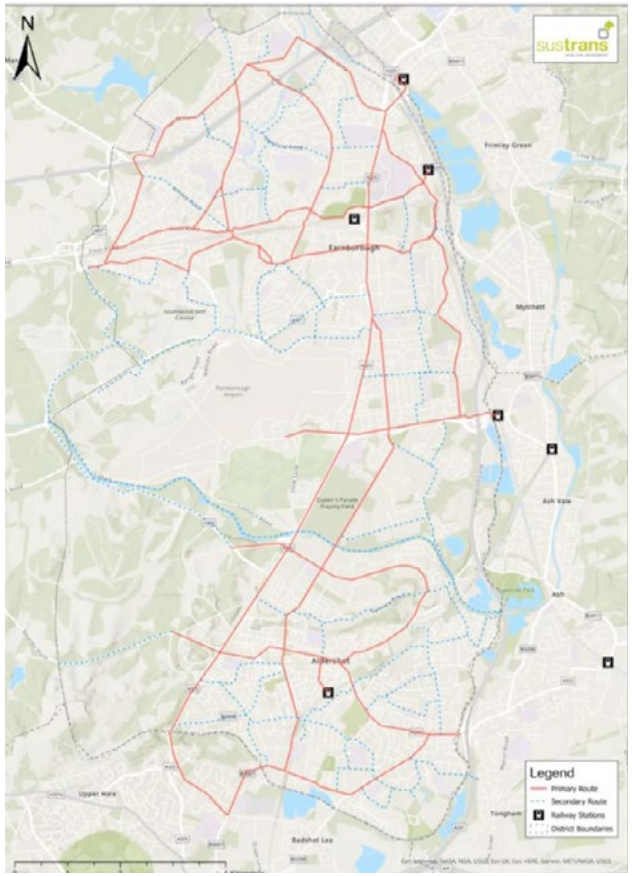


Figure 8. Map showing primary and secondary cycle routes across Rushmoor (Sustrans data)

Neighbouring LCWIPs and Cycle Programmes

The Farnham LCWIP is part of Surrey's broader LCWIP programme, with SCC aiming to have completed LCWIPs across all of the county by the end of this year.

LCWIPs have been developed for the Surrey Boroughs of Elmbridge, Runnymede, Spelthorne, and Reigate and Banstead. The proposals outlined in these LCWIPs will now be advanced to a feasibility level of assessment and design, with further stakeholder engagement being a key component of this process.

These existing and on-going schemes should be considered during the development of the Farnham LCWIP, to ensure broader cycle network connectivity across political boundaries.

The following sections outline LCWIPs in Surrey that are also currently under development.

Waverley LCWIP

SCC are commencing work on an LCWIP for Waverley. The public will be invited to make suggestions identifying issues limiting cycling and walking across the borough.

After a draft LCWIP has been developed, public consultation will be undertaken on the proposals. The LCWIP will guide the planning of and investment in cycling and walking infrastructure across Waverley.

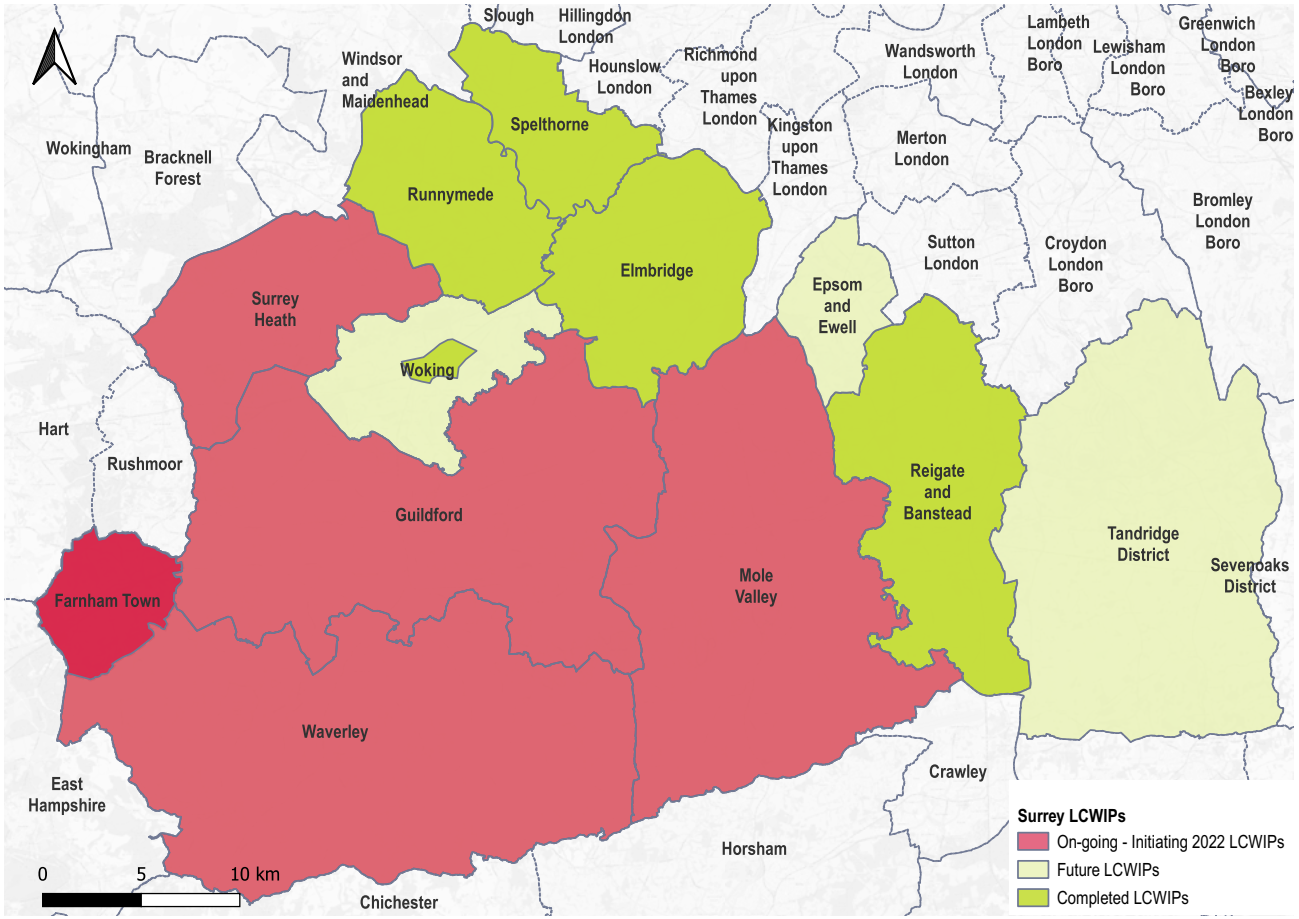


Figure 9. Concurrent or completed LCWIPs across Surrey (as of March 2022)

The LCWIP for Waverley will correspond with and connect to the proposals put forward in this LCWIP for Farnham, noting Farnham's location within the wider Borough of Waverley.

Optimised Infrastructure Plan

Optimised Infrastructure Plan

The Optimised Infrastructure Plan (OIP) has been developed out of the FIP and Vision Statement, and aims to support the development of sustainable travel in the town. The OIP outlines the challenges and opportunities of the current context of Farnham, and presents four key objectives.

These four key objectives reflect the six themes identified in the Vision Statement, these themes corresponding with the objectives put forward in the emerging LTP4. Together, the Surrey LTP4 and Vision Statement provide the framework for the OIP. The OIP itself provides the framework for future transport strategy in Farnham.

The OIP objectives are as follows:

- 'Rapidly reduce carbon emissions ensuring that Farnham and Waverley are on track for net zero by 2050'
- 'Well-connected communities across Farnham and the wider Strategic Opportunity Area'
- 'Support the economic vitality of Farnham and enable sustainable growth across the wider Strategic Opportunity Area'
- 'Improve the quality of place in Farnham with clean air, healthy lifestyles and less dominance of traffic on communities'

This Farnham LCWIP is an outcome of the OIP, reflecting one of the short-term actions put forward. The OIP identifies the LCWIP's role in supporting the planning and delivery of walking and cycling initiatives put forward in the OIP.

Synergy with other workstreams

As an output of the OIP, SCC, WBC and FTC have identified three workstreams, as follows:

- Project 1: Medium and Short Term Interventions
- Project 2: Farnham Town Centre and LCWIP
- Protect 3: Farnham A31 Corridor

Project 1 includes pedestrian and cycling schemes along Borelli Walk, Scholars Greenway and Hail Trail, a Traffic Regulation Order for HGV restrictions and the reclassification of the A325 corridor. Project 1 also includes a wayfinding and 20mph zones study. Project 2 includes the development of this LCWIP and the re-design of the town centre and Project 3 improvements along the A31 (for more information about individual projects, refer page 41 and Figure 16).

As expected, there is a strong synergy amongst all projects, with many overlaps:

Cycling Route 5 (South Street / Station Hill / Central Car Park) and CWZ 1 (Railway Station & Farnham College): The scheme overlaps with proposals for the town centre. To that end, the design proposal for CR5 incorporates the current proposals for the town centre. The same is applicable for the A31 proposals.

Likewise, the location of wayfinding totems (Project 1) were incorporate in the design proposals, as seen in CW1.

Another example is the implementation of 20mph zones. Where possible, recommendations of the 20 mph Speed Limit Scheme study were adopted to the design proposal for CWZ 1 and CWZ 2 (Upper Hale).

Similarly, many studies as part of Project 1 complement some of the cycle and walking routes, as it is in the case of CWZ 2. Upper Hale. Figure 5 (page 14) illustrates the connectivity between the selected Phase 1 routes to the medium term interventions (Scholars Greenway, Borelli Walk and Hale Trail Greenway).

With exception of Farnham HGV interventions and the reclassification of the A325, all other workstreams are still under development and continuous communication amongst all scheme project teams is required for the successful completion and implementation of the OIP.

Summary of Key Findings

This section outlines the policy context within which this Farnham LCWIP is situated. It sets out the policies informing walking and cycling at the national, county, borough and local levels, and how these interact. Policies published by the Department for Transport (DfT), Surrey County Council (SCC), Waverley Borough Council (WBC) and Farnham Town Council (FTC) relate to and inform each other at different scales.

The Department for Transport (DfT) have published a series of related strategies and guidance on walking and cycling in England.

The DfT's Cycling and Walking Investment Strategy (CWIS) (2017), alongside the Gear Change strategy (2020) and Cycle Infrastructure Design Guidance (LTN 1/20) (2020), highlight the UK government's ambition to increase cycling and walking and promote these as the natural choices for shorter trips. These strategies and guidance are interconnected, for example LTN 1/20 will support the delivery of the high-quality infrastructure necessary to achieve the ambitions of the CWIS and Gear Change strategies. Across these strategies, LCWIPs will be an important part of meeting these ambitions.

In line with policies at the national level, SCC have set out a series of plans and strategies to inform development and transport within the context of a climate emergency. The Surrey Transport Plan (LTP4), adopted in July 2022, presents the plan for Surrey's transport network from 2022 onwards, and outlines 4 key objectives to achieve net zero carbon emissions, sustainable growth, connected communities, clear air and excellent quality of life. This sits alongside SCC's Climate Change Strategy (2020) which sets a target of reducing carbon emissions by 60% within the transport sector. This LCWIP aligns with aims to increase the uptake of walking and cycling trips across the county as part of efforts to reduce carbon emissions.

At the borough level, the Waverley Local Plan Part 1 and Part 2 set out the spatial vision for Waverley and outline the strategic policies informing land use and development up to 2031. The Sustainable Transport Strategic Policy set out in the Waverley Local Plan Part 1 will be delivered via the Surrey Transport Plan which provides the Local Transport Plan for Waverley.

Illustrating the interconnection between policy levels, through a combined effort Farnham Town Council, Waverley Borough Council and SCC have published the Farnham Infrastructure Programme and associated Optimised Infrastructure Plan (OIP). The OIP provides the framework for future transport strategy in Farnham, and itself was informed by and aligns with SCC's LTP4. This Farnham LCWIP is one outcome of the OIP.

The remainder of this chapter will detail the strategies, plans and policies that work together at varying scales to inform the policy context of this LCWIP.

4. Evidence Base

Introduction
Relevant Data
Summary of Key Findings

Introduction

To develop an evidence base for the Farnham LCWIP, Atkins compiled and reviewed a range of existing spatial data. This data helped to provide an understanding of existing and potential demand, issues and barriers for active travel. Where appropriate, the data was mapped to overlay different pieces of information. The analysis included the following data sets:

- Key destinations
- Potential development areas
- Existing walking and cycling infrastructure, including the Public Rights of Way network
- Demographics, such as resident and workplace population and car ownership.
- Indies of multiple deprivation
- Collision data
- Public suggestions for active travel provisions
- Barriers and constraints
- Propensity to Cycle Tool
- Topography
- Existing public transport

This chapter documents and summarises the data review. This background data informed the identification of Core Walking Zones and key cycling routes.

Relevant Data

Key Destinations

Key destinations within Farnham were mapped to identify locations or clusters that attract walking or cycling trips. These included:

- Schools
- Colleges/Universities
- Leisure and sport facilities
- Retail zones
- Medical centres
- Railway stations

Located in the heart of Farnham, the High Street is of particular importance from an active travel perspective, as it is a compact area serving a mix of destination types and trip purposes throughout the day. These are often short trips, which could easily be made by walking or cycling, Figure 10.

The local high street and convenient access to local shops, services, etc is also central to the '20-minute neighbourhood' strategy identified in the emerging Surrey Transport Plan.

Farnham railway station is an important destination, as improved walking and cycling links would facilitate mode shift via linked-trips with public transport and longer distance commuting to London, Guildford and other regional hubs.

Attention is also drawn towards Farnham Castle, located near the Town Centre. The castle is open to the public following significant restoration work and is a popular attraction.

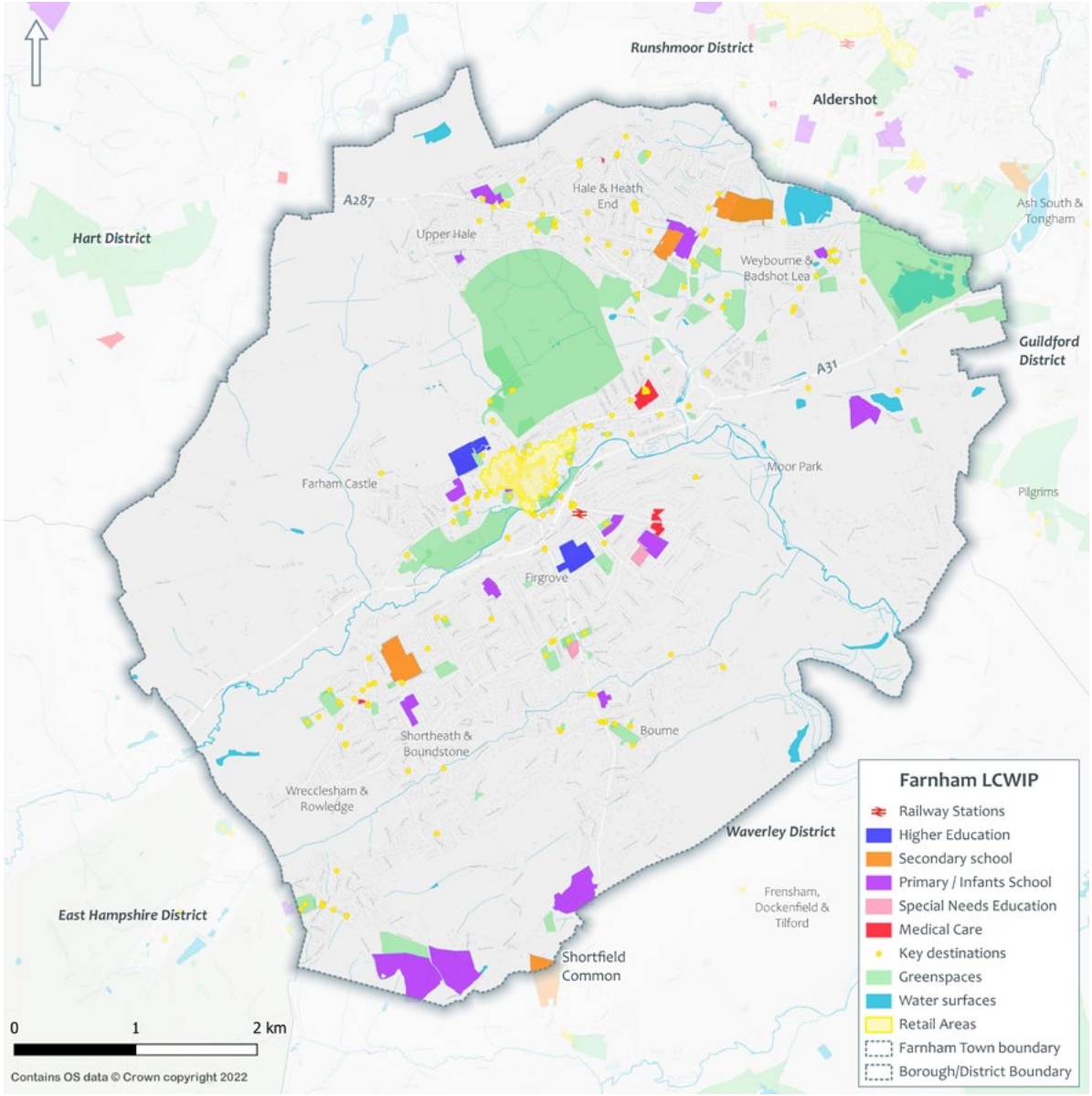


Figure 10. Key Destinations

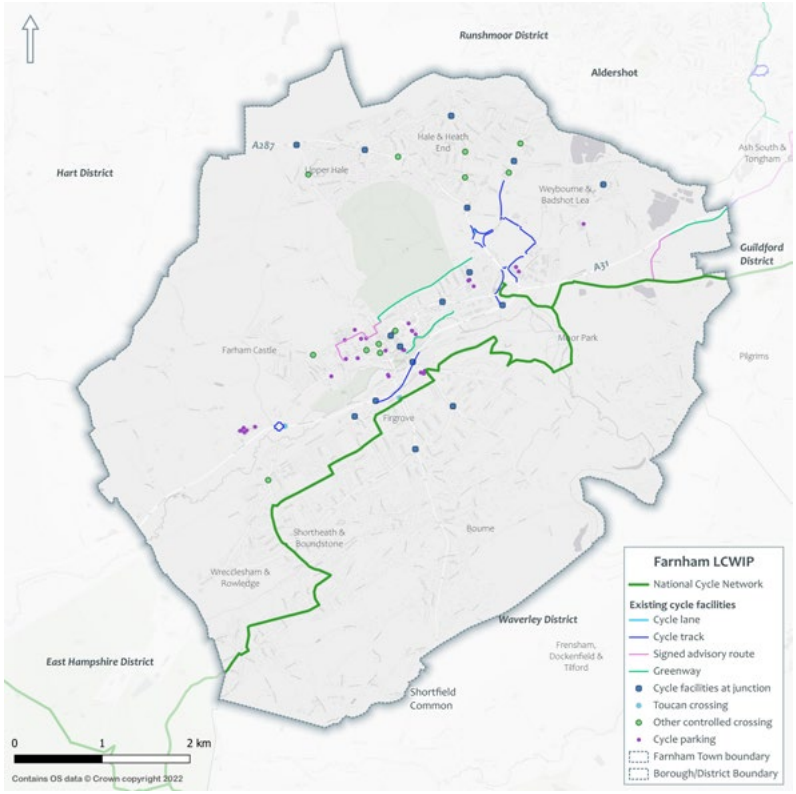


Figure 11. Existing Cycling Infrastructure

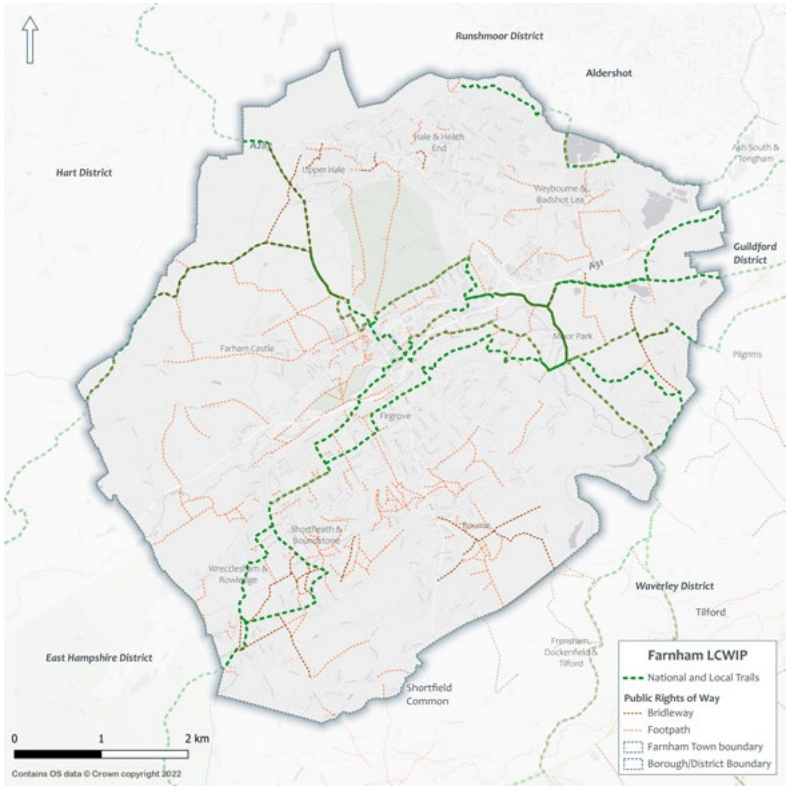


Figure 12. Existing Public Rights of Way and Trails

Existing walking & cycling infrastructure

Existing walking and cycling infrastructure within Farnham provides a potential foundation upon which to improve and expand the network through the LCWIP.

Information on existing cycling infrastructure is provided through the online SCC Cycle Facilities Map. This illustrates a mix of facilities and routes across Farnham, with a good geographical spread of walking routes provided by the PRoW network and trail[1] networks.

Figure 11 shows that the current provision of cycling infrastructure across Farnham is limited, with gaps in the wider network. Figure 12 presents off-carriageway paths and trails within Fanrham that complement the walking facilities within the road network.

Key existing cycling routes and off-carriageway walking paths include:

» National Cycle Network 22 (interim route) passes through Farnham (south of the Town Centre), providing regional connectivity with Guildford and Bordon.

» The Borelli Walk passes along the banks of the River Wey, linking the Brightwells Yard Development with Gostrey Meadow.

» The Surrey Cycleway is a regionally promoted route, providing a connection to Godalming.

» Sporadic off road cycle tracks are provided in the town alongside main roads, including the A325, B3208 and B3007

» The North Downs Way National Trail starts close to the Town Centre, south of Hickleys Corner. This 153 mile long distance walking route towards Dover passes through the Surrey Hills and Kent Downs AONB.

1 The map presents different types of multi-user national and local trails.

Public transport

There is a National Rail Station in Farnham, with train services offering direct access to London, Guildford and Hampshire. The station is a key destination as it provides opportunities for sustainable long distance travel. Given the significance of the railway network for wider travel, it is important that there are convenient walking and cycling connections to this station. The station was therefore incorporated in the development of cycle routes and Core Walking Zones (Refer to Chapters 6 and 7).

Figure 13 highlights the location of Farnham Railway Station in conjunction with the regional bus network. This illustrates the routes available, frequency of services and stops where passengers can access the bus network.

Analysis reveals there is a good provision of bus services through built up urban areas, though access to rural areas located east and west of the Town Centre is relatively limited in comparison. This is largely due to the lower population densities of these areas, which creates less demand and viability for a commercial bus service.

The limited nature of the bus network in these areas also increases the significance of car ownership for residents, as they become more dependent on personal transport for accessing services and facilities.

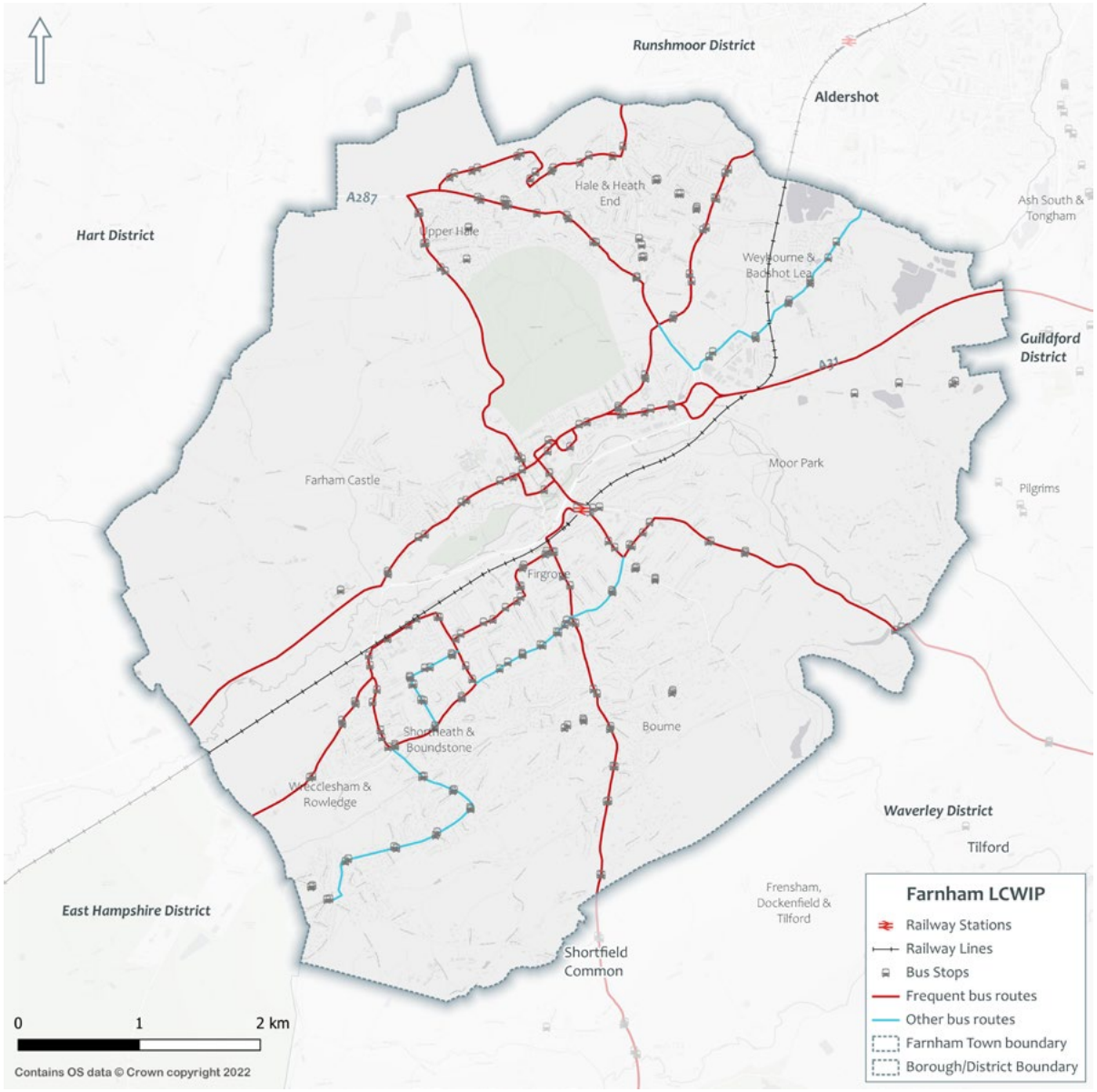


Figure 13. Public Transport

PCT Analysis

The Propensity to Cycle Tool (PCT) is an online tool and dataset designed to assist with strategic planning of cycling networks. It illustrates an indicative current and potential future distribution of cycle trips to work and to school based on different growth scenarios.

The Farnham LCWIP PCT analysis modelled a range of scenarios to understand existing flows and identify travel corridors likely to see increasing future use. Higher flows can generally create higher conflict, suggesting a greater need for intervention in these areas.

Key observations from the analysis are summarised below, with supporting map evidence provided in the Appendix 1:

» Short distance car trips: The PCT data identified where short commuter trips are currently made by car, which could realistically be replaced by cycling and walking. The data highlighted the potential for creating active travel routes along busy corridors between Farnham-Wrecclesham, Hale-Weybourne and Farnham-Weybourne, where there are currently over 50 trips/day.

» Walking Commuters: Routes with the highest number of walking trips (>50/day) are concentrated in Farnham Town Centre, where the distance between residential communities and places of employment are shorter, and the option of walking as a mode of travel is more practical for residents.

» Commuter Flows: The data indicates that the number of existing cycle commuter journeys is relatively low, with less than 50 trips/day along most routes. Under the 'Go Dutch' scenario, there is a significant increase in the number of commuter cycle trips along routes that link populated settlement areas and employment zones. Indicative key corridors and linkages with relatively high flows (>200/day) include Weybourne Road, Badshot Lea Road and routes within Farnham Town Centre.

» Mode Share: Cycle commuting was found to be low across Farnham (<5%), but the PCT illustrates the high propensity for growth. The 'Go Dutch' scenario projecting a doubling of the cycle commuter modal share (10%), with the highest propensity identified near Weybourne, where the PCT indicates a potential mode share of over 15%.

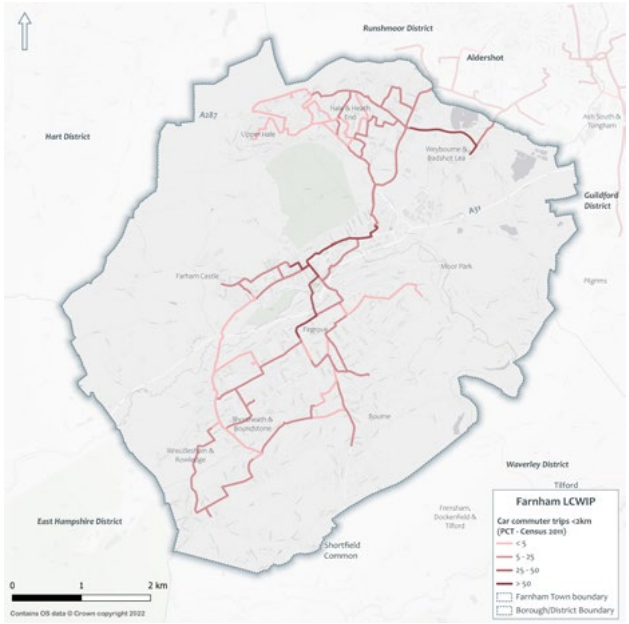


Figure 14. PCT - Short Distance Car Journeys

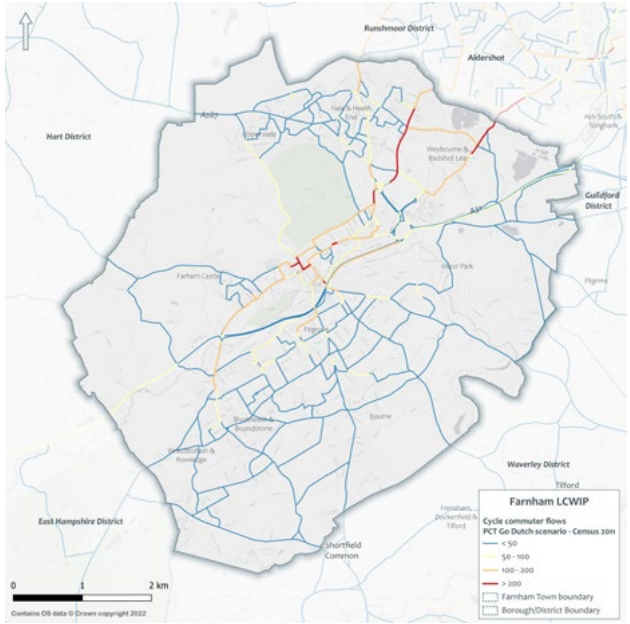


Figure 15. PCT - Cycle Commuter Flows (Go Dutch)

» School Cycling Flows: The number of existing cycle trips to schools was found to be low (<25 trips/day), with the highest rates observed along Old Compton Lane/Moor Park Way, linking Weydon School to South Farnham School, and in Weybourne, where there is a cluster of schools. The 'Go Cambridge' scenario, modelled the rates of children who would cycle to school if they acquired the same propensity to cycle as children living in Cambridge were modelled. This demonstrated a higher propensity for cycle trips to both primary and secondary schools across Farnham.

Transport Schemes

Figure 16 provides a visual representation of transport schemes that have been identified by SCC and Farnham Town to support sustainable growth across Farnham and encourage active travel. The scheme proposals are a response to increasing public demand for improved walking and cycling infrastructure. Details of the proposals are summarised below:

» **Project 1:** Medium and Short Term Interventions: Includes pedestrian and cycling schemes along Borelli Walk, Scholars Greenway and Hail Trail, a Traffic Regulation Order for HGV[1] (weight) restrictions where HGVs are banned from travelling through Farnham Town Centre, via the A287 and along the Upper Hale Road. Project 1 also includes the reclassification of the A325 corridor (between Coxbridge and Shepherd and Flock roundabouts). Further, Project 1 includes a wayfinding study within the town centre and the introduction of new 20mph zones in the town centre as well as other areas such as Weydon Lane and Upper Hale Road.

» **Project 2:** Farnham Town Centre and LCWIP: Specifically relating to Farnham Town Centre the comprises improvement of the public realm, including footway widening, improved crossings, new cycle parking, trees and planting.

» **Protect 3:** Farnham A31 Corridor : Junction improvements along the A31 at Coxbridge, Shepherd and Flock and Hickley's Corner all of which include improvements for crossing the A31 for pedestrians and cyclists to facilitate the accessibility between the town centre, railway station, residential areas, north and south Farnham.

Additionally, cycle corridors have been identified within Surrey, as priority routes. See Appendix 1 for details.

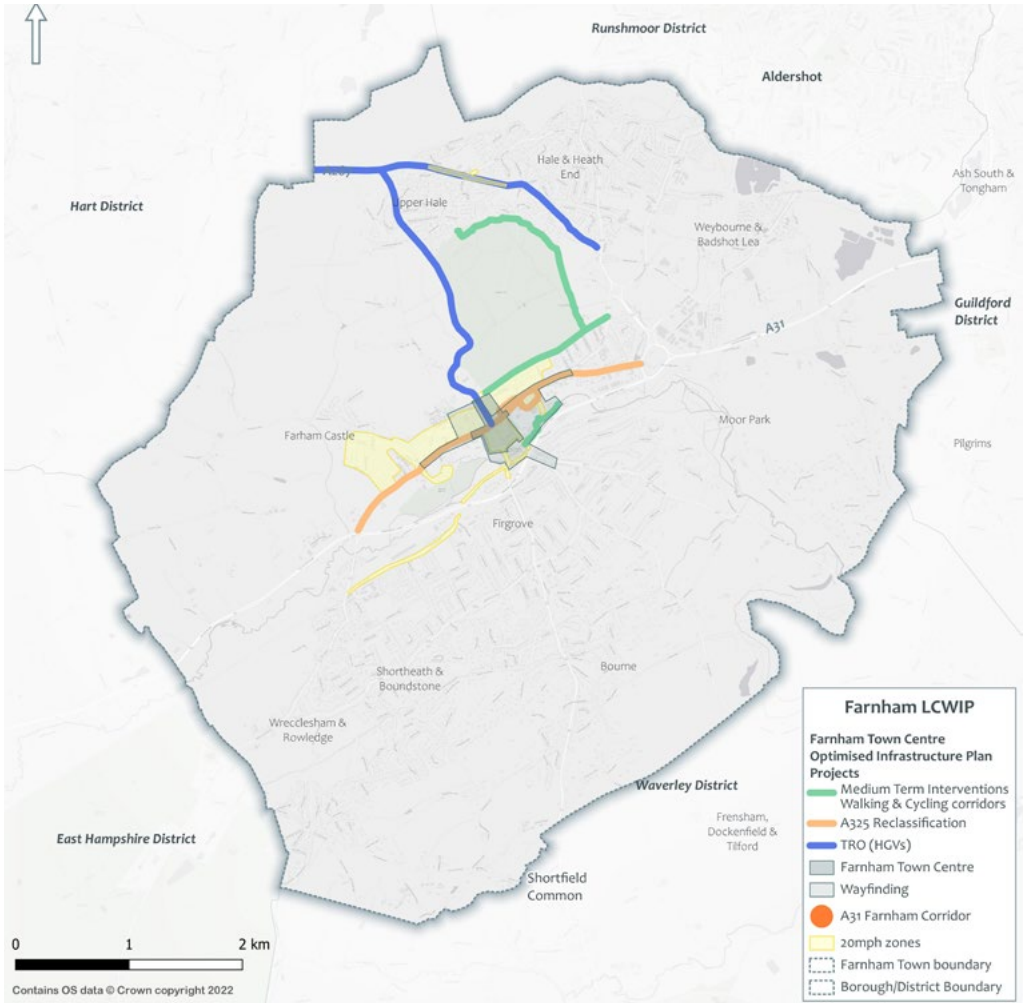


Figure 16. Proposed Transport Schemes

1 No goods vehicles over 7.5T except for access

Resident Population and Workplace Data

Population data can provide a proxy for potential demand for walking and cycling trips. As many trips begin or end at home, higher population densities can indicate a higher propensity for walking and cycling trips. Higher densities can also indicate a more conducive environment for walking and cycling, such as closer proximity of origins and destinations and a more compact built-up area.

Figure 17 shows relatively high population concentrations in the central third of Farnham, along a north-south corridor. This includes Farnham Town Centre and the sub-urban villages of Wrecclesham and Hale. Lower population densities are seen each side of this urban corridor, reflecting the rural characteristics of the wider region.

Workplace population density is indicative of key employment areas and another key input into the identification of walking and cycling networks. With reference to Figure 17 it can be seen that employment zones are found in Farnham Town Centre, where there are also high population densities. Attention is also drawn to Aldershot, located north of Farnham, where there are workplace zones. This area may be outside the study boundary, but it should still be taken into consideration due to its high employment opportunities, which are likely to attract workers from the surrounding region.

Future Developments

To support future demand and local growth, opportunities for potential development were considered as part of the LCWIP. It is important to understand where future development is likely to take place, so that appropriate transport infrastructure can be provided, which will enable new residential populations to adopt sustainable travel practices.

The Waverley Local Plan Part 1: Policies and Sites was adopted in 2018 and identified strategic sites for future residential development across Farnham. The Local Plan Part 2 (LPP2) is currently being developed and will allocate further sites for development. These sites are highlighted in Figure 18, along with larger development proposals that have been granted planning permission but are currently incomplete (April 2022). Notable developments in Farnham include:

- Residential: Brightwells Yard Development, Coxbridge Farm and Land West of Green Lane.
- Employment: Land off Water Lane.
- Mixed use: 'The Woolmead'

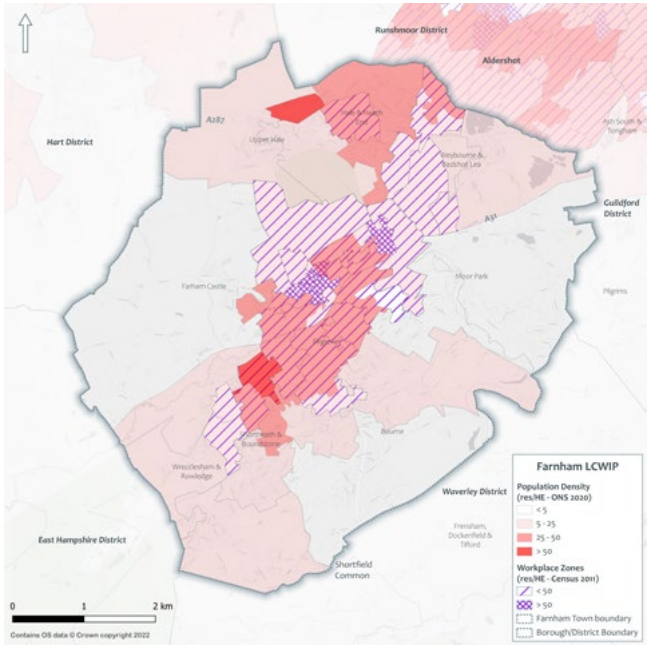


Figure 17. Workplace Population Density

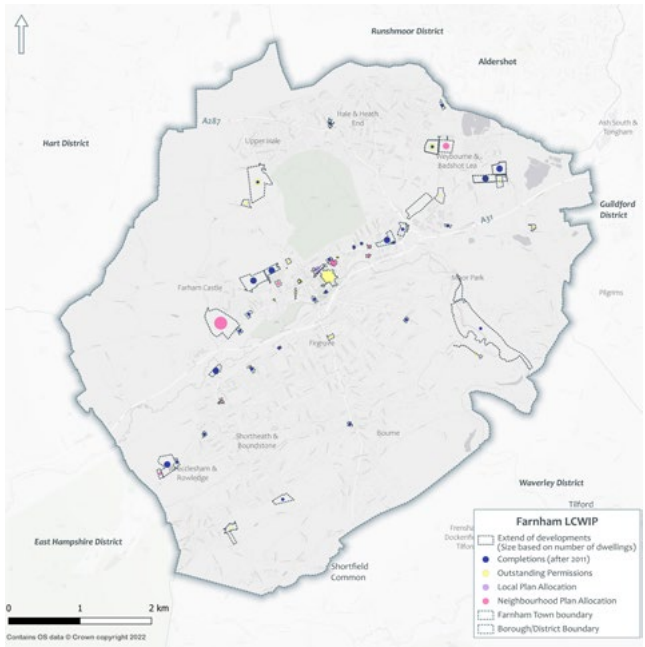


Figure 18. Future Development Sites in Farnham

Car/Van availability

Figure 19 illustrates that vehicle availability is lowest in the Town Centre (less than 60% of households). Low levels of car ownership in the Town Centre may reflect the high level of facilities within walking distance and the relatively good provision of public transport services.

In contrast, high levels of car ownership (90% of households) can be seen in the rural areas surrounding the Town Centre. The data suggests there is a greater dependency on private vehicle use in these rural areas to access local facilities, due to the relatively limited and infrequent provision of public transport services. In fact, 78% of Farnham residents travel to work (PCT data, 2011), highlighting the dependency on motor vehicles and the potential that new cycle and improved walking routes have to encourage modal split within Farnham.

Indices of Multiple Deprivation

The Indices of Multiple Deprivation (IMD) is a measure of relative deprivation for small areas/ neighbourhoods in England. It measures income, employment, health, education, crime, living environment and barriers to housing and services.

Areas in the first decile represent the most deprived areas, whereas the 10th decile represents least deprived areas. The information was used to identify under served areas and places that would benefit the most from walking and cycle route improvements.

Figure 20 shows that over half of the wards in Farnham were in the 10th decile, with 95% of the study area featuring in the bottom half of the IMD (6th - 10th deciles). This data suggests widespread affluence and low levels deprivation across the region.

The exception to this pattern was Farnham Upper Hale Ward, which was found to be in the 3rd IMD decile, indicating relatively high levels of deprivation.

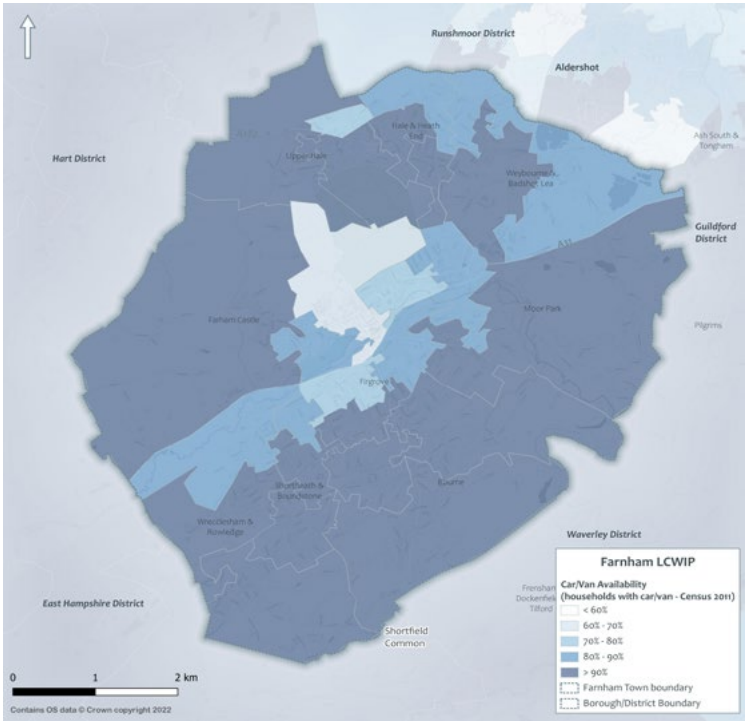


Figure 19. Car/Van Availability

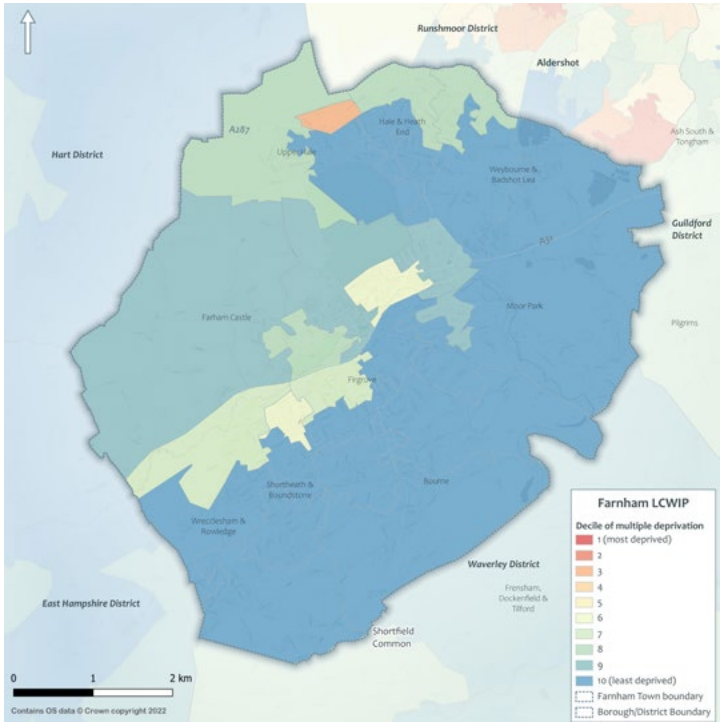


Figure 20. Index of Multiple Deprivation

Pedestrian and Cyclist Collision Data

As part of the LCWIP, a high-level review of recent reported collision data (2017-2022)[1] involving pedestrians and cyclists was undertaken. Although it may be difficult to draw conclusions from the low numbers of reported collisions, this provided an understanding of where collisions are occurring and routes that could benefit from safety improvements as part of anLCWIP scheme.

1 The data include only collisions reported to local police. It does not capture 'near misses' and minor collisions which may often be unreported.

Figure 21 illustrates the location, severity and relative concentration of reported pedestrian collisions within Farnham. The data shows a distinct concentration of collisions along the A325 through the centre of Farnham, in addition to the A287 heading south from the Town Centre.

Beyond the Town Centre, notable clusters of incidents were also recorded in the Hale wards to the north and along the A325 through Wrecclesham.

This pattern of reported pedestrian collisions is likely due to the higher population density and agglomeration of key destinations in the Town Centre (as summarised in previous sections), and hence greater propensity for walking and cycling activity and higher traffic in this area.

The locations and severity of the reported cyclists' collisions are shown in Figure 22. In total, 22 collisions involving cyclists were recorded during the 5 year study period. The data shows that reported collisions involving cyclists appear to have been widespread across Farnham, with few clusters of multiple incidents. The exception to this pattern is the A325/ B3007 roundabout, located outside Farnham Town Centre, which appears to be a collision hotspot, with seven separate incidents recorded during the past five years.

During the development of the prioritised programme for highway improvements, collision data was analysed and mitigation measures were added to the design concepts.

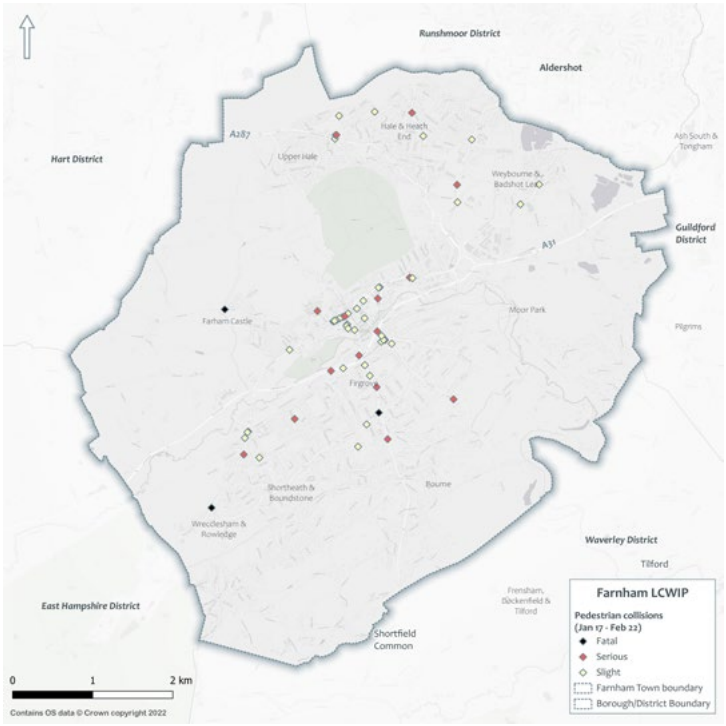


Figure 21. Pedestrian Collisions

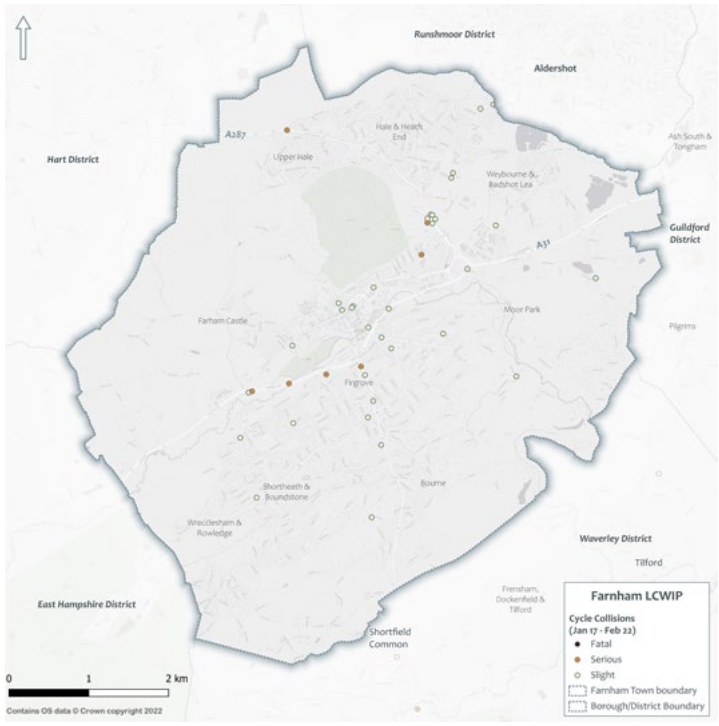


Figure 22. Cyclist Collisions

Barriers and constraints

Severance is a significant barrier to mobility in Farnham, particularly for active travel modes. Some of the main barriers and constraints are illustrated by Figure 23. These include:

- A national railway line passes through Farnham, severing the local road network and funnelling all modes of traffic to a limited number of crossing points.
- Several A and B roads, along with the local street network, create physical and psychological barriers to active travel. In particular, the A31 is a busy dual carriageway that impedes north-south movements, with access limited to main crossing points.
- Motor vehicle speed can be a barrier to active travel, where walking or cycling alongside or crossing high speed traffic can create an unpleasant, uncomfortable, or unsafe environment.
- The River Wey meanders through Farnham, providing valuable wildlife habitat and a destination for outdoor recreation, but it also creates a natural barrier to active travel movements, restricting access to desired lines of pedestrian and cyclist movements.
- Located in the valley of the River Wey, the Town Centre is considered to be relatively flat, but the adjacent Surrey Hills and North Downs present an accessibility challenge across the region, with steep topography potentially deterring casual cyclists.

During the development of the design concepts, at key locations, crossings were placed in order to minimise severance across Farnham.

Topography

The topography of the area has been shown to affect the choice of cycling and walking routes. Pedestrians and cyclists can be deterred from using routes with a steep gradient or declination, due to the associated difficulties of using the route. The difficulty is often experienced more significantly amongst user groups with disabilities and mobility impairments.

Farnham lies in the valley of the North Branch of the River Wey, with hilly areas to the north and southwest. Areas such as Upper Hale lie at the top of a valley, with sharp gradients towards the town centre as indicated by the contour lines in Figure 24. Farnham's geography imposes a major issue to promote walking and cycling across the town; the alignment of cycle routes, in particular, were carefully selected to minimise the effects of topography. The increasing availability and use of ebikes will also help to mitigate this effect.

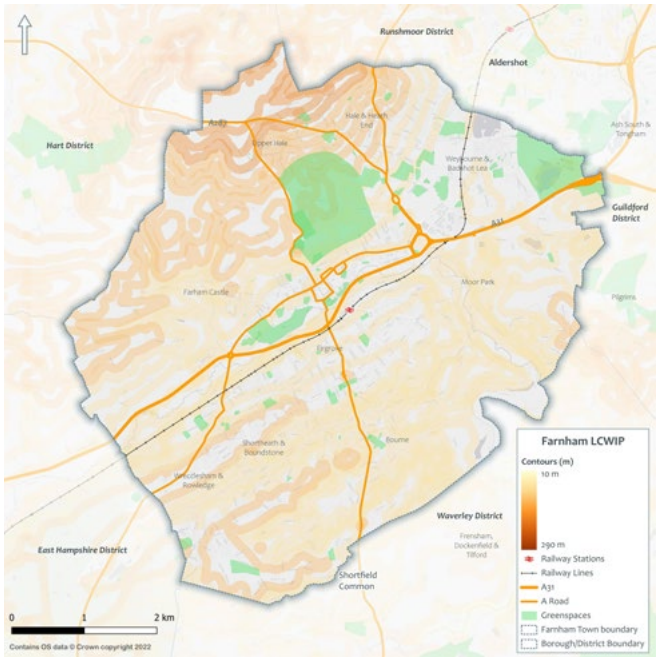


Figure 23. Barriers and Constraints

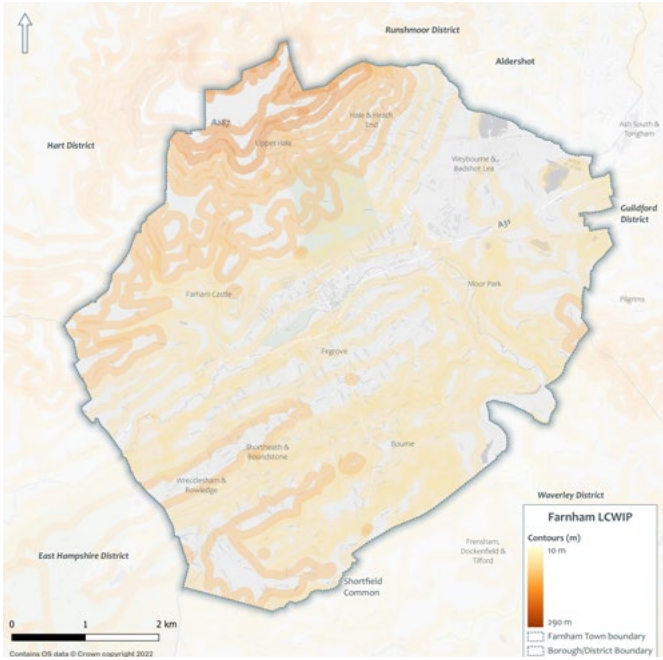


Figure 24. Topography

Online Public Comments

Online platforms have been used to identify existing issues and gather input from the public about their suggestions for active travel improvements. Both 'Widen My Path'[1] and 'Surrey LCWIP Commonplace Survey'[2] are online tools where members of the public can register a comment with regards to walking and cycling infrastructure. This information helps local authorities identify and prioritise interventions for active travel improvements.

Data from 'Widen My Path' and 'Surrey LCWIP Commonplace' have been reviewed and subsequently informed the measures that are required at specific locations. A composite map illustrating the location and level agreement for pedestrian and cycling issues across these online comment platforms is illustrated in Figure 25.

This map provides a visual representation of higher priority areas for walking and cycling improvements, from the perspective of local residents. Some of the key themes raised by the public include:

- Lack of existing cycle infrastructure
- Requests for new cycle lanes and cycle parking facilities
- Existing narrow roads considered unsuitable for cycling
- Requests for measures and interventions that slow road traffic
- New crossing infrastructure needed to improve pedestrian and cyclist safety

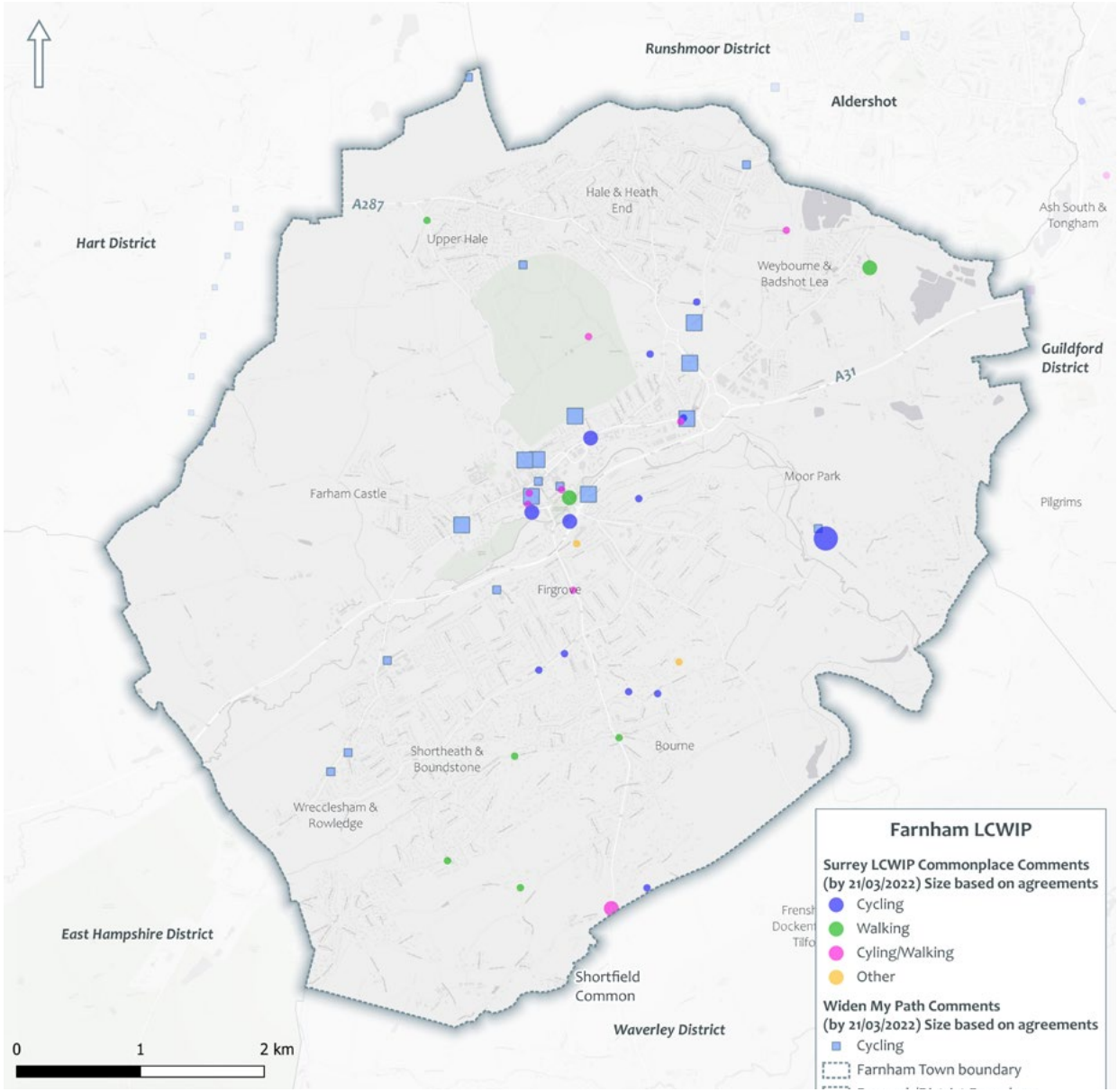


Figure 25. Public Comments

1 https://www.widenmypath.com/
2 https://surreylcwip.commonplace.is/

Summary of Key Findings

The evidence base review provided a wealth of data and information related to walking and cycling in Farnham, which was used to help inform the identification of key cycle routes and walking areas. Some of the key findings and take-always included:

- The population is largely concentrated in the Town Centre, Upper Hale and Wrecclesham. The higher population density and proximity of trip attractors leads to a higher propensity for walking and cycling in these areas, as demonstrated by the PCT data.
- The Waverley Local Plan has identified development sites for housing in Farnham, which would have a significant impact on the local transport network. Given the cumulative effects of this development, consideration should be given to the implementation of high quality walking and cycling routes that can provide active travel opportunities for a growing residential population.
- Census data indicates low levels of deprivation across Farnham, with generally high levels of car ownership outside the Town Centre of Farnham.
- Commuting data highlights the importance of linkages with neighbouring towns (e.g. Aldershot), as well as access to railway stations to facilitate linked active travel/public transport journeys.
- There are several physical barriers that sever active travel networks, including A roads, the River Wey and the National Railway line that bisects Farnham.
- The topography of Farnham is characterised by the flat landscape of the River Wey with the North Downs to the north and Surrey Hills to the south of Farnham potentially deterring cycling activity. Increasing availability and use of ebikes will mitigate this effect
- The collisions history is reflective of settlement patterns, with the highest occurrences of cycle and pedestrian collisions recorded in the centre of Farnham.
- A number of online public engagement tools were available, which captured existing public input on active travel issues and suggestions. Mapping of this data highlights perceived local priorities amongst the general public, including a lack of existing cycle lanes and the need for road crossing improvements.
- The PCT indicates a relatively high propensity for cycling in Farnham, both for commuter and school trips. Propensity is again highest in the built-up urban Town Centre of Farnham.

Waverley Borough Council leisure

Welcome to Farnham Park

The historic green heart of Farnham

Farnham Park is an historic deer park and a Local Nature Reserve. It's a great place to walk, watch wildlife, picnic and play, with over 130 hectares of open countryside on Farnham's doorstep.

A rich history

The Bishop of Winchester, who used Farnham Castle as one of his residences, created Farnham Park in 1376. He enclosed fields, woods and pastures as his own private park for keeping deer and other game. Its boundary has remained largely unchanged for 600 years.

The People's Park

There are miles of paths and tracks to explore that will take you to ancient trees, through hay meadows and shady woodland and past ponds, streams and dells. Around the edges of the Park, there are more formal grassy areas to enjoy. Whether you're letting off steam in the adventure playground or simply sitting and admiring the views, there's something for everyone at Farnham Park.

Where can we go?

From this entrance you're close to the chalk grassland meadow on the southern slope, a threatened habitat that gives a wonderful display of wildflowers and butterflies in the summer. It's also a short walk to fields where cattle graze and the start of the magnificent lime and beech avenue that leads to the Castle. **Find out more about the Park's fascinating history and wildlife at the Park Office.**

Harebell

In spring, the grasslands come alive with butterflies such as the orange tip

Enjoy Farnham Park and help us protect it by following these simple rules...

Please:

- Remove your dog's mess
- Keep your dog out of play areas
- Keep your dog under close control
- Take your litter home
- Do not light fires or barbecues
- Cycle with consideration for others

Farnham Park is managed by Waverley Borough Council
Contact the Ranger at the Park Office on 01252 717047
For out-of-hours emergencies, please ring 02392 242161

www.waverley.gov.uk

SIX BELLS ENTRANCE

Farnham Park welcomes responsible dog walkers

Dog walkers code of conduct

- *Please* clear up after your dog(s). Dog bags are provided free at all the main entrances. Bagged dog waste can be disposed of in any litterbin.
- *Please* keep your dog(s) under effective control. Your dog(s) should be in sight at all times and come immediately when called or be kept on a lead. You must always have a lead on you whilst visiting this site.
- *Please don't* let your dog(s) disturb other visitors.
- *Please don't* let your dog(s) chase or disturb wildlife or livestock.
- *Please* ensure that your dog(s) has a collar and identity tag with your contact details clearly marked. Ideally have your dog(s) micro-chipped.
- *Regular* worming protects your dog(s), people and many other animals

Waverley Borough Council

RESPONSIBLE CYCLING IN FARNHAM PARK

Share the space, drop the pace

The surfaced paths are narrow and you are asked to use these pathways considerately. Always slow down or stop when meeting others.

Be safe

Our surfaced paths are not suitable for fast travel. If you are in a hurry, you may wish to use another route. Take extra care at junctions, bends and entrances.

Be seen and heard

Using a bell and/or wearing high visibility clothing will help others be aware of your presence (some park visitors may have a visual or hearing impairment).

Waverley Borough Council

Volunteering

Friends of Farnham Park

Waverley Borough Council

A variety of morning only tasks run by the Park Ranger are undertaken by a group of like-minded souls to help look after Farnham Park. Volunteering at the park involves a wide range of activities from scrub management with fires to tree planting and bridge building.

All are welcome (under 16s to be accompanied by an adult) – previous experience is not necessary just wear old clothes, good sturdy footwear and we'll provide the rest! Start time is 09:00 and it's usually a 12.30 finish with the option to continue for longer if you have the energy. We meet every Wednesday unless it falls on the 25th or 26th December. Occasional Friday sessions are held which normally draws in a smaller crowd.

For more information about signing up as a volunteer and finding out about the meeting locations and tasks, contact the Ranger: 01252 717047 or email: nick.maclarlane@waverley.gov.uk

Green Heritage Site

Winner 2021/22

This accreditation has been given in recognition of achieving the required standard in the management and interpretation of a site with local or national historic importance.

greenflagaward.org

Historic England

GREENWAY

5. Stakeholder Engagement

Introduction
Early Stakeholder Workshops
SCC, WBC and FTC Councillors Meeting
Other Meetings

Introduction

Stakeholder engagement is a key element of this study as it ensures that the views and knowledge of local people are taken into account. During the project two sets of workshops were held, named Phase 1 and Phase 2 workshops.

Phase 1 involved meetings with internal stakeholders (such as representatives from SCC, WBC and FTC) and external stakeholders (such as representatives from walking and cycle groups). For Phase 2, in addition to internal and external stakeholders, a third meeting was held with WBC and FTC elected members.

The first workshop presented the existing issues and the identification from walking and cycle routes. The second workshop reviewed the proposed infrastructure interventions.

Stakeholders' comments provided important feedback throughout each stage of the study. Comments taken on board to refine the Core Walking Zones, walking and cycling route selection and the proposed intervention measures.

Early Stakeholder Workshops

For all workshops, the relevant stakeholder groups were identified and invitations were issued prior to the events, with Atkins facilitating the workshop. They included:

- Surrey County Council (SCC)
- Waverley Borough Council (WBC)
- Farnham Town Council (FTC)
- Elected Members
- Farnham Cycle Campaign Group
- Surrey Ramblers
- Surrey Coalition of Disabled People
- Access Liaison Group
- Head of South Farnham School
- Friends of Farnham Park
- Sustrans

As a legacy of Covid-19 rules, all meetings were organised and delivered online using Microsoft Teams. The virtual format of the engagement meetings meant that discussions could be recorded and disseminated to meeting attendees as well as stakeholders that were unable to attend.

Phase 1 Workshop

During the first stage of the LCWIP stakeholders' workshops were held in December 2021 and January 22[1] where representatives from Farnham and various borough's organisations such as cycling and walking groups attended.

The workshop was divided into three main parts. The first included a presentation of the project and work so far (data collected), the second part a presentation of the proposed cycle network and the third part included a presentation of the Core Walking Zones and walking routes. After the presentation of the cycle and walking networks, there was an interactive session where participants' comments were added to the relevant map. Participants were also asked to vote for their top five cycle routes and top five Core Walking Zones / walking routes and the outcome was added to the MCAF process (refer to Walking and Cycle Network sections) in order to select the routes to be advanced to the design process. The project team asked feedback on:

- The proposed cycle routes / walking zones, and their relative priority
- Alternative routes / zones you feel should be included and / or alternative alignments
- Key issues, barriers, constraints, or opportunities we should be aware of
- Types of interventions they would like to see

1 Internal stakeholders' workshop on 15 December 21, external workshop on 21 January 22.

All proposed changed were considered prior to the Phase 2 engagement. In total 21 participants attended the workshop (excluding Atkins project team)

Phase 2 Workshop

During the second stage of the LCWIP, stakeholders' workshops were held in April and May 22[2]. The lists of invitees were very similar to the ones for the Phase 1 workshops, although a few names were added throughout the process. In total 25 participants (excluding Atkins project team) attended all three workshops.

The workshop was divided into two main parts. The first included a presentation on the proposed design interventions for the cycle routes and the second part a presentation on the proposed design interventions for the selected Core Walking Zones and walking routes. As per the Phase 1 stakeholders workshops, after the presentation of the cycle and walking networks, there was an interactive session where participants comments were added to the relevant map (Figure 52).

As before, the design interventions for both the cycle and walking selected routes were subsequently updated following the comments received.

The project team asked for feedback on:

- The proposed interventions for each route
- Alternative interventions you would like to see
- Additional information and/or issues to be aware of to help guide proposals and future assessments

For full feedback information on comments received during the workshops and actions taken, refer to Appendix 7, Table 33 and Table 34.

2 External stakeholder workshop on 27 April, internal stakeholders workshop on 28 April, and elected members workshop on 25 May 22.

SCC, WBC and FTC Councillors Meeting

In addition to stakeholder workshops, on 6th June 22, the County Councillor for Farnham North facilitated a workshop to which all SCC, WBC and FTC Councillors were invited and the majority attended.

The LCWIP team was provided with detailed feedback from this workshop session via a document issued by the County Councillor for Farnham North1. Responses to all comments by the Atkins team are listed in Appendix 7, page 178.

1 Document has not been added to this report due to its confidentiality status.

Other Meetings

Throughout the development of the LCWIP, regular meetings took place with the SCC project team to review the proposals and other tasks related to the project.

Due to the complexity of the schemes and all the physical constraints of multiple sites, in addition to stakeholder consultations, further meetings were conducted with:

- Farnham Cycle Campaign Group
- Friends of Farnham Park
- Surrey County Councillor for Farnham North
- Surrey County Councillor for Farnham Central
- Surrey County Councillor for South Farnham Residents Association (SOFRA)

Further, in addition to fortnightly meeting with SCC project team, due to the strong synergy between Farnham LCWIP and OIP other workstreams, regular meetings took place with the project teams of:

- Project 1: Medium and Short Term Interventions
- Project 2: Farnham Town Centre and LCWIP
- Protect 3: Farnham A31 Corridor

6. Cycle Network

Introduction
Methodology
Multi-Criteria Assessment Framework
Example Design Tools
Phase 1 Proposed Cycling Improvements
Assessment of Proposals

Introduction

Proposed concept designs for the improvement of the cycling network for Farnham are presented on the following pages.

These proposals aim to address gaps in Farnham's strategic cycling network, to connect neighbourhoods, both from periphery to centre and to each other. While the proposals are focused around these areas they also provide examples of the types of improvements that can be implemented across Farnham, as needs or opportunities arise.

Development of the cycling network had two key stages:

» Development of the 'aspirational list', which identified key cycle corridors in the town. In total, 38 areas were identified and selected as 'primary' areas for further consideration.
» Selection of the 'short list', which prioritised 6 routes as 'Phase 1' for further assessment and concept development as part of the LCWIP.

The remaining areas (categorised as Phase 2 or 3) may be further developed in future, as part of future work streams or as other funding opportunities arise.

Methodology

Background data analysis in the previous chapter highlighted low rates of commuter and recreational cycling in Farnham, though there is strong potential for increasing cycling activity levels. Research showed that existing cycling infrastructure does not offer enough protection for new or less confident cyclists. Consequently, short trips into the Town Centre, the railway station and leisure attractions are overwhelmingly made by private car.

Key existing barriers to cycling include steep topography and a cycling network of inconsistent quality and accessibility. Shared-use paths lead to narrow lanes on busy and fast roads, or suffer from severance by major thoroughfares or railway lines. Facilities at footway level are narrow and offer no priority over side roads, resulting in an inconvenient and disjointed facility.

In order to identify and close the gaps, a network of preferred routes has been defined drawing on the analysis from the existing data. The background information included mapping trip origins and destinations, identifying desire lines for cycle movement, and allocating trips to specific routes, as well as defining potential demand for cycling across the town.

The development of the cycling aspect of the Farnham LCWIP focused on identification of a Cycling Network Map detailing preferred routes for further development, as per the DfT's LCWIP technical guidance.

Identification of Cycling Routes

In Farnham, and more widely in Surrey, there is a wealth of background information that can inform cycling patterns and highlight areas in need of improvement. The aim of this analysis exercise is to meet the goal of significant mode shift to more sustainable travel, targeting short trips and utility trips such as school travel

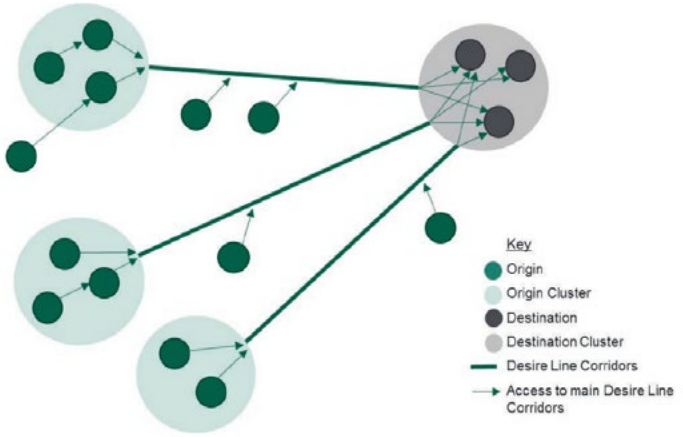


Figure 26. Clusters of trip origins and destinations and desire lines connecting them (DfT LCWIP Guidance)

and commuting, as well as access to areas of leisure that can allow active and sustainable travel habits to appeal to the residents of the town.

The methodology used to identify key links in the study areas involved the gradual overlaying of the following information to create a 'Heat Map' (see Figure 27) where the intersection of relevant criteria suggests locations where infrastructure improvements could provide the greatest level of service, connectivity, and safety benefits.

The following data were considered for the identification of preliminary cycling networks:

» Key Trip attractors: railway station, retail centres and high streets, educational facilities, workplace areas, parks, and others, along with their catchment areas (i.e. 20-minute cycle catchment areas for the railway station, 5 minutes to schools).
» Key Trip origins: such as denser residential areas and planned developments.
» Propensity to Cycle Tool: highlighting areas with important existing cycle commuter and school flows, 2011 Census.
» Origin-Destination data: highlighting the routes, origins, and destinations of short motor vehicle commuter trips (<5km) which could reasonably be replaced by cycling trips.
» Cycle Collision points for the latest five years of available data.
» Index of Multiple Deprivation and areas of low car-ownership (targeting areas of higher deprivation and lower car ownership, which would benefit from cycle route improvements).
» Existing cycle facilities and recently proposed facilities, including from SCC and RTS.
» Farnham OIP - Proposed Cycle Network
» Strava Data: a crowdsourced heat map of mainly leisure/sport trips by pedal cycle.
» Geolocated public suggestions for active travel improvements, including Widen My Path, Your Funds Surrey, and Surrey's Covid-19 Active Travel Improvements interactive map.

Mapping these issues and opportunities in higher intensity colour indicates a potential higher demand for utilitarian cycling trips or where there is higher potential for mode shift or new users.

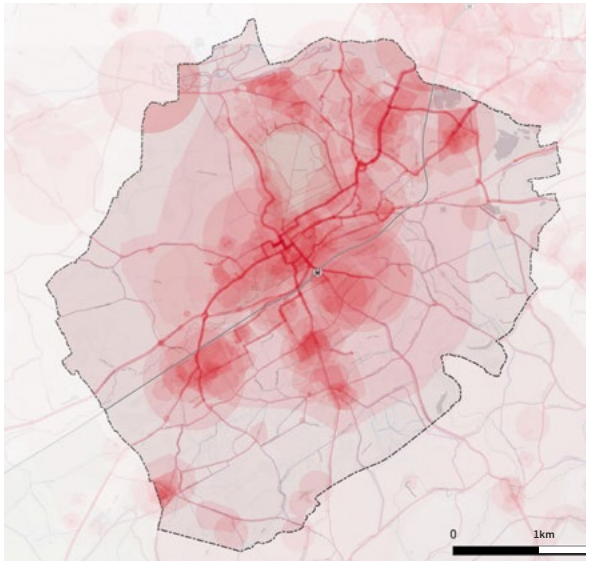


Figure 27. 'Heat Map' showing the various data elements overlaid to show concentration of issues and opportunities

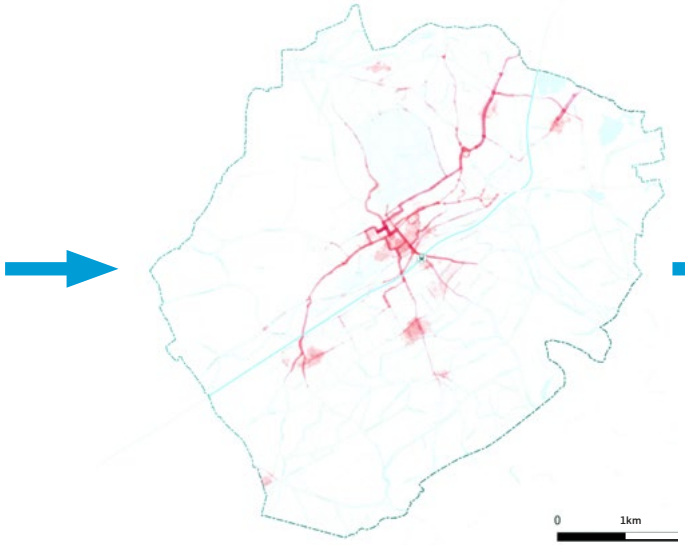


Figure 28. 'X-Ray Map' highlighting areas to consider as primary cycle corridors

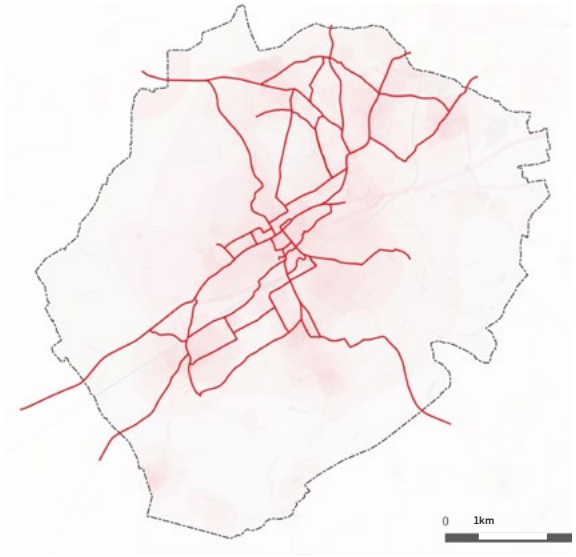


Figure 29. 'The initial Cycling Network Map resulting from the X-Ray analysis

It is important to note that this assessment provides an initial indication of possible routes between key origins and destinations and that with further development of the LCWIP in Phase 2, further investigations were undertaken as to whether the proposed alignments could be made compliant with LTN1/20 and therefore whether alternative routes also needed to be investigated. During Phase 2, stakeholder engagement were undertaken and provided further engagements into route feasibility.

Aspirational Cycling Routes

The cycle routes identified by the heatmap (Figure 30) were overlaid onto WBC proposals for an aspirational cycle network (see Figure 31. Analysis showed significant overlapping between Atkins' initial cycle map and the Waverley aspirational network map, primarily into the Town Centre and with the proposed Rushmoor network.

A filtering process was applied to identify key routes from the two cycle network maps that should be taken forward to the next stage of the LCWIP. The next stage of the LCWIP is a Multi-Criteria Assessment Framework (MCAF) of each route, which will prioritise Phase 1 routes for the concept design process.

The selection criteria were:

- Routes that overlap between the heatmap initial routes and Waverley plan
- Routes with higher propensity for cycle trips (over 100 cyclists per day, in the e-bike scenario)
- Routes with low propensity but of high importance in the town (such as Borelli Walk[1]) and routes that will link to key developments
- Routes with a significant number of comments on the interactive platforms (since there is a lot of demand for improvements there)
- Routes added following stakeholder feedback.

Routes not taken forward to the assessment stage and therefore excluded from the LCWIP Phase 1 and Phase 2 will be part of the aspirational cycle network as Phase 3.

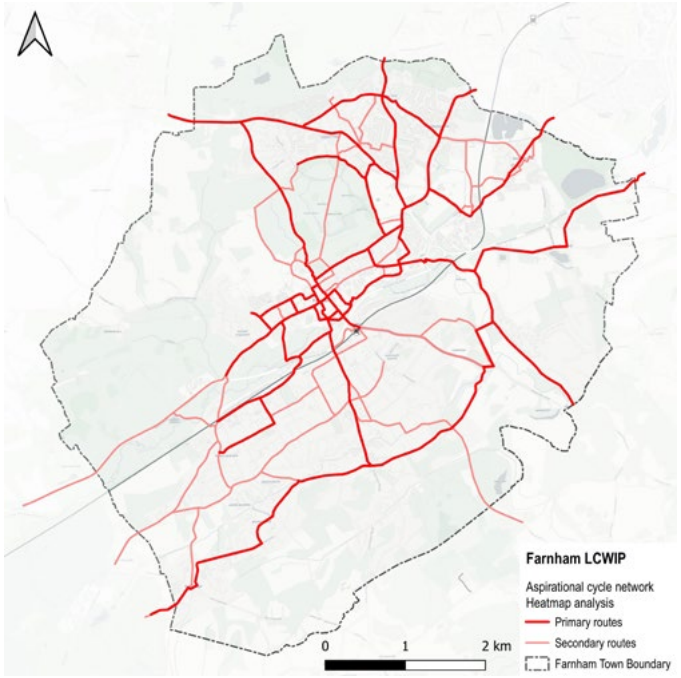


Figure 30. Initial proposal for the cycle network using the heatmap approach

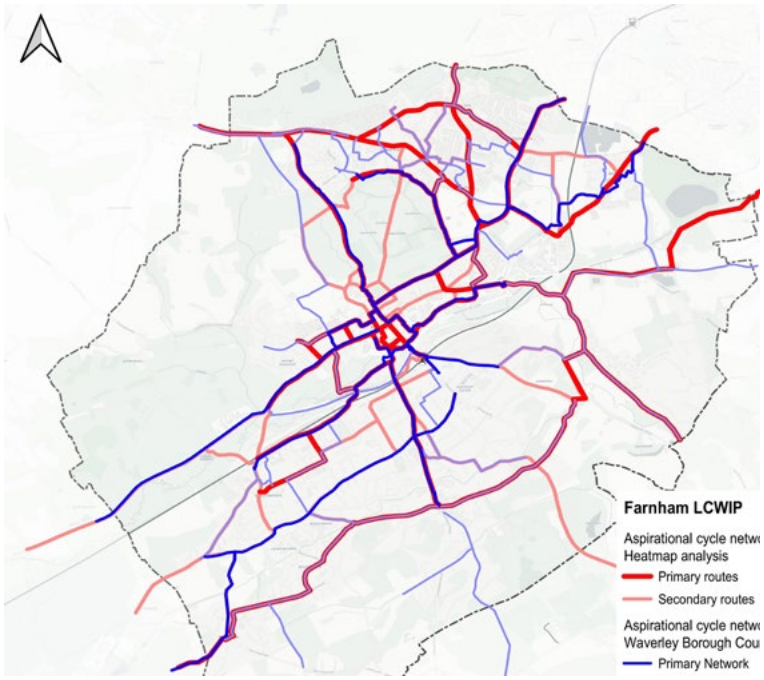


Figure 31. Waverley BC and Atkins proposed cycle routes combined map

1 Borelli Walk provides a valuable connection to residential development in the Town Centre, but this development is relatively new and has not yet been captured by the PCT. Consequently, Borelli Walk was found to have a low propensity to cycle, even though it is a popular route.

Cycling Corridors Long List

This approach produced an aspirational network of 38 cycle routes, that will be taken forward to the assessment stage, with high concentration in the Town Centre and great connectivity to Rushmoor.

Some of the routes are overlapping with existing cycle facilities. These should be included in the aspirational network as the existing facilities are either of substandard quality or will not be able to accommodate the high demand for cycling trips we aim to have in the town. The intention for these routes is to improve the quality to a high and accessible standard (Table 3).

1. Red Lion Lane
2. Crondall Lane
3. Hale Road / Farnborough Road (A325)
4. Greenfield Road
5. Borelli Walk - Hale Road
6. South Street Station Hill
7. Alma Lane
8. Upper Hale Road
9. Moor Park House Way
10. Firgrove Hill
11. Guildford Road - Tongham Road
12. Moor Park Lane / Moor Park Way
13. Scholars Greenway, Fanrham Park
14. Moor Park Lane
15. West Street / The Borough
16. Falkner Road / Long Garden / Castle Street
17. The Hart
18. Downing Street
19. St James Ave / Guildford Road
20. Hale Trail Greenway
21. Weybourne Road
22. Bagshot Lea Road
23. West Street / Coxbridge Rbt
24. Crown Lane
25. Weydon Lane E
26. Boundstone Road / Burnt Hill Road
27. Lodge Hill Road / Monks Walk
28. Waverley Lane
29. Green Lane
30. Lower Weybourne Lane
31. Wrecclesham Road
32. Central Car Park
33. Long Bridge
34. Brightwells Yard
35. Bear Lane – Folly Hill
36. Weydon Lane W
37. A325
38. Old Park Lane

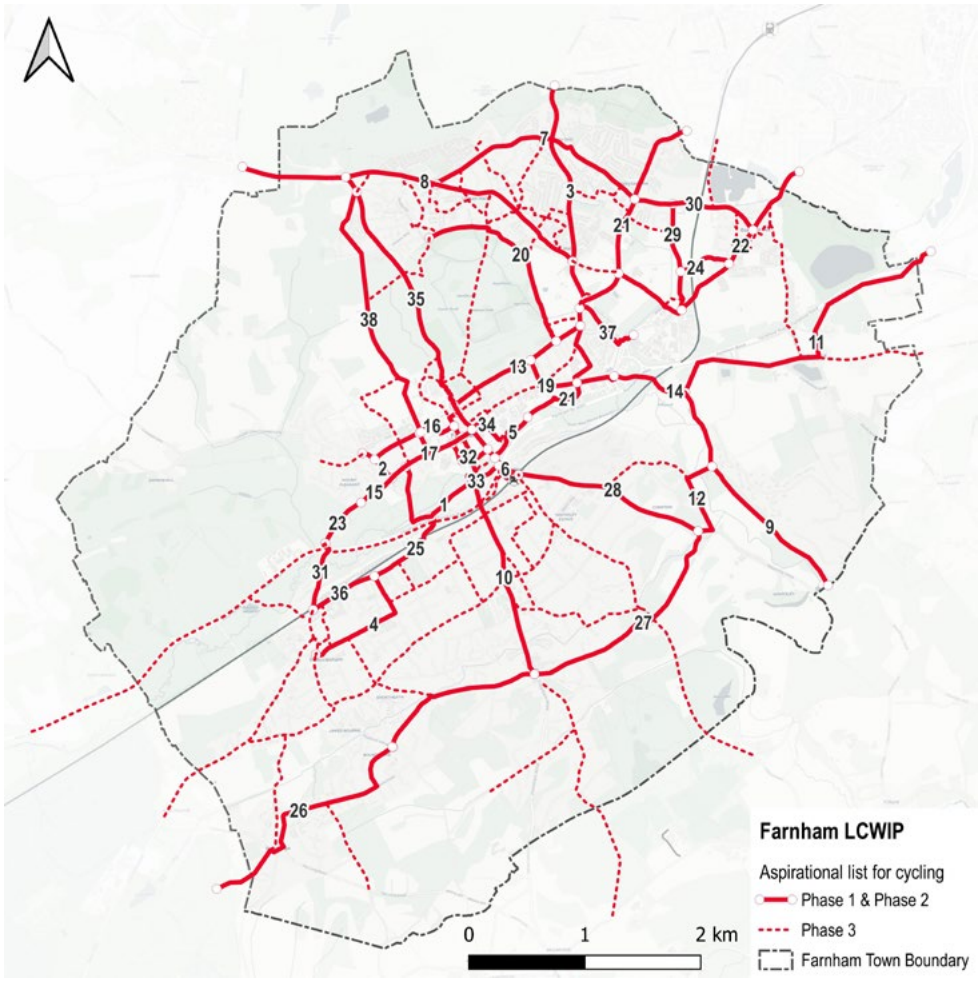


Figure 32. Selected cycle corridors to be included in the LCWIP aspirational list

Table 3. Final Criteria MCAF table for cycling aspirational list

Corridor	Length (km)	Description
1. Red Lion Lane	1.4	This route connects West Street to South Street via Bishops Meadow, Red Lion Lane and Abbey Street. The route links to routes 6, 10, 15, 25, and 33 of the aspirational list of cycle routes. The PCT (E-bike scenario) score for this route is 16. No cycle collisions were recorded along this route.
2. Crondall Lane	0.3	This route connects Crondall Lane to A235/West Street via residential area. The PCT (E-bike scenario) score for this route is 82. The route links to routes 15 and 16 of the aspirational list of cycle routes. No cycle collisions were recorded along this route.
3. Hale Road/ Farnborough Road	1.9	This route goes along Farnborough Road/Hale Road and ends at Six Bells roundabout, connecting Upper Heath End and Lower Heath End shopping parades and passes Farnham Park Cemetery which connects to Farnham Park. The route links to routes 7, 8 and 21 of the aspirational list of cycle routes. The PCT (E-bike scenario) score for this route is 255. The total number of cyclist collisions along this route is 5.
4. Greenfield Road	1.2	This route connects School Hill to Weydon Lane, via Greenfield Road and Green Lane and passes close to St Peter's CofE Primary School. The route links to routes 36 and 25 of the aspirational list of cycle routes. The PCT (E-bike scenario) score for this route is 105. No cycle collisions were recorded along this route.
5. Borelli Walk - Hale Road	1.1	This route utilises the existing Borelli Walk, connects Guildford Road to South Street and links Farnham Hospital to South Street and Farnham town centre, 250m from Farnham Railway Station. The route links to Routes 6, 19, 21 and 24 of the cycle route aspirational list. The PCT (E-bike scenario) score for this route is 128. No cycle collisions were recorded along this route.
6. South Street Station Hill	0.6	This route links the retail area to Farnham Railway Station via South Street. The route links to Routes 5, 15, 28, 32, 33, 34, 35 of the cycle route aspirational list. The PCT (E-bike scenario) score for this route is 316. No cycle collisions were recorded along this route.
7. Alma Lane	2	This route connects Upper Hale and Weybourne areas via Alma Lane and Upper Weybourne Lane, linking Hale School to All Hallows Catholic School and Upper Heath End shopping parade. The route links to Routes 3, 8, 21 and 30 of the cycle route aspirational list. The PCT (E-bike scenario) score for this route is 132. The total number of cyclist collisions along this route is 2.
8. Upper Hale Road	3.1	This route follows Upper Hale Road and ends at Farnborough Road/Hale Road connecting Hale School, the Upper Hale destination hub, Upper Hale Rec and passes close to Farnham Park. The route links to Routes 3, 7, 20, 35 of the cycle route aspirational list. The PCT (E-bike scenario) score for this route is 101. The total number of cyclist collisions along this route is 1.

Corridor	Length (km)	Description
9. Moor Park House Way	1.4	This route connects Moor Park Way to Camp Hill, via Moor Park House Way and connects to Routes 12 and 14 of the cycle route aspirational list. No PCT information has been provided at that route. No cycle collisions were recorded along this route.
10. Filgrove Hill	1.8	This route links Red Lion Road to Lower Bourne destination hub, via Filgrove Hill/Frensham Road, links The Ridgway Community School, The Bourne shopping parade, and passes close to Farnham College and South Farnham Infant School. The route starts close to Farnham town centre and extends close to the railway station. The route links to Routes 1, 26, 27 and 33 of the cycle route aspirational list. The PCT (E-bike scenario) score for this route is 221. The total number of cyclist collisions along this route is 4.
11. Guildford Road - Tongham Road	2.9	This route follows an existing Public Right of Way path which connects to Tongham Road and ends at Moor Park Lane and links Runfold destination hub and Barfield IAPS Preparatory School. The route links to Route 14 of the cycle route aspirational list, outlined in this table. The PCT (E-bike scenario) score for this route is 71. No cycle collisions were recorded along this route.
12. Moor Park House Way	0.9	This route follows Moor Park Lane and Moor Park Way, linking Compton Way to Waverley Lane. The route links to Routes 9, 14, 27 and 28 of the cycle route aspirational list. The PCT (E-bike scenario) score for this route is 21. The total number of cyclist collisions along this route is 1.
13. Scholars Greenway, Fanrham Park	1.3	This route follows the southern end of Farnham Park, close to Farnham Castle starting at Park Row and ending at Hale Road. The route links to Routes 19, 20, 21, and 35 of the cycle route aspirational list. The PCT (E-bike scenario) score for this route is 268. No cycle collisions were recorded along this route.
14. Moor Park Lane	1.4	This route links Shepherd and Flock Roundabout to Compton Way, via Moor Park Lane which is an off-road path. It includes a crossing over the railway tracks. The route links to Routes 9, 11, 12, 19 of the cycle route aspirational list. The PCT (E-bike scenario) score for this route is 21. No cycle collisions were recorded along this route.
15. West Street/The Borough	1.2	Starting at Coxbridge Roundabout and ending at Bear Lane/South Street, this route follows West Street and passes Castle Street (the high street) and Bishop's Meadow. The route links to Routes 1, 2, 6, 16, 17, 18, 31, 32, 34 and 35 of the cycle route aspirational list. The PCT (E-bike scenario) score for this route is 386. The total number of cyclist collisions along this route is 2.

Corridor	Length (km)	Description
16. Falkner Road / Long Garden / Castle Street	1.1	This route connects Crondall Lane to Castle Street, West Street/The Borough, and Bear Lane. It links the University for the Creative Arts (Farnham Campus), Farnham Museum and the high street (Castle Street). The route links to Routes 2, 15, 17 and 35 of the cycle route aspirational list. The PCT (E-bike scenario) score for this route is 731. The total number of cyclist collisions along this route is 2.
17. The Hart	0.2	This route links Falkner Road/Long Garden Way and West Street, via The Hart connecting to Farnham Adult Learning Centre and the University for the Creative Arts (Farnham Campus). The route links to Routes 15 and 16 of the cycle route aspirational list. The PCT (E-bike scenario) score for this route is 176. The total number of cyclist collisions along this route is 1.
18. Downing Street	0.3	This route links West Street and Union Road, via Downing Street which is the commercial centre of Farnham Town. The route links to Routes 15, 32 and 33 of the cycle route aspirational list. The PCT (E-bike scenario) score for this route is 155. No cycle collisions were recorded along this route.
19. St James Av/ Guildford Road	0.9	This route follows St James' Avenue and Guildford Road/A325 up to Shepherd and Flock Roundabout connecting to Farnham Park and to Farnham Hospital. This route links to Routes 4, 113, 14 and 21 of the cycle route aspirational list. The PCT (E-bike scenario) score for this route is 152. No cycle collisions were recorded along this route.
20. Hale Trail Greenway	2.1	This route follows the northern and eastern edge of Farnham Park, linking Upper Hale Road and Scholars Greenway. The route links to Routes 8 and 13 of the cycle route aspirational list. The PCT (E-bike scenario) score for this route is 45. No cycle collisions were recorded along this route.
21. Weybourne Road	2.7	This route links Weybourne to Farnham Town Centre via Weybourne Road, passing All Hallows Catholic School and Farnham Hospital. The route links to Routes 3, 5, 7, 13, 19, 22 and 30 of the cycle route aspirational list. The PCT (E-bike scenario) score for this route is 309. The total number of cyclist collisions along this route is 7.
22. Badshot Lea Road	2.3	This route follows Lower Farnham Road/Badshot Lea Road, linking Weybourne Road to Boxall's Lane/ Morland road and Badshot Lead Infant School. The route also crosses the railway track. The route links to Routes 21, 24 and 30 of the cycle route aspirational list. The PCT (E-bike scenario) score for this route is 387. The total number of cyclist collisions along this route is 1.
23. West Street (Coxbridge)	0.5	The route is an extension of the West Street/ The Borough route to link the town centre to Coxbridge Housing Development and the business park. The PCT (E-bike scenario) score for this route is 203. The total number of cyclist collisions along this route is 1.

Corridor	Length (km)	Description
24. Crown Lane	0.8	This route follows Crown Lane, crossing the railway track, and connecting to Badshot Lea Road. The route links to Routes 22 and 29 of the cycle route aspirational list. No PCT information has been provided at that route. The total number of cyclist collisions along this route is 1.
25. Weydon Lane E	0.8	This route follows Weydon Lane, crossing Farnham By-Pass and the railway track to connect to Weydon Mill Lane/Red Lion Lane and Highfield South Farnham School. The route links to Routes 1, 4 and 36 of the cycle route aspirational list. The PCT (E-bike scenario) score for this route is 124. No cycle collisions were recorded along this route.
26. Boundstone Rd /Burnt Hill Rd	3.8	This route connects the Rowledge and Rowledge CofE Primary School, Lower Bourne via Boundstone Road and Burnt Hill Road. The route links to Routes 10 and 27 of the cycle route aspirational list. The PCT (E-bike scenario) score for this route is 53. No cycle collisions were recorded along this route.
27. Lodge Hill Road/Monks Walk	2	This route follows Lodge Hill Road/Monks Walk, connecting Frensham Road and Waverley Lane, Lower Bourne and South Farnham Infant School. The route links to Routes 10, 12, 26 and 28 of the cycle route aspirational list. The PCT (E-bike scenario) score for this route is 12. No cycle collisions were recorded along this route.

Corridor	Length (km)	Description
28. Waverley Lane	1.7	This route follows Waverley Lane, between Station Hill and Monk's Walk, connecting Farnham Railway Station, St Polycarp's Primary school, South Farnham School and The Abbey School The route links to Routes 6, 12 and 27 of the cycle route aspirational list. The PCT (E-bike scenario) score for this route is 83. No cycle collisions were recorded along this route.
29. Green Lane	0.6	This route follows Green Lane, connecting Lower Weybourne Lane to Crown Lane. The route links to Routes 24 and 30 of the cycle route aspirational list. No PCT information has been provided at that route. No cycle collisions were recorded along this route.
30. Lower Weybourne Lane	1.1	This route links Weybourne Road and Badshot Lea Road, via Lower Weybourne Lane, connecting Badshot Lea Infant School. The route links to Routes 7, 21, 22 and 29 of the cycle route aspirational list. The PCT (E-bike scenario) score for this route is 201. No cycle collisions were recorded along this route.
31. Wrecclesham Road	0.6	This route connects Coxbridge Roundabout to Weydon Lane, via Wrecclesham Road. The route links to Routes 15 and 36 of the cycle route aspirational list. The PCT (E-bike scenario) score for this route is 219. The total number of cyclist collisions along this route is 1.

Corridor	Length (km)	Description
32. Central Car Park	0.3	This route connects West Street/The Borough and Union Street via Borelli Yard and the car park. The route links to Routes 5, 6, 15, 18 and 33 of the cycle route aspirational list. No PCT information has been provided at that route. No cycle collisions were recorded along this route.
33. Long Bridge	0.4	This route follows Long Bridge and Downing Street/ Union Road, connecting Red Lion Lane with South Street and passing Gostrey Meadow. The route links to Routes 1 6, 10, 18 and 32 of the cycle route aspirational list. The PCT (E-bike scenario) score for this route is 170. The total number of cyclist collisions along this route is 1.
34. Brightwells Yard	0.4	This route connects Borelli Walk to East Street and Bear Lane/South Street. The route links to Routes 5, 6, 15 and 35 of the cycle route aspirational list. No PCT information has been provided at that route. No cycle collisions were recorded along this route.
35. Bear Lane-Folly Hill	2.6	This route follows Folly Hill along the western edge of Farnham Park, connecting Upper Hale Road to The Borough/East Street. The route connects to Farnham Castle and passes close to Folly Hill Infant School. The route links to Routes 6, 8, 15, 16 and 34 of the cycle route aspirational list. The PCT (E-bike scenario) score for this route is 193. The total number of cyclist collisions along this route is 1.
36. Weydon Lane W	0.6	The route extends via Weydon Lane to link Wrecclesham Road to Weydon School and the residential areas south of the A31. The route links to Routes 4, 25 and 31 of the cycle route aspirational list. The PCT (E-bike scenario) score for this route is 75. No cycle collisions were recorded along this route.
37. A325	0.7	The route links Six Bells Roundabout to Water Lane Roundabout and the business area north of the A31. The route links to Route 21 of the cycle route aspirational list and existing cycle facilities. The PCT (E-bike scenario) score for this route is 109. The total number of cyclist collisions along this route is 2.
38. Old Park Lane	2.3	The route extends along the bridleway parallel to Folly Hill and connects the University of Arts with the residential areas at Upper Hale and the new development via a green area. The route links routes 17, 17 and 35 of the aspirational long list. There is no PCT information on the route and no collisions have been recorded.

Rushmoor and Farnham cycle routes

As discussed in Section 3: previous Studies, great care was taken to incorporate existing or planned cycle routes across neighbourhood areas. In the case of Rushmoor, Atkins included a number of cycle routes aligned with the proposed Rushmoor LCWIP routes (Figure 33).

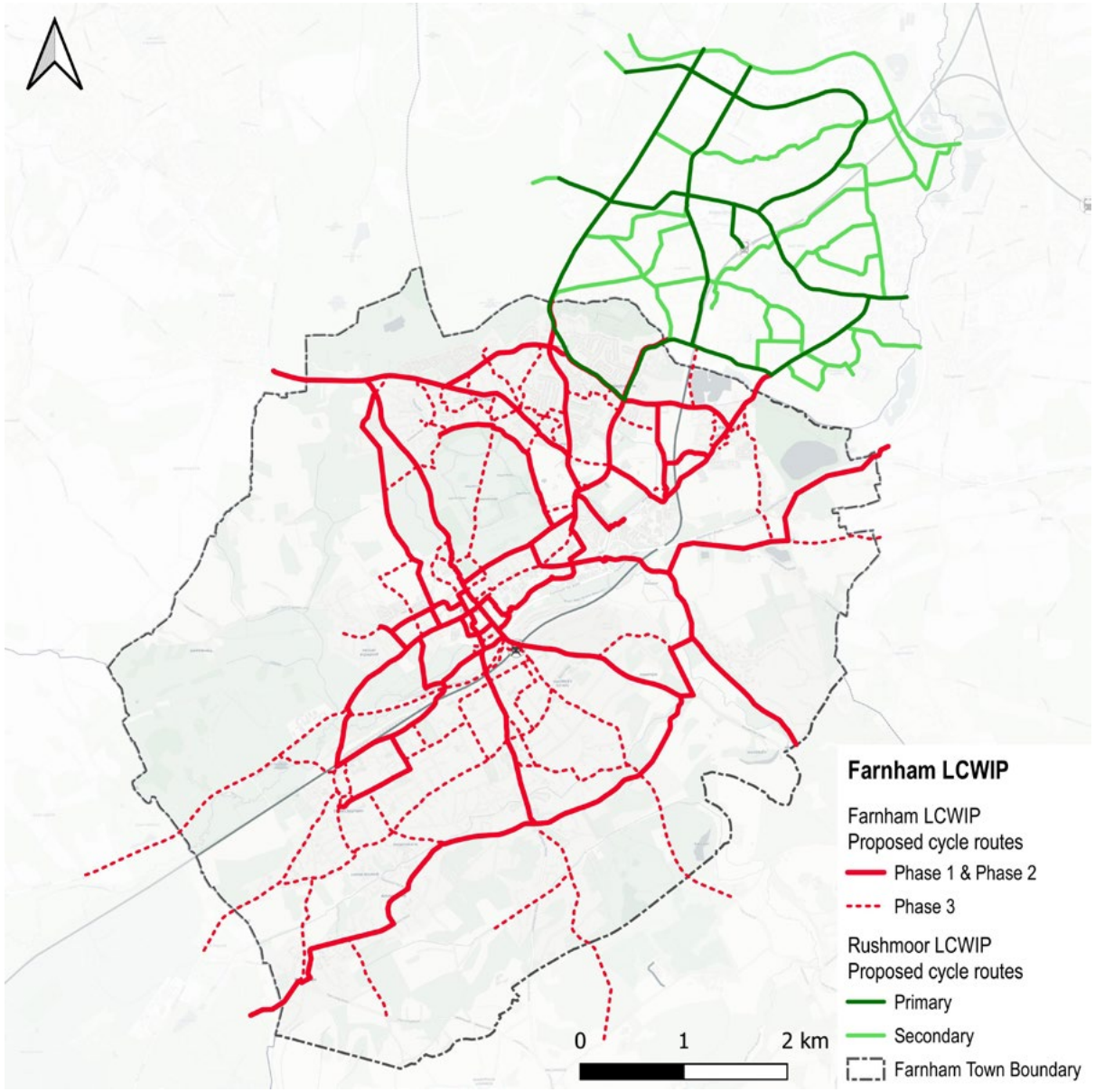


Figure 33. Interface between Farnham and Rushmoor cycle routes

Multi-Criteria Assessment Framework

Once the aspirational cycle network has been identified an assessment using both qualitative and quantitative criteria was used to provide an initial prioritisation of the network proposals and identify a first phase of corridors to progress to concept design.

A Multi-Criteria Assessment Framework (MCAF) was developed to identify the Phase 1 ('short list') cycle corridors, utilising various data inputs from the evidence base previously gathered. In combination, the MCAF criteria are intended to help identify and prioritise corridors with both a higher relative propensity for cycle trips and corridors with a greater relative potential to benefit from improvements (i.e., areas 'in need' or with lower quality existing cycling environment).

The criteria were categorised in four main groupings:

- **Link Performance** – These criteria aim to capture the potential connectivity with railway stations, commercial areas and upcoming residential development in the area. Lower scores are given to routes with poor links to these key destinations. A higher number of destinations would indicate a greater propensity for cycling and therefore a higher score
- **Schools** – the quantity of schools located within a potential cycling corridor was taken into consideration, along with the propensity to cycle to these sites.
- **Demand** – this is based on the Dutch Scenario of the Propensity to Cycle Tool forecast for commuter cyclists.
- **Cycle Network**– this category took other workstreams (e.g. Farnham OIP) into consideration, with routes that are included in existing schemes receiving a low score.

The MCAF criteria for the selection of the Phase 1 cycle corridors are listed in Table 4 on the following page.

Each criterion was scored on a scale from 1 (low) to 3 (high). Within each category, the criteria were also given a relative weighting of 1 (low) to 3 (high), allowing some criteria to be weighted more heavily (e.g., access to schools weighted more heavily than other 'access' criteria).

Atkins has refined the standard MCAF used on Surrey LCWIPs to address extensive feedback from WBC (Appendix 2).

Table 4. Final Criteria MCAF table for cycling aspirational list

Category	Criterion	Cycle Corridors Rating
Link Performance	Commercial area served by corridor	1 = no obvious ones 2 = a small number e.g. a school or small parade of shops 3 = several e.g. a Town Centre
	Development Areas (number of dwellings)	1 = no housing units 2 = less than 100 3 = over 100
	Railway Station access (number of stations within 400m of routes)	1 = None 2 = one station, Farnham Railway Station
Schools	Number of Schools along corridor	1 = <1 2 = <2 3 = ≥2
	School PCT (Go Dutch, number of daily school trips)	1 = 0-150 2 = 150-300 3 = >300
Demand	PCT Tool (ebikes, number of daily commuters)	1 = 0-150 2 = 150-300 3 = >300
Cycle Network	Inclusion in other workstreams	1 = OIP & Waverley 2 = OIP or Waverley 3 = None

MCAF Short list

Using the refined criteria, the following short-list of routes was identified, displayed by ranking order (highest score to the lowest MCAF score)[1]:

1. 22. Badshot Lea Road*

2. 16. Falkner Road / Long Garden / Castle Street

& 21. Weybourne Road*

4. 3. Hale Road/Farnborough Road*

& 6. South Street/Station Hill

6. 10. Firgrove Hill*

& 15. West Street/The Borough[2]

& 17. The Hart

& 28. Waverley Lane*

Routes included in the Medium Term Interventions workstreams were excluded from the Phase 1 list.

The reduced criteria had the unintended consequence of producing equal scores for a number of routes (Routes 3. Hale Rd, 21. Weybourne Rd and 22. Magshot Lea Rd to East and Routes 10. Guildford Rd and 28. Waverley Lane to the South), which meant the top six routes could not be determined by the MCAF alone.

Additional routes (35. Folly Hill and 38. Old Park Lane) were added in the higher ranked routes for further assessment in order to cover a wider geographic area within Farnham.

Due to similarities in scores, and key destinations being served by multiple routes, the short listed routes were further assessed using the Route Selection Tool (RST). The routes that were assessed and compared against each other were:

» 10. Firgrove Hill and 28. Waverley Lane
» 21. Weybourne Road and 22. Badshot Lea Road and 3. Hale Road/Farnborough Road

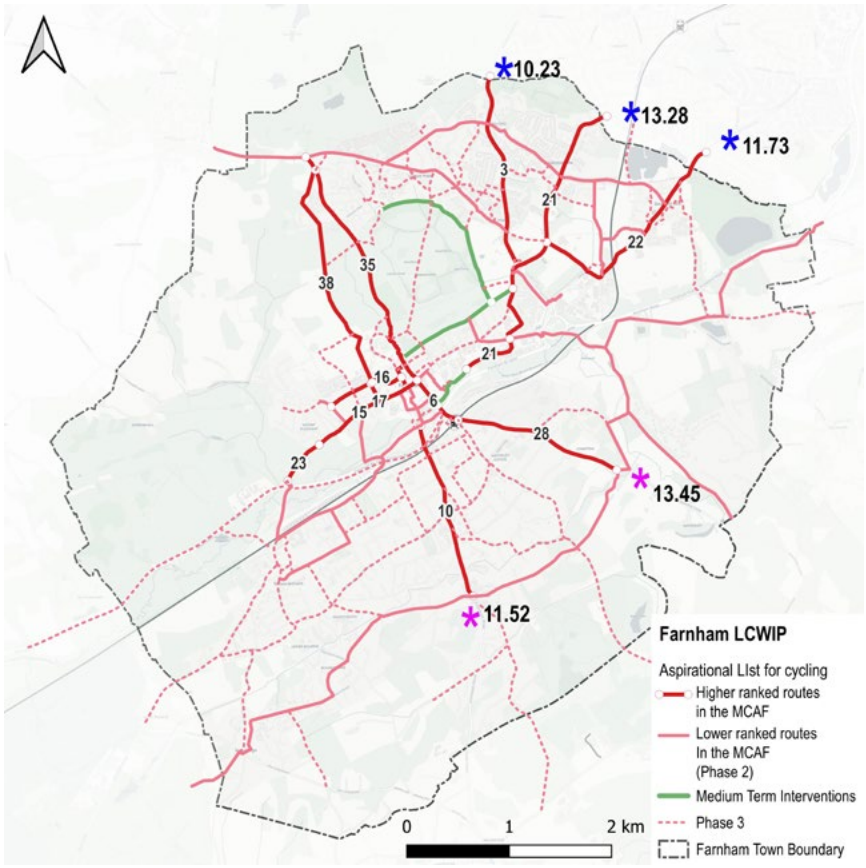


Figure 34. Highest ranked routes in the MCAF further assessed using the RST

Figure 34 show the RST results for each of the five routes above. The RST was used to determine the best alignment for cycle corridors using the following criteria:

» Directness
» Gradient
» Safety
» Connectivity
» Comfort
» Critical Junctions

The resulting RST scores (see Appendix 3) identified Waverley Lane, and Weybourne Road as the shortlisted (Phase 1) routes. The alignments of these routes are shown on the following page, along with the final shortlisted routes.

1 Starred (*) routes were found to link similar origins and destinations. Further RST assessment required to select the top-scoring routes and prevent duplication.
2 Route 23. West Street/Coxbridge Roundabout was added in the higher scored routes as continuation of route 15. West Street/ The Borough to Coxbridge Development and the business park.

Short-list of Cycle Routes

Using the mixed criteria of the qualitative and quantitative MCAF, and the Route Selection Tool, the following cycling route shortlist was identified to progress to concept design stage, renamed from 1 to 6:

1. (15) West Street / The Borough & (23) West Street / Coxbridge roundabout[1]

2. (16) Falkner Road / Long Garden / Castle Street & (17) The Hart

3. (35) Folly Hill & (38) Old Park Lane[2]

4. (21) Weybourne Road

5. (6) South Street / Station Hill

6. (28) Waverley Lane

These routes are illustrated on Figure 35, providing a comprehensive network that extends across the whole of the town, linking residential areas and schools.

The map shows the connectivity between the selected Phase 1 routes to the medium term interventions (Scholars Greenway, Borelli Walk and Hale Trail Greenway)[3].

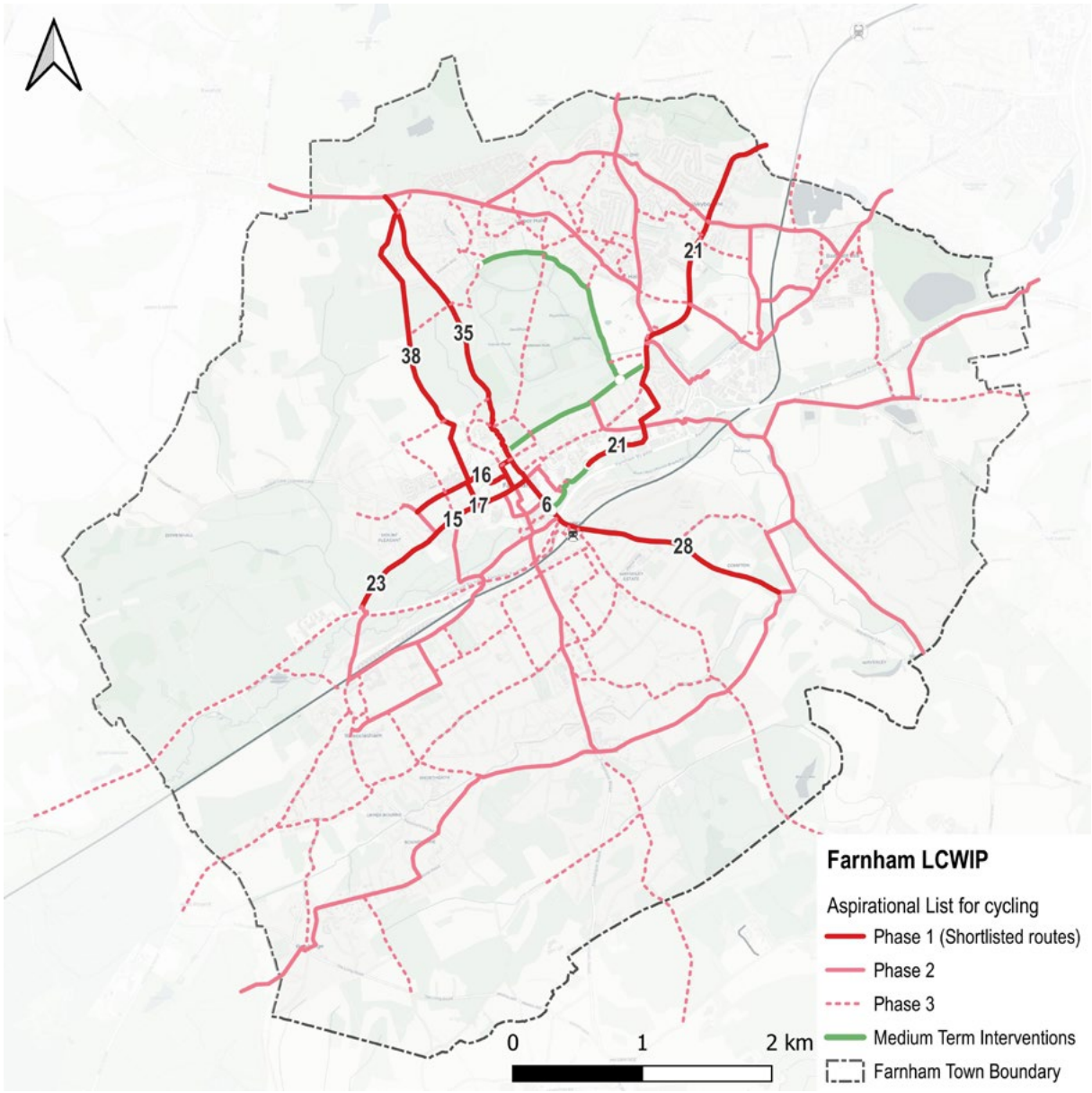


Figure 35. Short listed 'Phase 1' routes

1 Individual routes were combined to form a continuous route between key destinations

2 Both routes are included in the Phase 1 (Short listed routes) as alternative alignments to be further assessed in the next stages of design)

3 The Phase 1 cycle routes will not be able to address the entire geographical area of Farnham. Areas to the South of Farnham Town Centre, for instance, will be covered by Route 10 (Firgrove Hill) to the south or by routes 25, 26, and 36 to the southwest, which can be developed in Phase 2.

Example Design Tools - Cycling

Design Outcomes

Potential improvements for cycling were developed following a set of desired core design outcomes, informed by LTN 1/20. These desired design outcomes have been identified to make cycling more attractive and encourage more users to make journeys within the town by cycle.

Directness

Cycle routes which serve key origins and destinations directly - and preferably not significantly longer than the route a vehicle would take.

Comfort

Cycle routes that are comfortable to use with a surfacing that is smooth and a width that supports the expected volume of cyclists whilst also considering other road users.

Gradient

Cycle routes which do not have an excessive gradient, which could potentially put off everyday cycling trips.

Safety

Cycle routes that are in areas which have speeds and traffic volumes that support and encourage cycling of people of all ages and abilities.

Coherence

Cycle networks should be planned and implemented to enable users to reach their desired destinations, should be easy to navigate and be of a consistent high quality.

Attractiveness

Cycle routes should provide an environment that is welcoming for users so that cycling can be an enjoyable activity and contribute to public realm enhancements.

Context Sensitive Design

Improvements should complement and enhance the character of urban and rural environment. The high-level concepts developed in the LCWIP should be suitable for the setting, and design guidance should be adapted to fit the local context and space constraints.

Adaptability

Cycle infrastructure should be developed to accommodate all types of users, and potential growth in demand. The provided facilities should be accessed and used by as many people as possible, regardless of age, gender and disability.

Inclusive Design

Facilities for cycling should provide equal access for people with disabilities and ensure that streets meet the requirements for all users.

Guiding Principles

To facilitate these cycling improvements they will follow several general principles, which can be applied throughout Waverley. Examples of design elements that support these principles are shown on the following pages.

» **Cycle facility hierarchy** - The type of cycle facility appropriate for a given street is highly dependent on its context, including vehicle flows and speeds, carriageway space, surrounding development, and general character. However, as a general principle, selection of an appropriate cycle facility should consider the following hierarchy: segregated facilities, quiet routes, shared-use paths/footways, mixed traffic. The hierarchy follows the cycle design principles of segregation from traffic and low traffic speeds/volumes. Segregated facilities are typically preferred, creating a comfortable and attractive facility for users of all ages and abilities and providing the greatest potential to encourage mode shift to cycling. Alternatively, cycle route alignments or design measures to support low traffic speeds (≤20mph) and flows may provide an attractive option if the route is direct.

» **Access to Town Centre** - Each area of Farnham should have access to a convenient, attractive, and safe route to cycle to/from the Town Centre. Several primary cycling routes seek to accomplish this, while additional secondary routes may be developed in future.

» **Access to schools** - Safe cycling routes are essential to encourage more children to cycle to school. Several primary cycling routes seek to accomplish this, while additional secondary routes may be developed in future.

» **Lower traffic speeds** - High vehicle speeds reduce comfort and safety for people cycling. Motor vehicle speeds of 20mph or lower are preferred to minimise speed differential with people cycling[1]. Design elements such as vertical deflection (e.g. speed cushions, raised tables/raised junctions) or horizontal deflection (e.g. kerb build-outs, tight kerb radii, priority working) may be used, as appropriate, to support the desired vehicle speeds and create an environment where the speed limit is self-regulating. Traffic calming measures should also be considered for people cycling, such as providing cycle bypasses at kerb build-outs to manage potential conflicts with other road users.

» **Reduce motor vehicle flows** - Strategies to reduce motor vehicle flows (e.g. local access only restrictions, time restrictions, or modal filters) should be considered on cycle routes where segregation is not feasible to improve comfort for people cycling and create a more attractive cycle route.

» **Review on-street parking** - On-street parking provisions can create potential conflict points between people cycling and motor vehicles, particularly where there is a high parking turnover. Conflicts can arise from either vehicles entering/leaving a parking space or opening of vehicle doors, or when parking obstructs visibility. Reducing parking could free carriageway space to be reallocated for active uses, such as improvements for people walking or cycling. Where parking is retained, providing parking on raised pads can provide wider, more flexible footway space and encourage slower speeds by reducing the carriageway width. To inform further design development, parking surveys will be undertaken to estimate the demand for parking and consider the need for alternative parking locations.

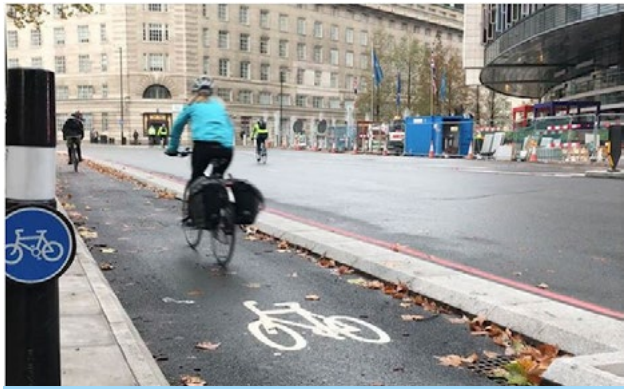
» **Junction and crossing improvements** - Improvements should seek to improve priority for people cycling and visibility at junctions, enhancing safety and continuity of the cycle route. At uncontrolled junctions and side road crossings, improvements should seek to reduce motor vehicle speeds (e.g., tighten junctions, reduce bellmouth at side roads, increase vehicle deflection at roundabouts).

1 Studies shown that 20 mph zones would be beneficial to encourage cycling particularly by women.

- **Uphill cycling** - Steep gradients are a significant constraint to cycling in some areas of the town. Design should seek to incorporate provisions that enhance separation from motor vehicles for people cycling uphill, as the speed differential between motor vehicles and people travelling uphill is greater. In constrained areas, this may include prioritising cycle improvements for the uphill direction of travel.
- **Wayfinding** - Good sight lines and visibility of destinations and of cycle routes are important elements that affect how easy a route is to navigate, how many people cycling use the route, and perceived personal security. Wayfinding signage should be used to aid navigation and encourage use of the designated routes. Appropriate signage can improve confidence in using the route and encourage more cycling trips, particularly for those unfamiliar with the area. Signage that includes a distance and estimated travel time can also help avoid overestimating the time it takes to make a trip by cycle, encouraging increased cycle use for short journeys. A consistent Wayfinding system should be applied on cycling routes throughout the county.
- **Design Standards** - As proposed cycle improvements are advanced, design stages should utilise the latest best practice design guidance and standards available at the time, such as:
  - Cycle Infrastructure Design (LTN 1/20)
  - London Cycle Design Standards (TfL)
  - CD 195 - Designing for Cycle Traffic (Highways England)
  - Greater Manchester Cycle Design Guidance and Standards (TfGM)
- **Protected cycling facilities -** These will be best aligned to national design guidance and help to reduce collisions involving people cycling.
- **Compete with motor vehicle journey times.** By considering the alignment of the route and the nature of the interventions it can help to promote the mode of travel as an equal to motorised modes.
- **Target short to medium length (1-5km) routes.**
- **Aim to address routes/locations with a history of collisions or close passes involving people cycling.** These areas are important to concentrate on and will be reflected in both the route alignment and the nature of the infrastructure proposed.
- **Offer variety of cycle parking**
- **Design for utilitarian trips**
- **Design for priority at side roads to reduce the conflict with motorised vehicles**
- **Consideration of heritage assets and the sensitive design of proposals.**

Images in pages 71 to 73 are examples of cycle infra structure facilities[2].

2 Unless otherwise stated, all photos copyrighted to Atkins.



Segregated Cycle Lane / Cycle Track
Provides raised, physical separation between people cycling and motor vehicles, providing a more comfortable, more attractive, and safer facility for people cycling of all ages and abilities.

Lightly Segregated Cycle Lane
Provides some physical barrier between people cycling and motor vehicles to improve comfort for people cycling. May be applicable where space constraints limit segregation options. Types of segregation could include kerbing, bollards, planters, or armadillo humps (as shown above). (I*mage source: transport-network.co.uk)*

Shared-use Path - SUP (park / open space)
Provides an off-carriageway facility shared with people walking. While segregated from motor vehicles, conflicts between people walking and cycling may arise, depending on the relative flows of each. If space allows, light segregation may be considered to encourage separation of people walking and cycling. *(image: trafficchoices.co.uk)*

Stepped cycle track
Provides raised, physical separation between people cycling, motor vehicles and pedestrians without the need of a additional horizontal segregation. It is preferred at roads with lower speeds and moderate traffic volumes. (*image: Google)*

Dutch-style facility (Advisory cycle lanes)
Provides a dedicated and segregated space for people cycling within the carriageway that seeks to prioritise people cycling over motor vehicles. As in the advisory cycle lanes, a buffer zone between the cycle facility and the parking zone should be provided for protection from the opening doors.

Quiet Mixed Traffic Street
Where traffic flows are light and speeds are low, people cycling are likely to be able to cycle on-carriageway without segregation. Traffic calming and traffic management measures may be required to reduce traffic flows and/or speeds to provide appropriate conditions for an inclusive and attractive facility.

Side Road Entry Treatment (Copenhagen crossing)
Encourages motorists to reduce speeds, indicates pedestrian and cycle activity, and encourages more driver compliance with the (updated) Highway Code. Also enhances priority for people walking and cycling and makes the side road crossing easier and more convenient for people by maintaining the continuity of the route at footway level. (*Source: Google Street View*)

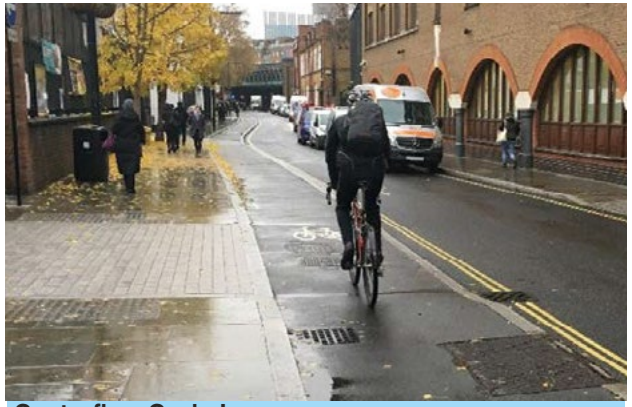
Lower Traffic Speeds
Improves safety for all road users and fosters a more comfortable environment for cycling and walking. Should be supported by traffic calming measures, as needed, to make the speed limit self-enforcing. A borough-wide policy could also be considered rather than changes on a street by street basis. (*image: WestLeedsDispatch.com)*

Pedestrian/Cyclist Priority Street
Reduces vehicle dominance of the street and prioritises people walking and cycling. Elements may include restricted motor vehicle access, materials/markings to delineate space for different users, low traffic speeds, or features of a shared space environment.

Cycle Wayfinding
Improves the coherence of the cycle network and provides indicative journey lengths or times, making it easier for people navigate through the town and encouraging more trips to be taken by cycle. A consistent system should be applied county-wide.

Parallel Crossing / Tiger Crossing
Provides priority for people walking and cycling at a crossing location, minimising the delay for people cycling, improving the directness of the route, and connecting off-carriageway cycle facilities.

Toucan Crossing
Provides a controlled crossing for people cycling and walking, improving user comfort and safety, reducing delay at busy streets where there are limited gaps in traffic, and connecting off-carriageway cycle facilities.



Contraflow Cycle Lane
Improves the convenience, directness, and attractiveness of cycling by accommodating contraflow cycling on one-way streets, shortening cycle trips and improving cycle access. Contraflow cycle lanes may be segregated or non-segregated, depending on context and available width. *(image: LTN 1/20)*

Contraflow Cycling (quiet streets provision)
Permits cycling in both directions of travel on narrow streets where traffic flows and speeds are low, and a cycle lane may not be necessary.

Modal Filter
Supports a safer, more attractive environment for walking and cycling by reducing motor vehicle traffic and permitting more direct, convenient access by foot or by cycle. Modal filters may be configured to permit access by certain vehicles (e.g., emergency vehicles, buses, blue badge holders). (*image: kingsheathltn.co.uk)*

School Street

Implements timed vehicle access restrictions during school arrival/dismissal times to encourage more pupils to walk and cycle to school and improve the safety, comfort, and attractiveness of these modes. School streets may be configured to permit access by certain vehicles. (*image: wandsworth.gov.uk)*

Phase 1 Proposed Cycling Improvements

This chapter proposes potential infrastructure measures to enhance the selected Phase 1 cycle corridors. The proposed measures are high level and identify design concepts for consideration in the next stage of design. They seek to address issues and deficiencies identified during the audit activities, as well as to incorporate proposals from previous studies.

For cycling, the intent is to improve the cycle environment to a high standard following the DfT's LTN 1/20 technical guidance. All proposed measures would be subject to varying levels of additional analysis and future feasibility design[1]. This would involve development of the proposals in greater detail, during which further observations and data would be obtained to continually refine the design. This would include confirmation of landownership boundaries and additional surveys (e.g. speed, kerbside activity, ecological, or arboricultural surveys), as necessary. Stakeholder consultation would also continue to be undertaken to inform the proposals. Further development of the LCWIP proposals should also be coordinated with other workstreams of the Farnham OIP.

The proposed improvements are presented by cycle corridor on the following pages. While these proposals are focused along the primary cycle corridors, they also provide examples of the types of improvements that can be implemented across Farnham as needs or opportunities arise.

It is noted that some of the desirable locations for active travel improvements are privately owned and are not within SCC's publicly maintained roads. As such, collaborative working with the respective owners will be required to explore opportunities to improve conditions for active travel.

Additionally, consideration will need to be given during subsequent development phases to review and co-ordinate future opportunities for integration with other active travel improvements, including those identified within the long-list network and those which may be progressed in addition to the LCWIP proposals.

1 This is a concept design. All the proposed interventions are subject to topographic survey, traffic modelling, parking surveys, utilities' survey and availability of land.

Summary of Phase 1 Cycle Proposals by Cycle Facility Typology

Figure 36 illustrates the cycle facility proposals outlined on the following pages which comprise the Phase 1 cycle network. The proposed measures consist of a mix of facility typologies, indicative of the varying contexts and constraints across Farnham. As noted previously, future feasibility planning, assessment, and design stages will review local constraints and cycle facility options in more detail.

At this initial stage of option assessment, the proposals aim to include segregated facilities where there is potential to accommodate them. This is reflective of the LCWIP objectives, LTN 1/20 standards and high local aspirations for cycling. In significantly constrained areas, it includes proposals to improve cycling with mixed traffic, reducing traffic speeds[1], restricting motor vehicle access, tightening side road junctions, and/or redesigning streets to enhance cycle and pedestrian priority.

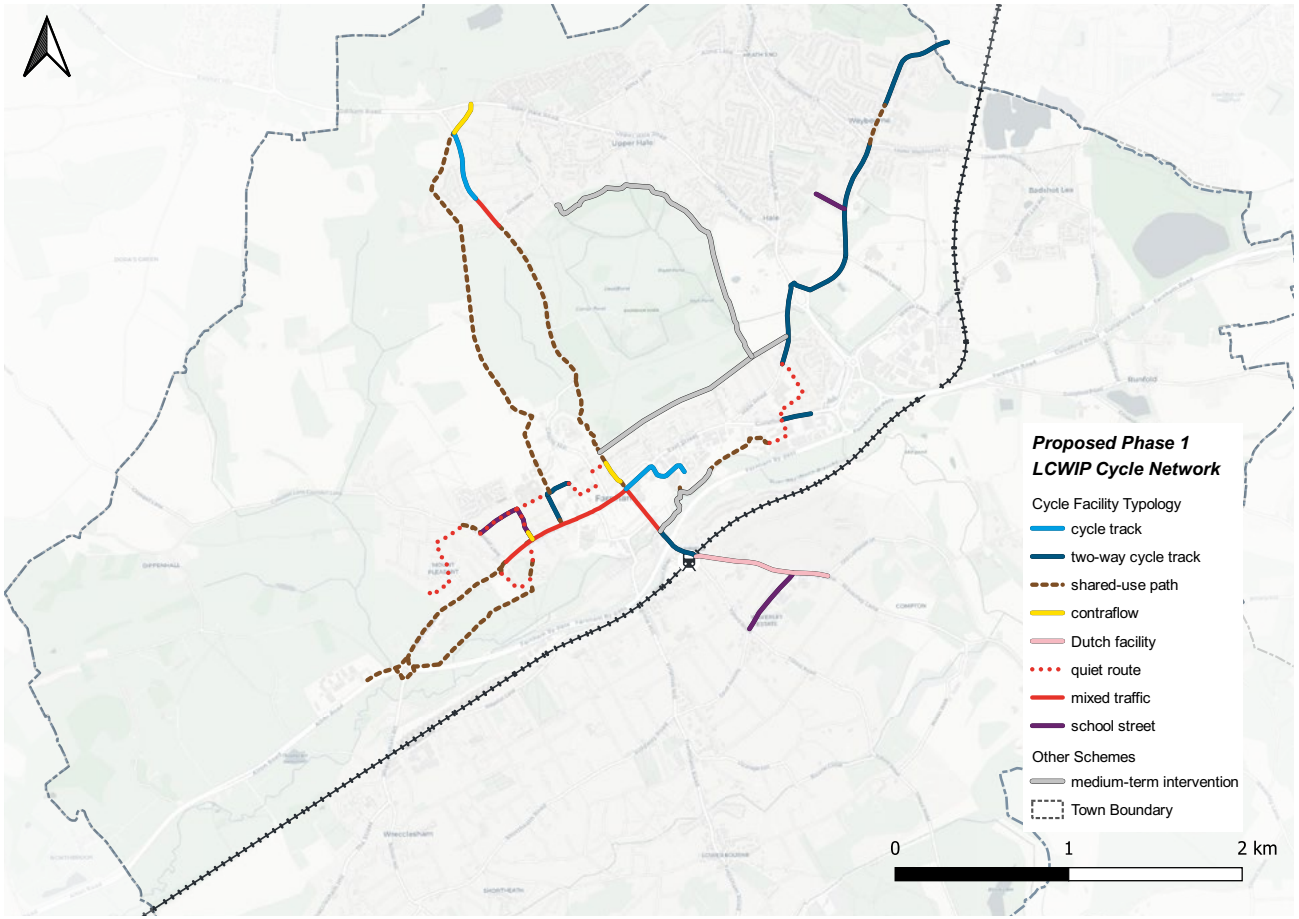


Figure 36. Network map of proposed Phase 1 cycle typologies

1 Additional measures to support speed limit changes to be considered in future design stages, such as traffic calming measures, reduction of carriageway width, etc.

Cycling Route 1: West Street / The Borough / Coxbridge Roundabout

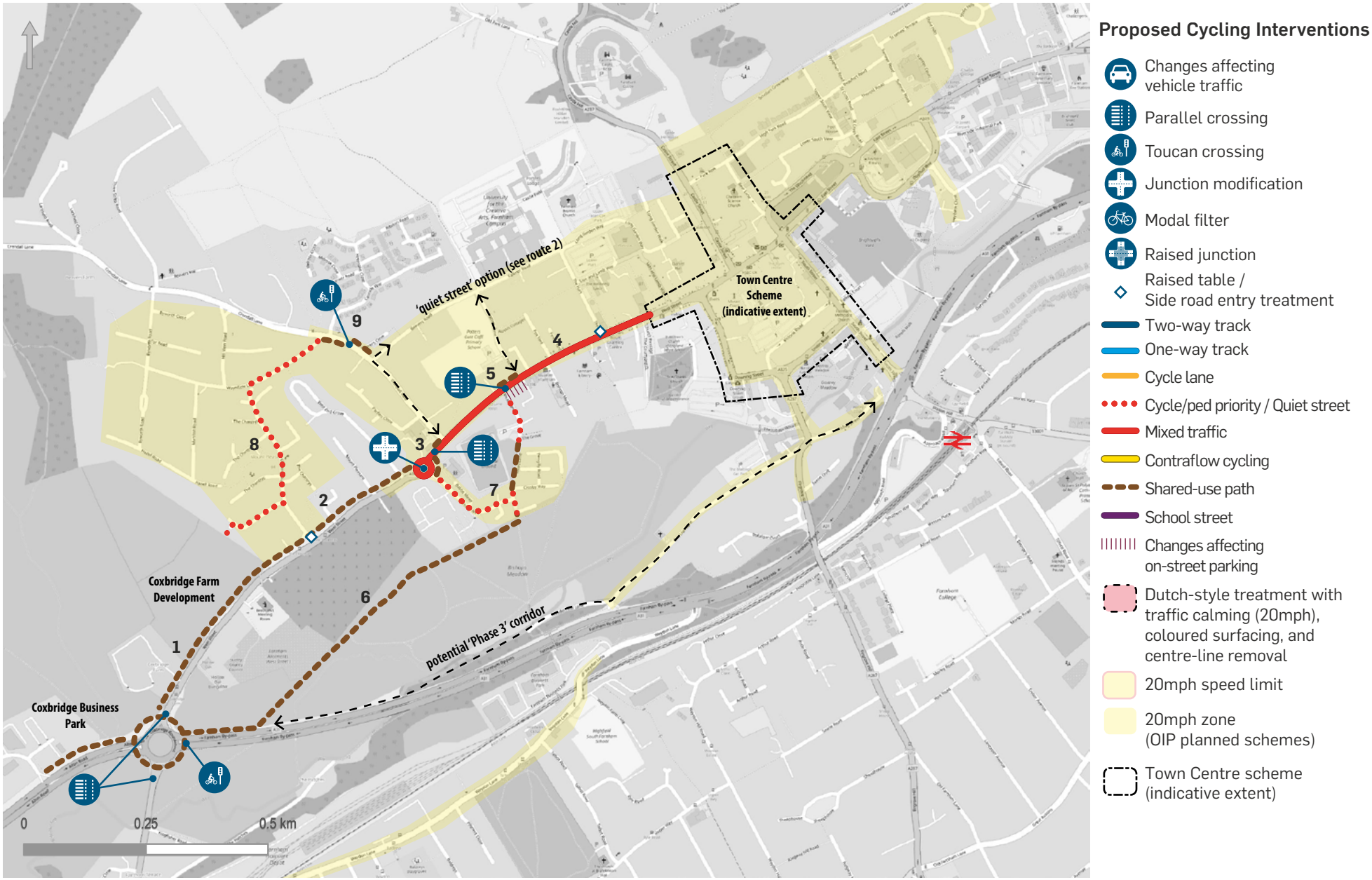


Figure 37. Proposals for Cycle Route 1

Cycling Route 1: West Street / The Borough

The proposed corridor links Coxbridge roundabout, the Coxbridge business park, the Coxbridge Farm development and the Town Centre. It is approximately 2km and a section of the route runs through the Town Centre scheme.

Proposed Interventions:

1 A shared-use path[1] (as part of the Coxbridge Farm development) is proposed along West Street to link with the A31 Scheme at Coxbridge roundabout. Widen the existing shared-use path and crossing points at the roundabout and connecting to the business park. New parallel crossings are proposed on West Street and Wrecclesham Road to improve cycle circulation around the roundabout. Investigate the potential to make the existing toucan crossing at the east arm of the roundabout single stage rather than two-stage staggered and the potential for a toucan crossing at the west arm.

2 Investigate extending the shared-use path from the development along the northern footway between Coxbridge Farm and Crosby Way roundabout. Further investigations are required to assess available public highway space and feasibility.

3 Tighten the approaches at the Crosby Way roundabout to reallocate space for the footways and provide a shared-use path to improve access to a proposed parallel crossing on the western arm of the roundabout and facilitate movement between Crosby Way and Crondall Lane.

4 Mixed traffic provision along West Street between Crosby Way roundabout and the Town Centre. The proposal will be supported by the 20mph proposed speed limit (Farnham Medium and Short Term Interventions study) and additional traffic calming measures.[2]

5 A new parallel crossing is proposed between Mead Lane and Potters Gate to link the quiet streets and Potters Gate Primary school. On-street parking needs to be reviewed at the location for opportunity to reallocate space for footway widening and the proposed shared-use path (SUP) at the approach to the parallel crossing.

6 An alternative alignment is proposed parallel to West Street through Bishops Meadow to link the A31 roundabout to Mead Lane and Crosby Way. The proposal would upgrade the existing footpath to a bridleway to create a shared-use path. The alignment option would require ecology assessment and further consultation.

Figure 38. Constraints along West Street (e.g., third party land, mature trees) will require further investigation during the next stage of scheme development to assess the feasibility of widening the footway to provide a shared-use path (item #2)

7 Crosby Way and Mead Lane are proposed as pedestrian and cycle priority streets with low traffic speeds and new traffic calming measures, linking the off-road alignment option (item 6) with Route 2.

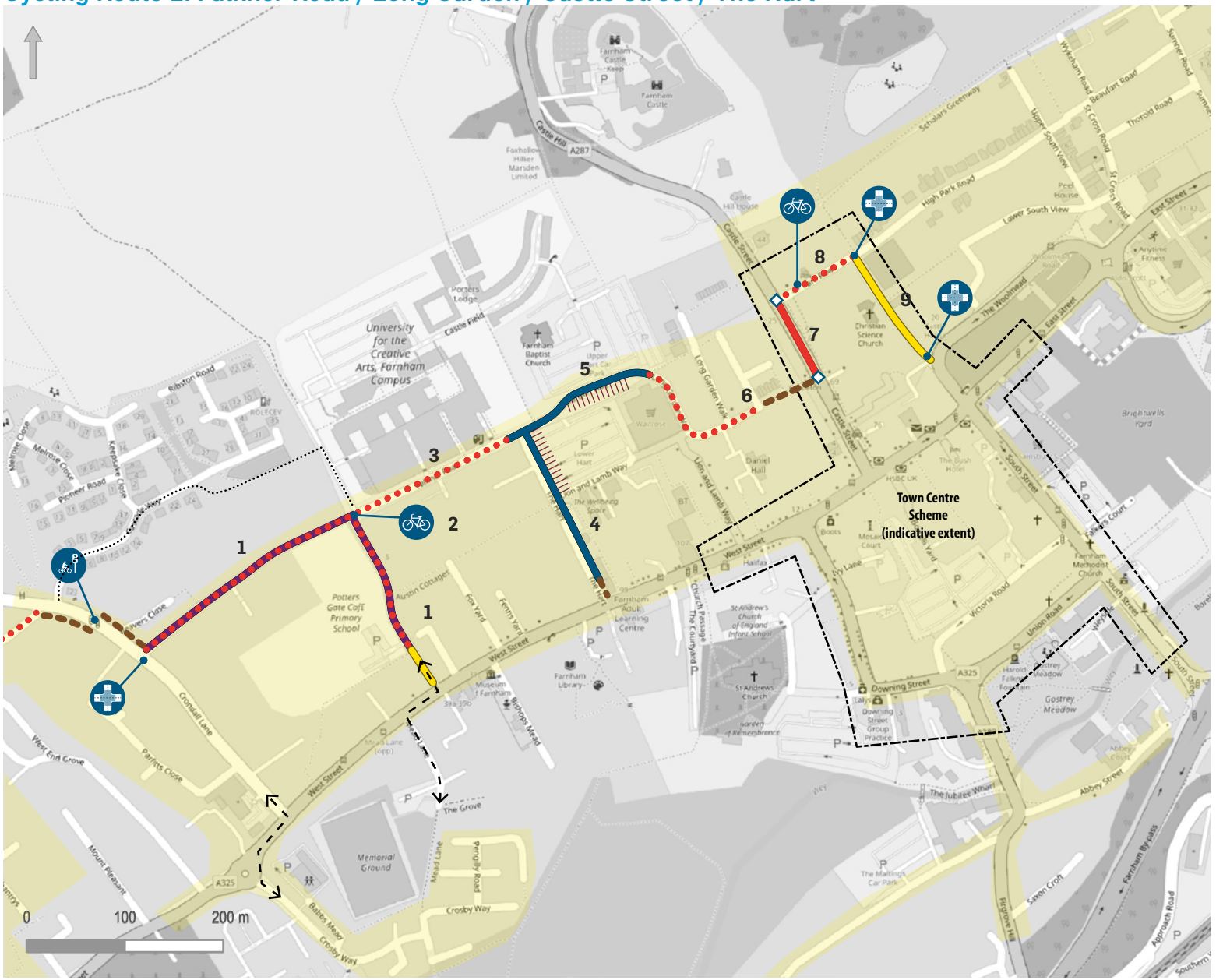
8 An alternative alignment is proposed via Waynflete Lane and Coxbridge Meadows to link the Coxbridge Farm development with the Town Centre, the university and Potters Gate Primary School. For the residential area, it is proposed as pedestrian and cycle priority street with low traffic speeds and new traffic calming measures.

9 At Crondall Road, a new section of SUP is proposed to link Waynflete Lane (item 8) with Route 2. Upgrade the existing pelican crossing to a toucan crossing.

1 It is important to note that shared-use paths were a last resort of provision. Segregated cycle facilities are always preferred but on some occasions there were not enough room to provide them.

2 The traffic flows along the section are approximately 13000 vehicles per day (annual average daily traffic (AADT)) which is above the recommended threshold for mixed traffic by LTN 1/20. Options for segregation were considered, but likely not feasible due to carriageway and public highway constraints. Alternative alignments are proposed to support access for less confident cyclists.

Cycling Route 2: Falkner Road / Long Garden / Castle Street / The Hart



Proposed Cycling Interventions

- Changes affecting vehicle traffic
- Parallel crossing
- Toucan crossing
- Junction modification
- Modal filter
- Raised junction
- Raised table / Side road entry treatment
- Two-way track
- One-way track
- Cycle lane
- Cycle/ped priority / Quiet street
- Mixed traffic
- Contraflow cycling
- Shared-use path
- School street
- Changes affecting on-street parking
- Dutch-style treatment with traffic calming (20mph), coloured surfacing, and centre-line removal
- 20mph speed limit
- 20mph zone (OIP planned schemes)
- Town Centre scheme (indicative extent)

Figure 39. Proposals for Cycle Route 2

Cycling Route 2: Falkner Road / Long Garden / Castle Street / The Hart

The proposed route is an alternative alignment to the West Street / The Borough corridor and provides access to the University for the Creative Arts, Potters Gate Church of England primary school and Farnham Park.

Proposed Interventions:

1 Beavers Road and Potters Gate are proposed as pedestrian and cycle priority streets. This would be supported by a modal filter to prevent vehicular through traffic (item 2). Potters Gate is proposed maintain the existing contra-flow cycle provision to link to West Street. Additionally, schools streets are proposed to close Beavers Road and Potters Gate to traffic during school arrival/dismissal times and improve safety for students. To support the proposals traffic calming measures are proposed including a raised junction at Crondall Lane/Beavers Road.

2 A new modal filter is proposed at Beavers Road/ Potters Gate/ Falkner Road junction to restrict vehicular traffic through movements and reduce traffic flows and speeds. Cycle access would be permitted through the modal filter to provide a continuous cycle network. The proposed filter would permit vehicular traffic between Beavers Road and Potters Gate and between Falkner Road and the University's car park to maintain local access.

3 Falkner Road is proposed as a pedestrian and cycle priority street. Vehicles would be permitted to access the University's car park, and on-street parking would be retained with added buildouts. Should the modal filter not be feasible, an alternative option could consider reallocating space from on-street parking to a segregated cycle facility.

4 A two-way cycle track is proposed along the Hart on the east side by reallocating space from the carriageway and the footway. Pedestrians would use the existing footpath east of the off-street parking. On the approach to West Street, a shared-use footway is proposed due lack of public highway space and need to maintain pedestrian access to the adjacent building.

5 A two-way cycle track is proposed along Long Garden Way west of the car park accesses. Raised tables are proposed at the entrance of Lower Car Park and at the eastern end of the proposed facility to allow safer transition for cyclists. On-street parking needs at the section would be reviewed in the next stages of design.

6 The east end of Long Garden Way / Long Garden Walk is proposed as pedestrian and cycle priority street. No changes are proposed, as vehicle flows are limited to local access only. At the end of the section, an existing shared-use off-carriageway path connects to Castle Street to increase

Figure 40. Example of a modal filter along a cycle route in Waltham Forest to reduce vehicle through traffic by requiring motor vehicle traffic to turn on approach to the junction. (see proposals 2 & 3) *[source: Google Streetview (top, middle), Google aerial imagery (bottom)]*

the permeability of the cycle network. No changes are proposed due to width constraints between the buildings.

7 Castle Street is proposed as mixed traffic to link Long Garden Walk and the Town Centre to Park Row and Farnham Park. A raised table is proposed at the exit of Long Garden Way path as proposed by the Farnham Town Centre study. An additional crossing is proposed at the exit of Park Row to facilitate safe transition for cyclists.

8 Park Row is proposed to be closed to vehicular traffic with a new modal filter, which would allow cycle and pedestrian movements only. Residents on Park Row would be permitted to enter the section to access the off-street residential car park. Closure of the Park Row would prevent rat-running north of the Town Centre.

9 A new contra flow facility is proposed along Bear Lane as part of the Town Centre Study to link the Town Centre to Farnham Park and the proposed and existing cycle facilities. Southbound (contra flow) cyclists would share the widened footway with pedestrians and northbound cyclists would be on the carriageway. Park Row/ Bear Lane and Bear Lane/Woolmead Road junctions are proposed to be raised to reduce vehicular traffic speeds, provide safe transitions for cyclists and a continuous environment for pedestrians (to be reviewed as part of the town centre workstream).

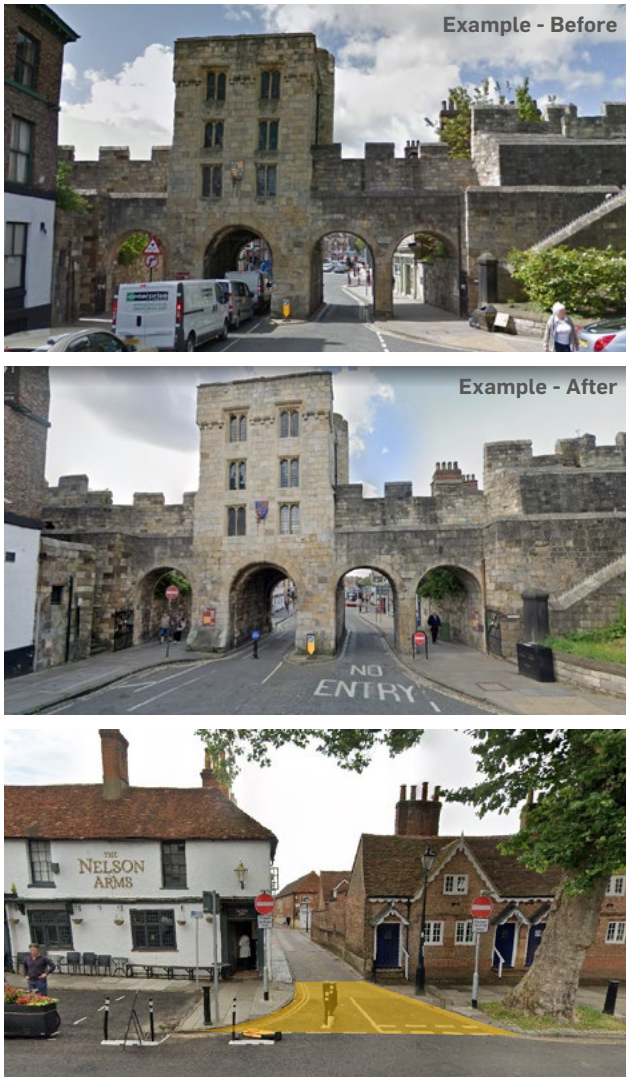


Figure 41. Before/after example of a modal filter implemented in a historic context in York (top, middle). Existing situation (August 2021) at Park Row / Castle Street junction, with opportunity for a continuous footway and modal filter utilising bollards or planters highlighted in orange (proposal #8) *[source: Google Streetview]*

Cycling Route 3: Folly Hill / Old Park Lane

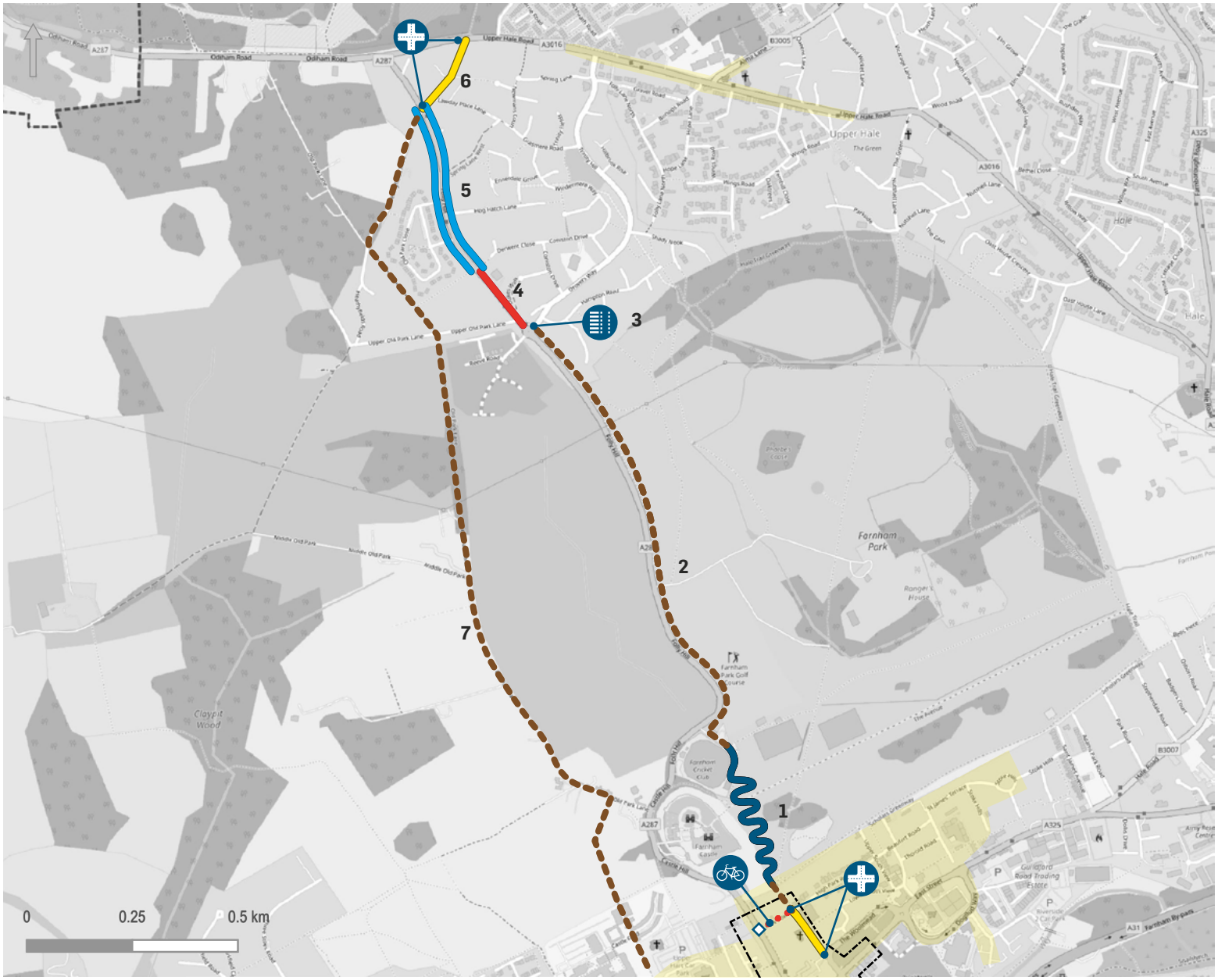


Figure 42. Proposals for Cycle Route 3

Cycling Route 3: Folly Hill / Old Park Lane

The proposed corridor links Upper Hale residential areas to the Town Centre, and onward links to the railway station. There are two alternative alignments, both of which aim to avoid the steep gradient, width constraints, and vehicular traffic on Castle Street. The route via Farnham Park would link to the proposals on Bear Lane and Park Row (Routes 2 and 5), and the route via Old Park Lane would link to the university and proposed route via Falkner Road (Route 2).

Proposed Interventions:

1 A new two-way cycle track is proposed across the southeast corner of Farnham Park to link Bear Lane and Folly Hill. The proposed new alignment is east of Farnham Castle, and is suggested to follow a zig-zag pattern to allow shallower gradients for cyclists. The new alignment is also intended to reduce the risk of conflict with pedestrians on existing paths. The potential new route would be dependent on the outcome of environmental and archaeological surveys.[1]

2 Improvements to the existing shared-use path on the east side of Folly Hill are proposed, such as widening to the extent feasible by reallocating space from the verge (subject to environmental consultation)

3 New parallel crossings are proposed at the Folly Hill/ Old Park Lane/ Drovers Way roundabout to provide safe crossings for pedestrians and safe transition for cyclists between the proposed shared-use path and the on-carriageway facilities.

4 Folly Hill is proposed as mixed traffic between Drovers Way and Derwent Close path.[2]

5 New one-way cycle tracks are proposed on both sides of Folly Hill between Derwent Close and Lawday Link, by reallocating space from the verge and the hatched median.

6 Lawday Link is proposed as a pedestrian/ cycle priority street. The proposal would be implemented by signs restricting motor vehicle movement to local access, pedestrians and cyclists only. A modal filter could also be considered to prevent through traffic for motor vehicles. Cyclists' movements would be permitted in both directions. Additional measures would include entry/exit treatments at the junctions for contraflow cycling.

7 An alternative alignment to Folly Hill is proposed via Old Park Lane (existing bridleway) and Heathyfields Road. Proposals would include resurfacing of the path to remove the steps on the approach to the university and general resurfacing and vegetation removal to make the path accessible to all. A section of the path on the approach to the university is very narrow (<2m) and the proposal would be reviewed further in the next stages of design to verify whether any widening can be implemented. Additional improvements would be required to improve drainage and provide lighting along the path.

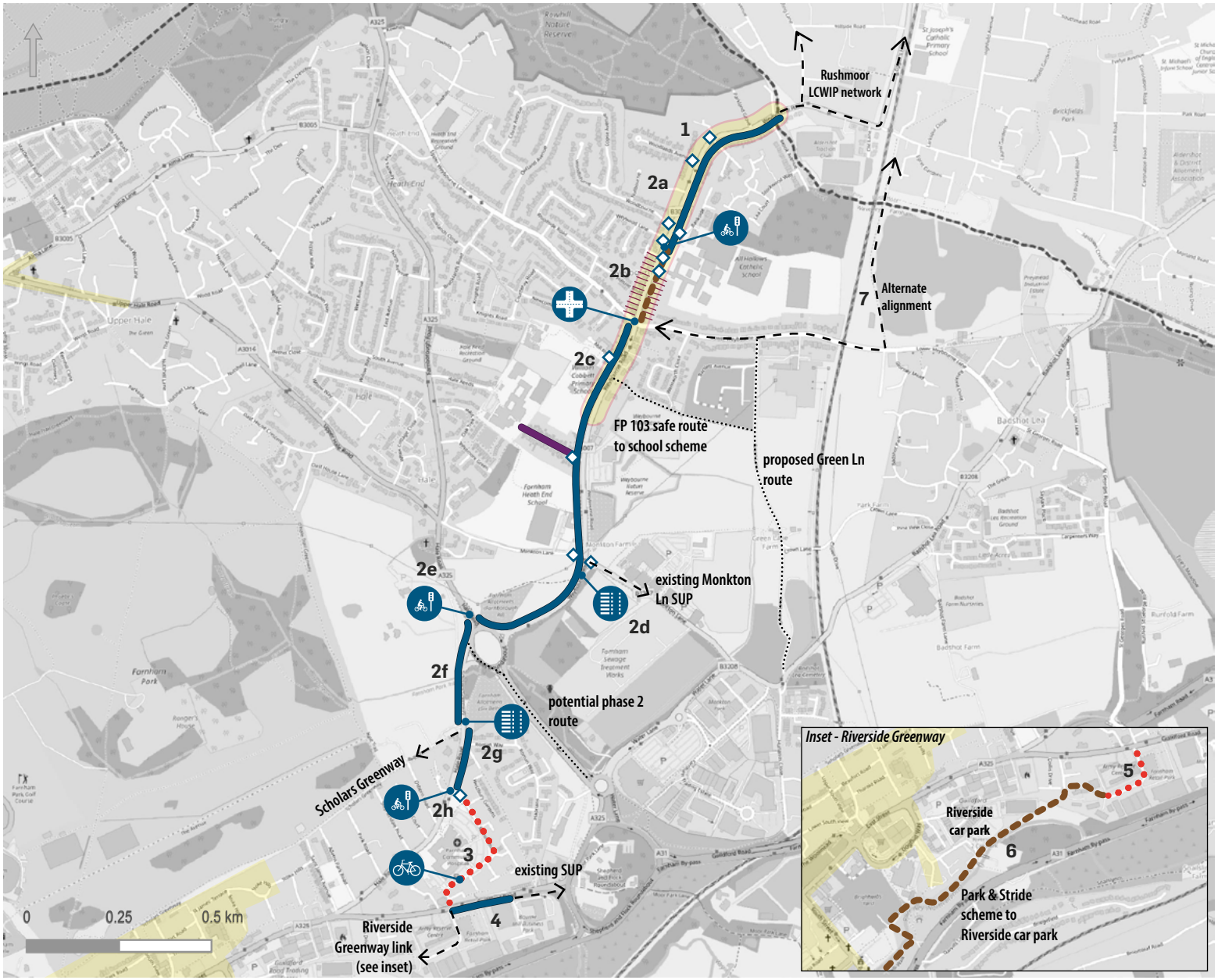
Figure 43. Folly Hill existing footway near car park access point - propose path widening to support shared-use (see proposal #2) *[source: Google Streetview]*

Figure 44. Alternative alignment option via Old Park Lane bridleway (see proposal #7), requiring surfacing and lighting

1 There are scheme risks associated with the route due to its proximity to Farnham Castle and the setting of Farnham Park. Hence, further information would be required in future stages of scheme development to understand potential feasibility, and an alternative alignment may also be considered (see #7)

2 The traffic flows on Folly Hill are >9000 vehicles per day (annual average daily traffic (AADT), 2019 data), which is above the recommended threshold for mixed traffic by LTN 1/20. However, due to width constraints at the section a segregated cycle facility is likely not feasible. An alternative alignment is proposed via Old Park Lane,

Cycling Route 4: Weybourne Road - Hale Road



Proposed Cycling Interventions

- Changes affecting vehicle traffic
- Parallel crossing
- Toucan crossing
- Junction modification
- Modal filter
- Raised junction
- Raised table / Side road entry treatment
- Two-way track
- One-way track
- Cycle lane
- Cycle/ped priority / Quiet street
- Mixed traffic
- Contraflow cycling
- Shared-use path
- School street
- Changes affecting on-street parking
- Dutch-style treatment with traffic calming (20mph), coloured surfacing, and centre-line removal
- 20mph speed limit
- 20mph zone (OIP planned schemes)
- Town Centre scheme (indicative extent)

Figure 45. Proposals for Cycle Route 4

Cycling Route 4: Weybourne Road - Hale Road

The proposed corridor links the Town Centre to the Heath End residential area, Aldershot and several schools along Weybourne Road. Additionally, the proposed corridor would link to the development at Green Lane, Scholars Greenway, and other existing and proposed cycle facilities (see Figure 45).

Proposed Interventions:

1 A speed limit of 20mph is proposed between Brook Avenue (at the town border) and William Cobbett School.

2 A two-way cycle track is proposed along the majority of Weybourne Road between Brook Avenue (at the town's/ district's border) and Manor Road by reallocating space from the carriageway and/or verge. For a short section, due to space constraints, the available width cannot accommodate segregation between pedestrians and cyclists and a shared-use path is proposed instead. Sections of the proposed Weybourne Road cycle track are summarised below:

- **2a.** The cycle track is proposed on the east side between All Hallows Catholic School and Brook Avenue.
- **2b.** Between the school and Lower Weybourne Road, a shared-use path is proposed due to space constraints. On-street parking would be affected and final arrangements to be investigated in the next stages of the design, following a kerb side activity survey. At the next stage, topographic survey would also review feasibility due to the width constraints.
- **2c.** South of Lower Weybourne Lane, a cycle track is proposed on the west side of the carriageway up to Six Bells Roundabout. At Weybourne Road/ Lower Weybourne Road junction, a diagonal crossing is proposed for cyclists to link the facilities on either side of the junction.
- **2d.** A parallel crossing on Monkton Lane, linking to the Leisure Centre and existing shared-use path.
- **2e.** Investigate upgrading the existing toucan crossing at the Six Bells Roundabout to a single stage, unstaggered toucan crossing.
- **2f.** South of the roundabout the cycle track is proposed on the west side of Hale Road up to Scholars Greenway.
- **2g.** A parallel crossing is proposed at the exit of Scholars Greenway to link to the proposed facilities on the east side of Hale Road up to Manor Road.
- **2h.** At Manor Road/ Hale Road junction the existing crossings are proposed as toucan crossings at the north and west arms to provide safe transition for cyclists to/from the carriageway.

3 Manor Road is proposed as a quiet street to link the proposed facilities on Hale Road and Guildford Road. Improvements to the existing modal filter would improve permeability for cyclists by replacing the access gate with bollards.

4 Along Guildford Road a two-way cycle track is proposed on the southern footway to link the proposed corridor to the existing shared-use path towards the Shepherd and Flock Roundabout.

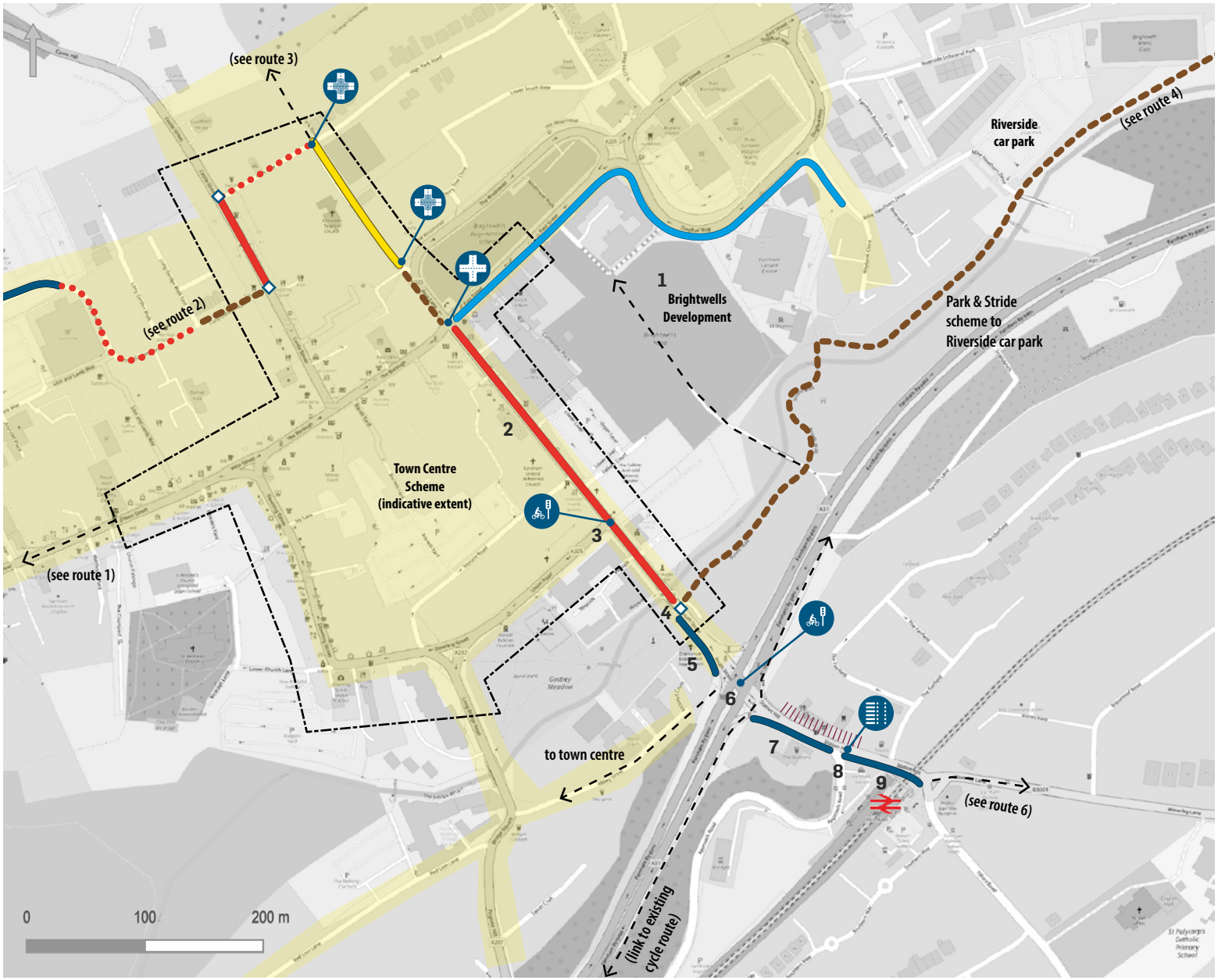
5 The road network in Guildford Road Trading Estate is proposed as mixed traffic to provide a link between the proposed corridor and the Riverside Greenway towards the Town Centre.

6 Improvements to the Riverside Greenway, such as widening the existing shared-use path, resurfacing, and lighting, are proposed to link the corridor to the Riverside Car Park and Park & Stride scheme.

7 Should constraints along Weybourne Road not support segregation, an alternative alignment is proposed via Lower Weybourne Road and an off-carriageway path by Badshot Lea Big Pond, which would link Aldershot to the proposed corridor along Weybourne Road.

Figure 46. Weybourne Road at Monkton Lane - proposed path widening to provide segregated two-way cycle track and footway, and raised table for cycle priority at side road junctions (proposal #2; highlighted in orange) *[source: Google Streetview]*

Cycling Route 5: South Street / Station Hill



Proposed Cycling Interventions

- Changes affecting vehicle traffic
- Parallel crossing
- Toucan crossing
- Junction modification
- Modal filter
- Raised junction
- Raised table / Side road entry treatment
- Two-way track
- One-way track
- Cycle lane
- Cycle/ped priority / Quiet street
- Mixed traffic
- Contraflow cycling
- Shared-use path
- School street
- Changes affecting on-street parking
- Dutch-style treatment with traffic calming (20mph), coloured surfacing, and centre-line removal
- 20mph speed limit
- 20mph zone (OIP planned schemes)
- Town Centre scheme (indicative extent)

Figure 47. Proposals for Cycle Route 5

Cycling Route 5: South Street / Station Hill

The proposed corridor aims to provide a direct link between the Town Centre and the railway station, connecting Routes, 2, 3, 4, and 6.

Proposed Interventions:

1 Due to space constraints on South Street, a route via Borelli Walk and Brightwells Yard Development is proposed. While this alignment is less direct, it would provide a more comfortable route option for most people. The preferred alignment through the development would be determined following further stakeholder input at the next stage of design. Proposals for East Street include a segregated cycle track,[1] which could be used as a contraflow facility to provide access from Bear Lane (Routes 2, 3). A diagonal, signalised parallel crossing is proposed at the East Street/ South Street junction to link to the proposed shared-use path on Bear Lane[2]. Development of cycle provisions on East Street will require coordination with the Town Centre and Interim Measures studies.

2 In-line with the Town Centre workstream, South Street is proposed as mixed traffic with cycle logos and advanced STOP lines at the traffic signals.[3] South Street is proposed as being converted from one-way to two-way in one of the options for the Town Centre study. This alternative alignment would support people who are more confident cycling with traffic and who prefer to avoid the detour length via Brightwells Yard Development despite the high traffic flows on South Street.

3 New traffic signals are proposed at South Street/ Union Road junction as part of the Town Centre study and toucan crossings are proposed to be introduced[4].

4 A raised table is proposed at the exit of Borelli Walk to improve the crossing for pedestrians and cyclists.

5 South of Borelli Walk a two-way cycle track is proposed on the southwest side of South Street, linking Borelli Walk and Hickley's Corner junction. Space is constrained approaching the junction and constraints would be reviewed at next stage in conjunction with topographic survey and the A31 scheme. Alternatively, the cycle facility could be considered on the northeast side.

6 Traffic signal upgrades are proposed at Hickley's Corner junction to provide signalised parallel cycle crossings or

1 Surrey County Council DfT ATF feasibility design (January 2020) and East Street new plans.

2 Further work maybe be required to reconcile the needs of town centre, LCWIP and Brightwells Yard Development.

3 The traffic flows are approximately 16000 vehicles per day (annual average daily traffic (AADT)), which is above the recommended threshold for mixed traffic by LTN 1/20. Alternative alignments are proposed for less experienced cyclists.

4 Traffic modelling work undertaken to support the development of the town centre scheme indicates a reduction in traffic flows although acknowledged that even the reduced flows may still actively discourage cycling by those who are less confident

Figure 48. Indicative location (highlighted in orange) for a raised table to facilitate pedestrian crossings between Borelli Walk and Gostrey Meadow, and connections for people cycling between Borelli walk and proposed cycle facilities to/from Station Hill (proposal #4)

Figure 49. Potential for a segregated cycle facility along South Street between Borelli Walk and the A31, pending highway boundary information and topographic survey (proposal #5)

toucan crossings. The crossings would link the proposed cycle track across the A31, as well as with Abbey Street and the existing shared-use path along the A31.

7 A two-way cycle track is proposed east of the A31 on the south side of Station Hill by reallocating space from the carriageway. On-street parking along Station Hill would be reviewed in the next stage design to investigate the opportunity to widen facilities for pedestrians and cyclists.

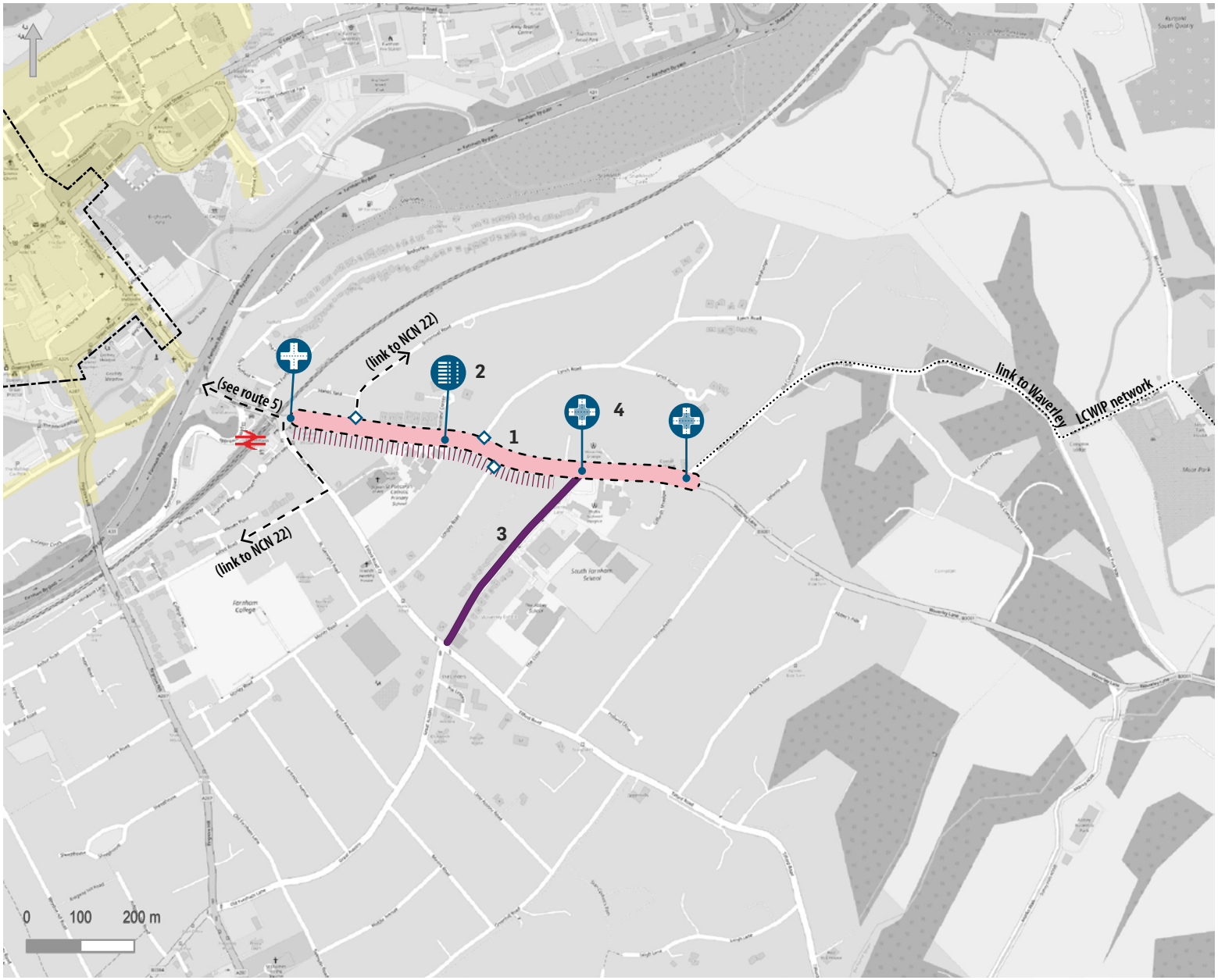
8 A new parallel crossing is proposed at Station Hill/Approach Road to allow safe crossings west of the level crossing and safe transition for cyclists between the proposed cycle track and carriageway [e.g., cyclists continuing west until improvements are made at the level-crossing]. Additionally, Approach Road is proposed to be tightened at the junction to widen the footway and to improve visibility for pedestrians and cyclists crossing the road.

9 Space constraints limit the opportunity to extend the proposed cycle track across the railway level-crossing to Waverley Lane/ Tilford Road junction. This is a long-term aspiration, and providing space for the cycle track should be considered as part of the future station regeneration plans.

Figure 50. Potential for road space reallocation on Station Hill to accommodate cycle and pedestrian facilities (proposal #7) *[source: Google Streetview]*

Figure 51. The level-crossing on Station Hill is significantly constrained by existing infrastructure (proposal #9) *[source: Google Streetview]*

Cycling Route 6: Waverley Lane



Proposed Cycling Interventions

- Changes affecting vehicle traffic
- Parallel crossing
- Toucan crossing
- Junction modification
- Modal filter
- Raised junction
- Raised table / Side road entry treatment
- Two-way track
- One-way track
- Cycle lane
- Cycle/ped priority / Quiet street
- Mixed traffic
- Contraflow cycling
- Shared-use path
- School street
- Changes affecting on-street parking
- Dutch-style treatment with traffic calming (20mph), coloured surfacing, and centre-line removal
- 20mph speed limit
- 20mph zone (OIP planned schemes)
- Town Centre scheme (indicative extent)

Figure 52. Proposals for Cycle Route 6

Cycling Route 6: Waverley Lane

The proposed corridor links South Farnham and the NCN 22 to the Farnham Railway Station and Town Centre (via route 5) and improves the access to St Polycarp's Catholic Primary School. It also provides a more direct route than the current NCN 22 alignment and connectivity to corridors proposed as part of the Waverley LCWIP.

Proposed Interventions:

1. A Dutch-style treatment is proposed along Waverley Lane between Tilford Road and Old Compton Lane (see example image on page 71). The proposed interventions would include speed limit reductions to 20mph, removal of road centre lines, rationalisation of on-street parking[1], and inclusion of coloured surfacing for cycling.
2. A parallel crossing is proposed at the school's exit to facilitate safe access for the students.
3. Menin Way is proposed as a school street to improve the safety of the students and encourage active travel modes for daily trips to South Farnham School and Abbey School.
4. Additional proposed measures include a raised junction at Waverley Lane/Menin

Figure 53. Example of a 'Dutch style' facility implemented on Old Guildford Road in Horesham, before (2012, above) and after (2021, below). (source: Google Street View)

1 Subject to parking surveys in future stages of scheme development to review current usage. Consider locating on-street parking in lay-bys at the verge between the trees - subject to available width and environmental surveys; mature trees to be maintained.

Assessment of Proposals

The potential interventions were assessed using the Route Selection Tool (RST) with the same criteria used for the assessment of the existing situation of the corridors.

The RST facilitates a high-level, comprehensive review of existing conditions for people cycling along a route based on the key metrics of directness, gradient, safety, connectivity, and comfort. Lower scores suggest a poorer quality route, which may benefit from infrastructure interventions (i.e., to improve safety or comfort) or selecting an alternative route alignment (i.e., more direct or reduced gradient). The following assumptions were applied in completing the RST assessment:

- Routes were divided into subsections that were ≤ 1km in length and reflected consistent characteristics in factors that may impact RST output (such as existing facility type, width, traffic speeds or volumes, etc.)
- Where existing traffic speed data was not available, the existing speed limit was utilised
- Where existing traffic volume data was not available, professional judgement and best practice was used to categorise the route within the RST categories for traffic flows

A summary of the results for each corridor within the first phase of proposals are presented in the following tables and each assessment is presented in "Appendix 3: Route Selection Tool (RST)".

Undertaking the RST helps indicate which options provide the greatest benefit when compared to a 'do-nothing' scenario. This subsequently was used as an input to suggest relative prioritisation of the Phase 1 cycle corridors (see "Assessment of the Phase 1 schemes" on page 94).

With the proposed interventions, an improvement is anticipated on most cycle corridors in terms of comfort and safety, since the proposals focus on addressing these metrics most directly. The metrics for gradient and connectivity generally remain the same; however, some differences are evident where there are options for alternative alignments. Overall, there is a potential improvement in the total RST score of > 20% in most corridors. The exception is Waverley Lane, where there is potentially less scope for significant interventions.

Table 5. RST results - Cycle Corridors

	Route 1: West Street			Route 2: Falkner Road / Long Garden / Castle Street / The Hart		Route 3: Folly Hill / Old Park Lane		
	Existing (West St alignment)	*Potential (West St alignment)*	*Potential 1b (alternate alignment)*	*Existing*	*Potential*	*Existing (Folly Hill alignment)*	*Potential (Folly Hill alignment)*	*Potential 3b (Old Park Road alignment)*
Directness	5.00	5.00	3.00	5.00	5.00	5.00	5.00	4.00
Gradient	4.05	4.05	3.30	4.39	4.39	0.63	0.80	1.53
Safety	1.60	3.87	4.73	2.32	4.12	0.59	4.54	4.15
Connectivity	3.39	3.39	2.91	4.09	4.09	3.23	4.18	2.68
Comfort	0.15	2.49	3.65	0.87	3.95	0.00	3.02	3.40
Total	**14.19**	**18.80**	**17.59**	**16.67**	**21.54**	**9.45**	**17.54**	**15.76**
Improvement (compared to existing)		*4.61 (33%)*	*3.40 (24%)*		*4.88 (29%)*		*8.08 (86%)*	*6.31 (67%)*

Table 6. RST results - Cycle Corridors

	Route 4: Weybourne Road - Hale Road		Route 5: South Street			Route 6: Waverley Lane	
	Existing	*Potential*	*Existing*	*Potential (via Brightwells Yard/East St)*	*Potential 5b (via South Street)*	*Existing*	*Potential*
Directness	5.00	5.00	5.00	5.00	5.00	5.00	5.00
Gradient	3.27	3.27	2.33	1.49	2.75	3.00	3.00
Safety	3.04	4.67	1.11	3.67	3.56	2.00	3.00
Connectivity	4.21	4.21	5.00	4.12	5.00	5.00	5.00
Comfort	1.33	3.52	0.00	2.43	1.20	0.00	0.00
Total	**16.85**	**20.68**	**13.45**	**16.71**	**17.51**	**15.00**	**16.00**
Improvement (compared to existing)		*3.83 (23%)*		*3.26 (24%)*	*4.06 (30%)*		*1.00 (6%)*

Summary of Phase 1 Cycle Routes

Table 7. Summary of Phase 1 Cycle Routes

Route	Public Benefit	Stakeholder Support	Link to SCC Climate Emergency Policy	Protected Group Benefit (Equality & Diversity)	Other Benefit	Potential Issues
1: West Street	improve cycle access to the town centre from the west	stakeholder groups provided input during the LCWIP process	supports the policy by encouraging mode shift from car to active travel for short journeys	aims to improve cycle access for people of all ages and abilities through provision of segregated facilities where feasible, or quieter routes where not	potential increase in cycling of 249 commuter trips/day (one-way flows; growth based on PCT ebike scenario)	LTN 1/20-compliant facilities along West Street likely not feasible - alternative off-road links may be considered; lacks continuity for onward journeys south of the A31
Rt 2: Falkner Road / Long Garden / Castle Street / The Hart	links the University for the Creative Arts (Farnham Campus), Potters Gate Primary, Farnham Museum, the high street (Castle Street), and Farnham Park	stakeholder groups provided input during the LCWIP process	supports the policy by encouraging mode shift from car to active travel for short journeys	improves facilities for children, parents, and young people cycling to school	potential increase in cycling of 676 commuter trips/day (one-way flows; growth based on PCT ebike scenario)	potential opposition to modal filter and accompanying access restrictions
Rt 3: Folly Hill / Old Park Lane	links North Farnham/ Upper Hale and the town centre	stakeholder groups provided input during the LCWIP process	supports the policy by encouraging mode shift from car to active travel for short journeys	improves access to Upper Hale, the most deprived area of Farnham (IMD data); aims to improve cycle access for people of all ages and abilities through provision of segregated facilities where feasible, or quieter routes where not; measures to improve personal safety such as lighting would be proposed for off-road routes (particularly benefiting women, young people, and older people)	potential increase in cycling of 111 commuter trips/day (one-way flows; growth based on PCT ebike scenario)	potential ecology, archaeology, and legal constraints for cycle facilities via Farnham Park; significant gradient; full adherence to LTN 1/20 guidance may not be possible

Route	Public Benefit	Stakeholder Support	Link to SCC Climate Emergency Policy	Protected Group Benefit (Equality & Diversity)	Other Benefit	Potential Issues
Rt 4: Weybourne Road - Hale Road	links the Weybourne residential areas to Farnham Town Centre via Weybourne Road, passing All Hallows Catholic School, William Cobbett Primary School, Heath End School, and Farnham Hospital	stakeholder groups provided input during the LCWIP process	supports the policy by encouraging mode shift from car to active travel for short journeys	improves facilities for children, parents, and young people cycling to school; also improves cycle access to the hospital, a major employment site	potential increase in cycling of 274 commuter trips/day (one-way flows; growth based on PCT ebike scenario)	section north of Lower Weybourne Road junction is significantly constrained - segregated facility may not be feasible
Rt 5: South Street	links the town centre to the railway station. It also provides network connectivity to Farnham Park, Borelli Walk, and the Brightwells Yard Development for onward links to residential areas north, south, and east of the town centre.	stakeholder groups provided input during the LCWIP process	supports the policy by encouraging mode shift from car to active travel for short journeys	aims to improve cycle access to town centre and railway station for cyclists of all ages and abilities through provision of segregated facilities where feasible, and quieter routes where not	potential increase in cycling of 296 commuter trips/day (one-way flows; growth based on PCT ebike scenario)	potential opposition to reallocation of on-street parking spaces for active travel; requires coordination with A31, town centre, and station redevelopment schemes; full adherence to LTN 1/20 guidance may not be possible
Rt 6: Waverley Lane	provides access to several schools (St Polycarp's Primary School, South Farnham School and The Abbey School), as well as the railway station	stakeholder groups provided input during the LCWIP process; limited support for this route	supports the policy by encouraging mode shift from car to active travel for short journeys	improves facilities for children, parents, and young people cycling to school	Potential increase in cycling of 74 commuter trips/day (one-way flows; growth based on PCT ebike scenario)	full adherence to LTN 1/20 guidance may not be possible; likely opposition to any impacts to on-street parking (used by care home); street trees constrain segregation options


direct response
NEIGHBOURHOOD WATCH AREA
NEIGHBOURHOOD WATCH
6

7. Walking Network

Introduction
Methodology
Multi-Criteria Assessment Framework
Example Design Tools
Phase 1 Proposed Cycling Improvements
Assessment of Proposals

Introduction

Proposed improvement concepts for the walking network for Farnham are presented on the following pages. While the proposals are focused around the commercial areas, key destinations and along the primary walking routes, they also provide examples of the types of improvements that can be implemented town-wide as need or opportunity arises.

Development of the walking network had two key stages:

» Development of the 'aspirational list', which identified key focal areas of pedestrian activity in the town. In total, 8 areas were identified and selected as 'primary' areas for further consideration.
» Selection of the 'short list', which prioritised 2 areas as 'Phase 1' for further assessment and concept development as part of the LCWIP.

The remaining areas (categorised as Phase 2) may be further developed in future, as part of future work streams or as other funding opportunities arise.

Methodology

Farnham has good potential for an increase in the walking mode share as evidence of a high volume of local trips being undertaken by motor vehicles and the distribution of the key destinations in relation with the residential areas allows the everyday commuter trips to be undertaken on foot.

A key barrier to walking at present is the inconsistent quality and accessibility of the walking network (there are some areas of high-quality provision, neighbouring with areas of motor vehicle dominance).

A network of preferred zones and routes has been defined drawing on the analysis from the existing data. The background information identified the local amenities that attract a significant number of pedestrian trips and the existing commuting patterns in the town.

The development of the walking network for the Farnham LCWIP focused on identification of Core Walking Zones (CWZs), as per the DfT's LCWIP technical guidance.

The CWZs represent nodes of relatively high pedestrian activity within the town, typically consisting of several walking trip generators that are located close together – such as a high street, schools, or employment areas / business parks. CWZs are intended to enhance the pedestrian environment around these key trip generators rather than longer, linear routes. The CWZs play a significant role in promoting walking to key trip attractors, supporting the local economy, and achieving the LCWIP objective of encouraging more short, utilitarian trips to be made on foot.

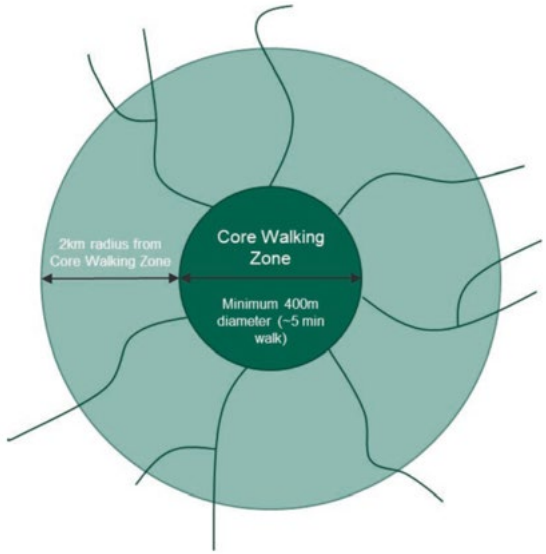


Figure 54. Core Walking Zones and key walking routes (DfT LCWIP Guidance)

Identification of Core Walking Zones

For Farnham, key trip attractors such as education facilities, commercial/retail areas, and medical services were selected as the centres of the walking catchment areas within the study area.

The local high street areas are key hubs of pedestrian activity, with clusters of different destinations and serve multiple journey types (e.g., shopping, dining, employment, personal business, leisure/social, education, etc).

The local high street areas tend to be located in the centre of the town/neighbourhood and they are normally easily accessible from all sides of the town/neighbourhood. They usually are a more compact urban environment and have a higher population and job density, thus increasing the propensity for utilitarian walking trips. Focus on these areas also helps to support economic vitality and SCC's 20-minute neighbourhood strategy of LTP4.

The selected destinations were identified using a combination of Census and Ordnance Survey data, which was mapped using GIS tools. The CWZs were then created using 400m isochrones around the key destinations. This was in keeping with DfT guidance that a CWZ should be a minimum diameter of 400m (approximately a 5-minute walk).

This process identified 32 areas around key trip attractors in Farnham, which are shown in Figure 55.

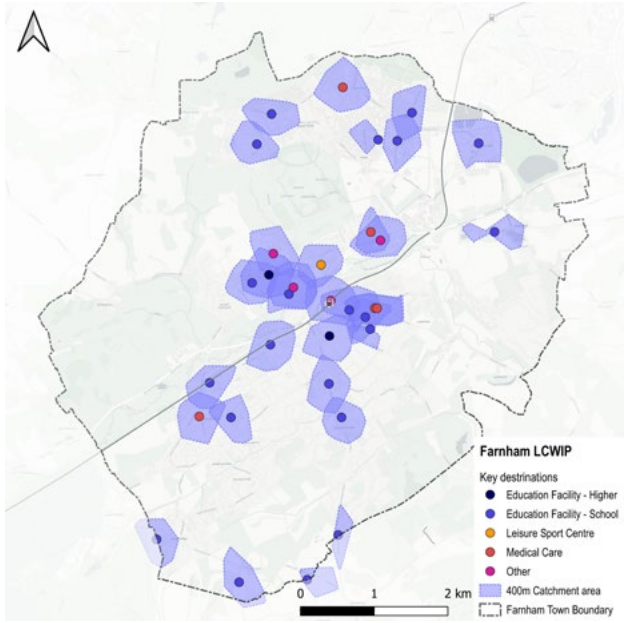


Figure 55. Walking catchment areas of key trip generators

Selected Core Walking Zones

CWZs play a significant role in Farnham to promote walking to key trip attractors and to support the local economy. After identifying the walking catchment areas for each individual key trip attractor (Figure 55), areas that were overlapping were merged into one CWZ. For example, the University of Creative Arts is located close to Downing Street commercial area, so the two walking catchment areas were merged.

However, even though the railway station is in proximity to the commercial area, the two walking catchment areas were not merged as the A31 is a major barrier for pedestrians, providing only a single crossing link between the two areas.

At this stage, some zones with a very localised suburban catchment areas[1] were omitted from further assessment. In total, 8 CWZs were identified, as illustrated in Figure 56.

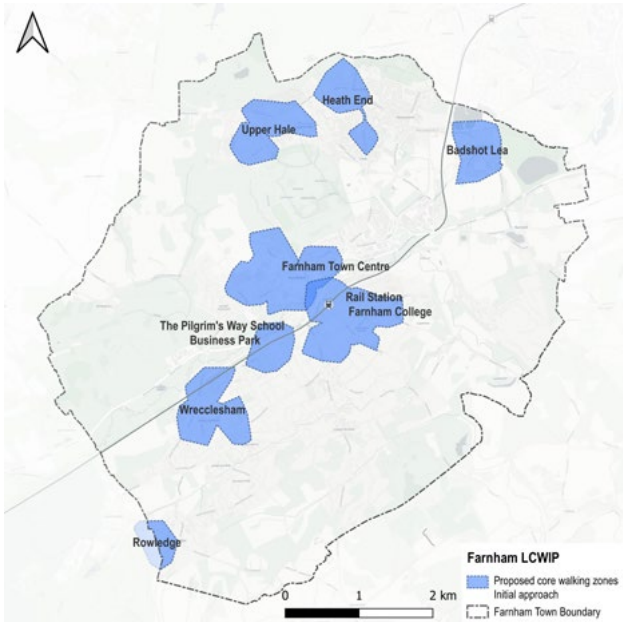


Figure 56. Initial proposal for the Core Walking Zones

1 As in the case of some schools (Frensham Heights Schools, More House School, Edge School and Barfield School) which are geographically isolated of other land uses such as residential areas or services.

Selected Walking Corridors

Using the background information and the areas covered in the CWZs, a primary walking network for the area was developed. The selected primary walking routes were identified as corridors linking key origins to significant destinations amongst the walking zones.

Based on the DfT guidance the walking corridors focus on key pedestrian routes within the CWZs extending up to approximately 2km. The preferred walking corridors were selected based upon:

- Key trip attractors: railway station, education and sport facilities, public spaces (parks and playing fields), commercial areas, and functional sites (Farnham Community Hospital)
- High population density areas (>75 residents per hectare) and new planned development sites
- Existing walking network – such as existing footpaths and pedestrianised areas or traffic calming measures implemented along cycling routes in the first phase of the OIP[2]
- Strava data: perceived desire lines from Strava running data
- Pedestrian collision data: identified sections of the road network that are more dangerous for vulnerable users
- Geolocated public suggestions for active travel improvements and Surrey's Covid-19 Active Travel Improvements interactive map survey platforms including Widen My Path, Your Funds Surrey, and Commonplace.

As with the cycle routes, this assessment provides an initial indication of possible routes between key origins and destinations and that with further development of the LCWIP in Phase 2, further investigations will be undertaken as to whether the proposed alignments can be made compliant with DfT Inclusive Mobility' and TFL Streetscape Guidance' and therefore whether alternative routes also need to be investigated. During Phase 2, stakeholder engagement will also be undertaken and may provide further insight into route feasibility.

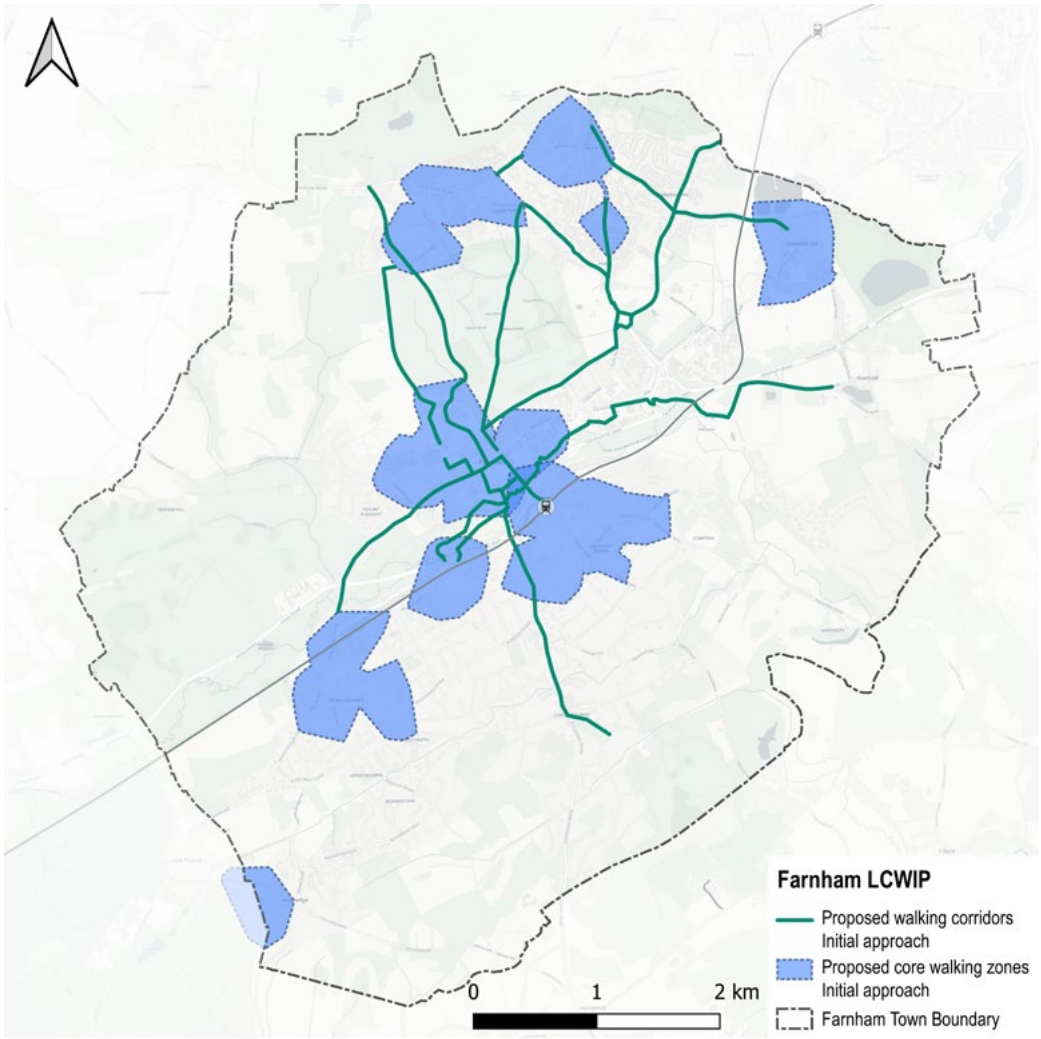


Figure 57. Selected cycle routes to be included in the LCWIP aspirational list

2 Existing cycle routes were a factor into the walking corridors.

Waverley BC Aspirational Network

Similarly to the cycle network, Waverley Borough Council provided a map of their own aspirational walking network. This was overlapped onto the map of selected CWZs and walking corridors identified by the initial selection for the LCWIP based on the Background Data analysis. This process confirmed the extent of Core Walking Zones in most of the areas, but there were some differences in the number of the proposed Core Walking Zones and between the proposals for the supplementary walking corridors.

From the combined Waverley BC and Initial long list of CWZs and pedestrian routes (Figure 58), a sifting exercise took place to reduce the number of CWZs and walking routes in line with the scope of work.

Core Walking Zones that can be addressed as walking corridors (i.e. zones that extend along a road instead of an area) will not be included in the aspirational list of Core Walking Zones.

The routes not taken forward to assessment stage are:

- Sections of walking routes that extend longer than 2km from the Core Walking Zone
- Routes with limited accessibility and / or limited number of key destinations along the route
- Other more accessible routes already connecting the same key destinations
- Sections of the routes that extend within the Core Walking Zones (already delivering the benefit of a CWZ)

It should be noted that pedestrian routes that fell into these categories but had high stakeholder support were not excluded.

The excluded from the assessment walking routes and sections will be part of the aspirational list for walking as Phase 3.

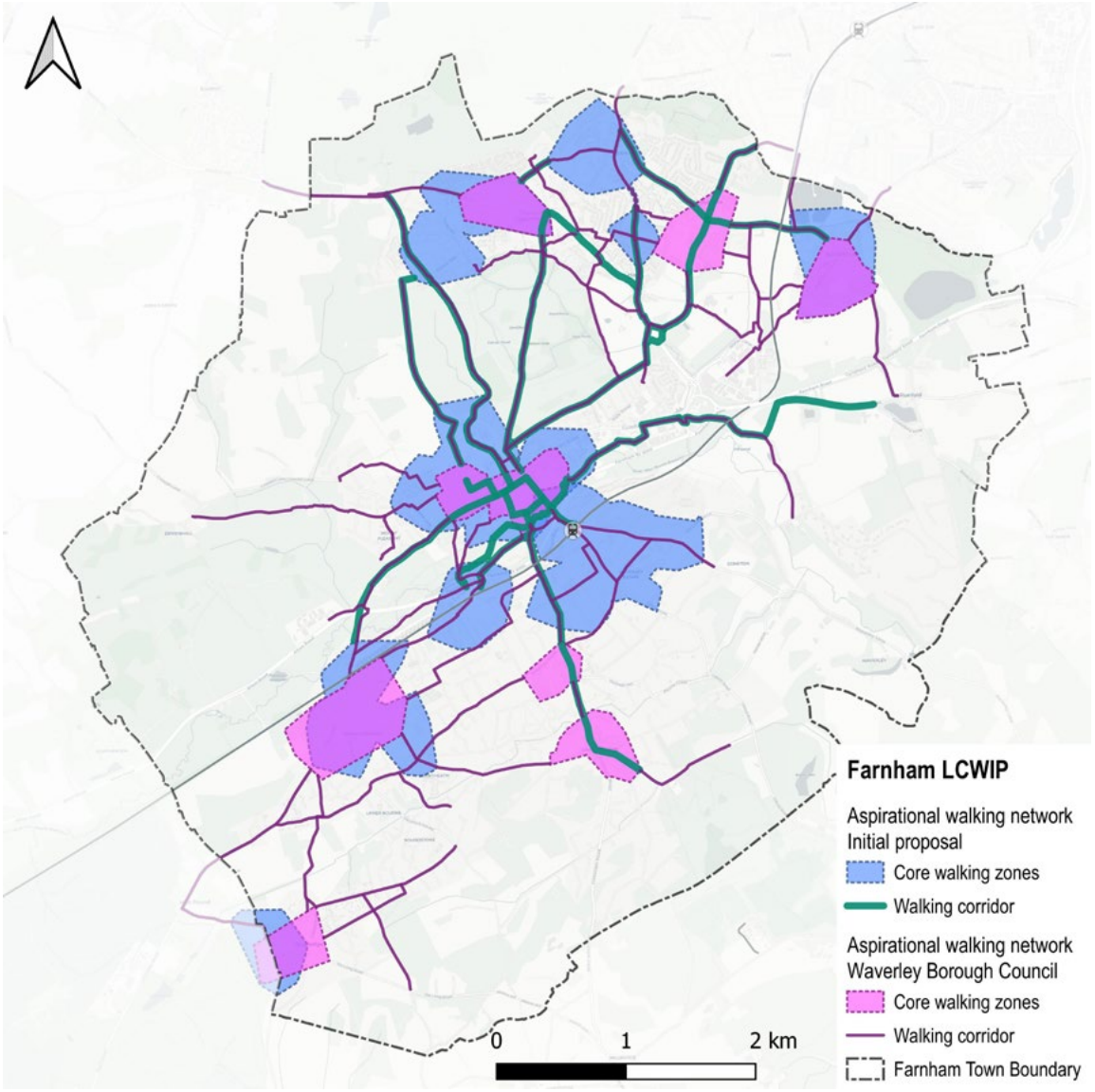


Figure 58. Waverley BC and Atkins proposed CWZ and walking routes, combined map

Selected CWZ and Corridors

The filtering process resulted in the identification of the following 9 Core Walking Zones and 21 walking corridors.

Core Walking Zones:

- A: Farnham Town Centre
- B: Railway Station and Farnham College
- C: The Pilgrim's Way School and Business Park
- D: Wrecclesham
- E: Rowledge
- F: Upper Hale
- G: Heath End
- H: Weybourne
- I: Badshot Lea

Walking Corridors:

1. Farnham Town Centre Loop
2. Folly Hill / Castle Hill
3. Red Lion Lane
4. Farnham Park (diagonal route)
5. River Way path
6. West Street
7. Firgrove Hill / Frensham Road
8. Farnborough Road
9. Borelli Walk – Hale Road
10. Scholars Greenway, Farnham Park
11. Moor Park Lane
12. Old Park Lane
13. Weybourne Road
14. Upper Weybourne Lane/Lower Weybourne Lane
15. Alma Lane / Heath Lane
16. Hale Trail Greenway
17. Green Lane / Monkton Lane
18. Badshot Lea Road
19. Upper Hale Road / Odiham Road
20. Ridgway Road / Shortheath Road
21. Chapel Road

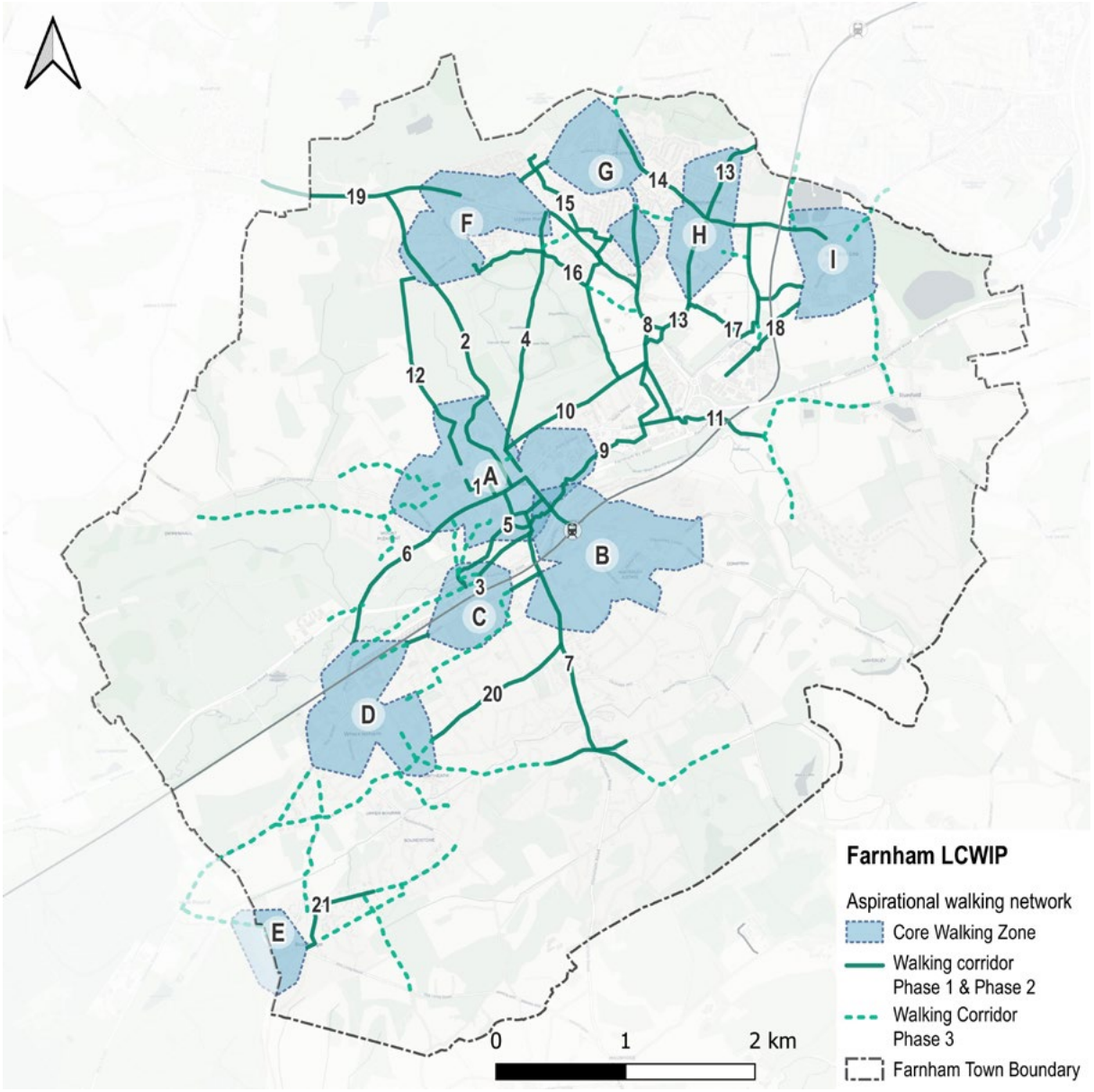


Figure 59. Selected CWZ and walking corridors to be included in the LCWIP aspirational list

Core Walking Zones

A. Farnham Town Centre

Extends north west of the A31, from Riverside industrial park on the east, to the University for the Creative Arts on the west. It includes the commercial area of Farnham, Downing Street, Castle Street and South Street, Farnham Castle, The University of Creative Arts and students' housing, Potters Gate Church of England Primary School, St Andrew's Church of England Infants School, Leisure and sport facilities. Access to Farnham Park, Bishops Meadow and Gostrey Meadow is provided.

The population density is in medium to high levels (>50 residents per hectare) and 2 new development sites are built in the centre of the zone. One of the key characteristics of the area is the high traffic flows and the high number of collisions, primarily along the commercial areas, where the pedestrian flows are high as well.

South Street, the A325, Downing Street and Castle Street create barriers for pedestrian movements with high traffic flows, parked vehicles, missing crossing facilities, and limited footway widths. Additionally, the high proportion of car parks in the Town Centre increases the traffic flows creating a hostile environment for pedestrians.

Today the car parks are used as cut through routes by pedestrians and cyclists as they are located along desire lines, without any provision for safe crossings between the parked vehicles.

In the OIP the commercial area was identified as a Core Walking Zone. Additionally, local interventions were identified; junction improvements, and crossings and improvements along the road network (such as footway widening) in the extent of the proposed Core Walking Zone.

B. Railway Station and Farnham College

Extends southeast of the A31, from Riverside Park to the west, to South Farnham and Abbey schools to the east. Part of the Core Walking Zone includes an area west of the A31 as improvements on the crossings are required. The Core Walking Zone includes Farnham Railway Station, Farnham College, South Farnham School, The Abbey School, and St Polycarp's Catholic Primary School, a local commercial area that extends close to the railway station, and two medical facilities.

The population density is at a medium to low level (<50 residents per hectare), with 1 small development site close to the college. The railway station along with the railway lines and the A31 create major barriers on the north west extent of the zone.

Traffic flows are high on the main network, while high traffic speeds were recorded on Firgrove Hill and Waverley Lane, the key access corridors to the Town Centre. Traffic delays at the level crossing are long and the only alternative for pedestrians is a footbridge over the railway lines, which is not accessible to all.

Access to education facilities requires improvement: Missing crossings and narrow footways on Firgrove Hill create a hostile environment around the college, and narrow footways and missing traffic calming measures on Menin Way (where South Farnham and Abbey schools are located) promote the use of private cars and taxis for the pupils.

In the OIP improvements in the proposed Core Walking Zone focused on the A31 and a crossing on Firgrove Hill.

C. The Pilgrim's Way School and Business Park

Extends west of Firgrove Hill and primarily south of the A31. It includes Highfield South Farnham School, and Farnham Business Park. North of the A31 the Core Walking Zone extends within Bishops Meadow. The population density of this zone is considered to be relatively high (>50 residents per hectare).

Weydon Lane, linking the residential area to the A31 has high traffic flows. The pedestrian access to the business park is via footbridges over the A31 and the railway lines, that are not accessible to all, while the alternatives are not treated (uncontrolled crossing on the A31 where national speed limits are in place and lengthy diversion with missing footways).

D. Wrecclesham

Extends south of the A31 and primarily east of Wrecclesham Road. It includes Weydon School and St Peter's Church of England Primary School, Wrecclesham Recreation Ground, and a medical care facility. The population density in the centre of the Core Walking Zone is high (>75 residents per hectare).

Key issues were identified along the A325 (Wrecclesham Road) where the traffic flows are high (>10000 AADT) and the carriageway width is wide with narrow and poorly surfaced footways.

In the OIP, improvements were proposed along Wrecclesham Road.

E. Rowledge

Is located in the southwest suburbs of the town. The area has low population density (<25 residents per hectare) and includes Rowledge Church of England (Controlled) Primary School, and Rowledge Cricket club. The traffic flows are low in this area, while Strava flows for pedestrians were found to be high. The footways are narrow and there is frequent on-street parking.

F. Upper Hale

Extends north west of Farnham Park, between Folly Hill and Upper Hale Road. It includes Folly Hill Infant School, Hale School, and provides access to Farnham Park from the north. The population density is high (>75 residents per hectare) at the northern and the southern areas of the zone.

The key issues are the high traffic flows (>10000 AADT) and high speeds on Folly Hill, which in combination with the wide carriageway width and the missing crossing facilities limits pedestrian movements. On the residential streets there are no crossing facilities and footways are missing at sections.

In the OIP improvements proposed along Upper Hale Road an Folly Hill and to the access to Farnham Park.

G. Heath End

The selected Core Walking Zone comprises of two different zones that do not overlap. It was selected to be linked via Farnborough Road. The zones extend north of Farnham Park covering residential areas with medium levels of population density. They provide access to Farnham Heath End School and William Cobbett Primary School, green areas, and a medical care facility.

The key issues are located along the A325 (Farnborough Road) where the traffic flows are high (>15000 AADT), as it is the main road linking the A31, Farnham Town Centre to Aldershot and Farnborough. The existing footway provision is narrow and availability of crossing facilities is infrequent given the high traffic flows. The residential streets have adequate footways but there are no treatments to reduce the traffic speed or improve the crossings.

In the OIP the proposals included improvements along Farnborough Road and Alma Way, which links to Farnham Park.

H. Weybourne

Extends along Weybourne Road and includes All Hallows Catholic School, William Cobbett Primary School, Farnham Heath End School and green areas.

The key issue is the high traffic flows along Weybourne Road and the high concentration of schools in the area creating traffic congestion during drop off/pick up hours as most parents/ guardians prefer to drive their children to school. The footways are wide however the crossing facilities are limited close to the schools.

I. Badshot Lea

Extends east of the railway lines at Badshot Lea village. It includes Badshot Lea Village Infant School, a church and links to the development site. The Strava flows are high in this zone and the traffic flows are low.

The only issues are located along Badshot Lea Road where there are through movements to Aldershot, on-street parking and missing crossing facilities close to the school..

Figure 60. Waverley lane, Farnham Railway Station (*Image: Google)*

Multi-Criteria Assessment Framework

Once the aspirational walking network has been identified, an assessment using both qualitative and quantitative criteria was carried out to provide an initial prioritisation of the network proposals and identify a first phase of corridors to progress to concept design.

A Multi-Criteria Assessment Framework (MCAF) was developed to identify the Phase 1 ('short list') core waking zones, utilising various data inputs from the evidence base previously gathered. In combination, the MCAF criteria are intended to help identify and prioritise areas with both a higher relative propensity for walking trips and areas with a greater relative potential to benefit from improvements (i.e., areas 'in need' or with lower quality existing pedestrian environment).

The criteria were categorised in five main groupings:

» **Access** – reflects the level of access to key destinations and trip generators including schools, parks, hospitals and bus stops. A higher number of destinations would indicate a greater propensity for walking trips and therefore a higher score. Additionally the connectivity to destinations outside the Core Walking Zone was assessed using the number of identified walking corridors.

» **Potential demand** – this is based on the resident and workplace populations within a 10-minute walk of the Core Walking Zone. A higher population would indicate greater potential demand and propensity for walking trips and therefore a higher score. This element also considered future growth implications, by taking proposed residential development sites into account.

» **Existing pedestrian quality** – these criteria characterise the existing environment, including speed limit, and traffic volumes. A 'poorer' environment (e.g., higher speed, higher flows, higher number of collisions) scored highly to prioritise areas that may be 'car-centric' and/or have potential severance and safety issues, which may therefore have a greater opportunity for or benefit from improvements.

» **Stakeholder input** – these criteria reflect the relative priority of the different Core Walking Zones based on public online input Consideration was also given to existing Waverley development proposals and schemes identified within the Farnham OIP. CWZ that were located in these existing workstream areas and supported proposals were scored highly within the MCAF.

Each criterion was scored on a scale from 1 (low) to 3 (high). Within each category, the criteria were also given a relative weighting of 1 (low) to 3 (high), allowing some criteria to be weighted more heavily (e.g., access to schools weighted more heavily than other 'access' criteria). The total score for each category was also given a weighting.

The final MCAF criteria, as reviewed and agreed with WBC, and weightings for the selection of the Phase 1 Core Walking Zones are listed in Table 8 on the following page.

Table 8. Final MCAF table for walking aspirational list

Criterion	Criterion	CWZ Rating
Access to key destinations	Links to key trip attractors (Parks, Hospitals) (Weighting: 3-High)	1: <10 destinations 2: 10-18 destinations 3: >18 destinations
	Schools (Weighting: 4-High)	1: <2 schools/educations/facilities 2: 2 schools/educations/facilities 3: >2 schools/educations/facilities
	Bus Stops (# of stops) (Weighting: 2-Medium)	1: <15 bus stops 2: 15-20 bus stops 3: >20 bus stops
	Supplementary walking routes (emerging from the CWZ) (Weighting: 2-Medium)	1: <5 supplementary walking corridors 2: 5-7 supplementary walking corridors 3: >7 supplementary walking corridors
Potential Demand	Development Sites (Weighting: 3-High)	1: 0 Units 2: <100 Units 3: >100 Units
	Total Population (Weighting: 4-High)	1: <3000 residents 2: 3000-4500 residents 3: >4500 residents
	Total Workplace Population (Weighting: 3-High)	1: <1300 residents 2: 1300-2000 residents 3: >2000 residents
Existing Pedestrian Quality	Posted Speed (Weighting: 2-Medium)	1: ≤ 20mph or off-street 2: >20mph 3: ≥ 40mph
	Traffic Flows (maximum flows within the CWZ) (Weighting: 2-Medium)	1: <7000 AADT 2: 7000-13000 AADT 3: >13000 AADT

Category	Criterion	CWZ Rating
Stakeholder Input	Online Input (within CWZ; # comments Commonplace Covid-19 Transport Survey, ped related) (Weighting: 3-High)	1: no received comments 2: <5 comments & agreements 3: >5 comments & agreements
	OIP Study (Weighting: 3-High)	1: CWZ not included in the OIP 2: sections of the CWZ included in the OIP 3: most of the CWZ included in the OIP
	WBC Priority areas (Weighting: 4-High)	1: CWZ not included in WBC proposals 2: sections of the CWZ included in WBC proposals 3: most of the CWZ included in WBC proposals

Refinement of MCAF

The initial assessment using the full set of criteria resulted in the following prioritisation of Core Walking Zones (see Figure 61):

1. A. Farnham Town Centre
2. B. Railway Station & Farnham College
3. D. Wrecclesham
4. F. Upper Hale
5. H. Weybourne
6. G. Heath End
7. I. Badshot Lea
8. C. The Pilgrim's Way School and Business Park
9. E. Rowledge

The highest-ranked CWZ (Town Centre) is part of its own urban realm workstream and is not suitable to be progressed as part of the LCWIP. Farnham Town Centre was therefore excluded from the final list as there are other workstreams focusing on the area.

To identify a replacement zone for the Town Centre, consideration was given to selecting the next highest zone on the ranking list, with the provision of walking corridors into the Town Centre.

This approach initially identified the Railway Station & Farnham College and Wrecclesham Core Walking Zones for selection, but stakeholder feedback suggested it would be more beneficial to prioritise Upper Hale, due to the number of schools in the area and the high population density

To determine whether Wrecclesham or Upper Hale should be selected for the development of concept design, a Walking Route Audit Tool (WRAT) assessment was undertaken to finalise the CWZ shortlist.

The WRAT compared the existing situation of each zone with the potential for improvements, to measure the benefits. This approach identified the Railway Station & Farnham College and Upper Hale CWZs as the most appropriate zones to take forward in the LCWIP. A summary table of the WRAT results, along with maps of the routes assessed can be found in Appendix 4.

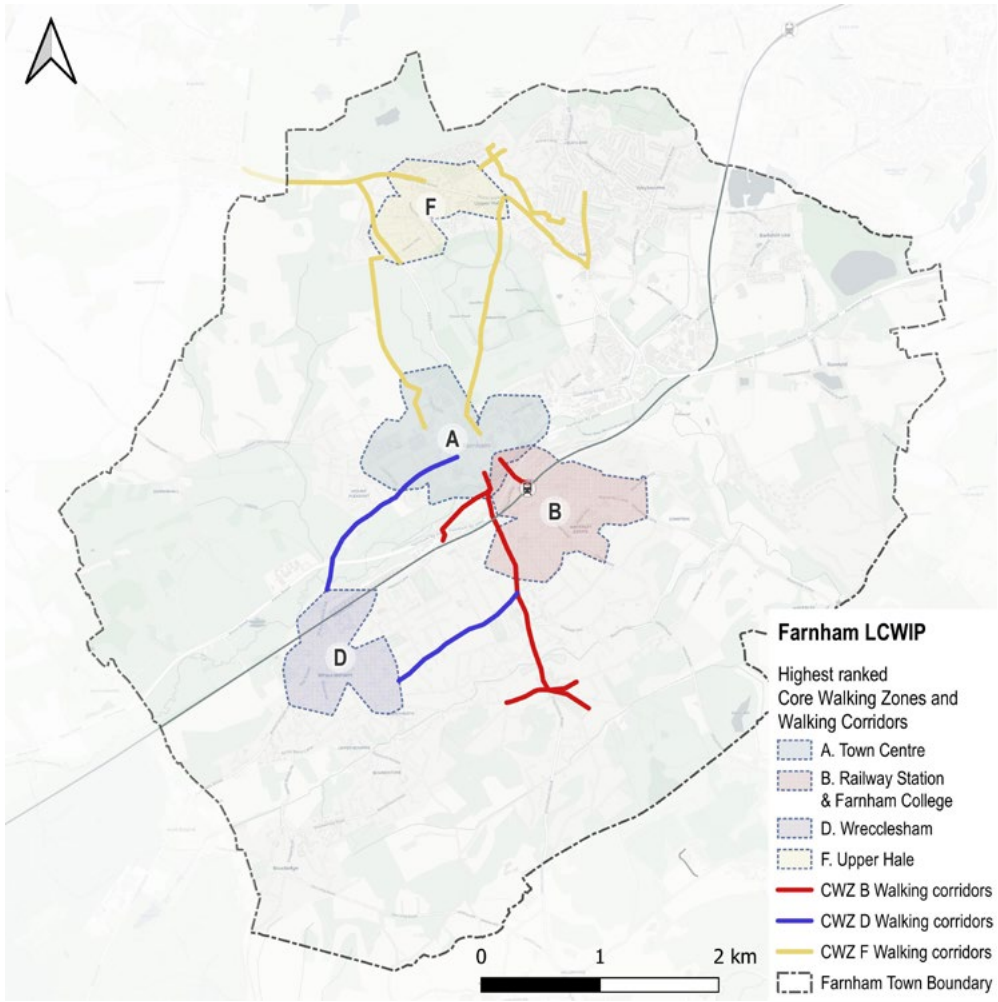


Figure 61. Highest ranked Core Walking Zones further assessed using WRAT

Final Shortlist

The final Phase 1 (shortlist) Core Walking Zones with the supplementary walking corridors are highlighted in Figure 62:

1. (B) Railway Station & Farnham College
» Red Lion Lane
» Firgrove Hill / Frensham Road
2. (F) Upper Hale
» Farnham park
» Upper Hale Road / Odiham Road
» Old Park lane
» Heath Lane
» Farnborough Road

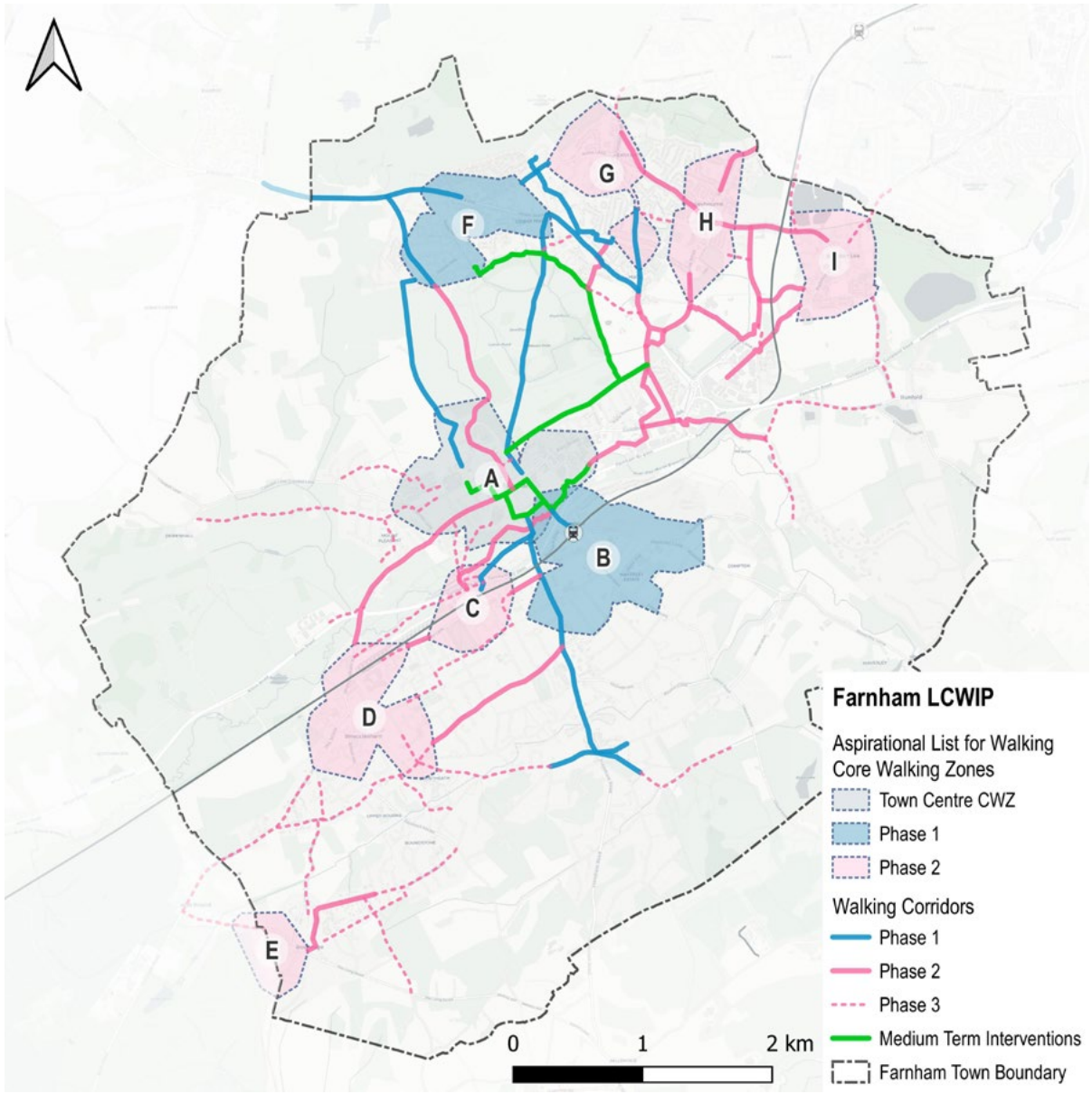


Figure 62. Final list of Phase 1 Core Walking Zones and associated corridors

Example Design Tools - Walking

The purpose of this section is to present the design guidelines followed for the infrastructure improvements for walking.

Design Outcomes

Potential improvements for walking were developed following a set of desired core design outcomes (adapted from LTN 1/20) to encourage more people to make local journeys in Farnham by foot. These are applicable not only to the primary walking networks of the LCWIP, but can be applied on projects -wide as opportunities arise to improve conditions for walking/ Other relevant documents considered were DfT Inclusive Mobility and TfL Streetscape Guidance.

Safety

Specifically targeted infrastructure should improve safety for people walking, as well as improve perceptions of safety, particularly related to interactions with motorised traffic, and in personal safety to encourage more trips by foot.

Directness

Walking improvements should seek to accommodate movements along desire lines, provide continuous routes, eliminate unnecessary obstacles, and minimise delay.

Comfort

Walking facilities should be fit for purpose, well constructed, and well maintained. It should support a comfortable environment for walking for people of all ages and abilities.

Coherence

Infrastructure should be legible, intuitive, inclusive, and routes interconnected. It should be easy to navigate and understandable for all users.

Attractiveness

Walking infrastructure should enhance the public realm. It should foster a welcoming environment for people walking that encourages more trips on foot and preserve the historic environment and setting of listed buildings.

Adaptability

Walking improvements should be developed to accommodate all types of users, and potential growth in the numbers of people walking. The provided facilities should be accessed and used by as many people as possible, regardless of age, gender and disability. The design should keep the diversity and uniqueness of each individual in mind.

Context Sensitive Design

Improvements should complement and enhance the character of the urban and rural environment. The high-level concepts developed in the LCWIP should be suitable for the setting, and design guidance should be selected to fit the local context and space constraints. Particular attention will be paid to the treatment of heritage assets and historical buildings.

Inclusive Design

Walking facilities should provide equal access for people with disabilities and ensure that streets meet the requirements for all users.

Figure 63. Guildford Street in Chertsey

Guiding Principles

To support the desired design outcomes, the walking improvements follow several general principles, which can be applied throughout Farnham . Examples of design elements that support these principles are shown on the following pages.

Desire lines - People walking tend to follow the shortest path to a destination, and are likely to bypass or not use facilities that require a notable deviation to the length of their journey. Therefore, improvements should seek to accommodate and enhance movements along preferred desire lines as closely as possible.

Access to Town Centre - Safe walking routes are essential to encourage active travel to key trip attractors: schools and important public areas, such as green areas, commercial areas, business parks, public buildings etc.

Footway width - The minimum unobstructed footway width for people walking should generally be 2.0m, which facilitates two people in wheelchairs to pass each other comfortably. Additional width should be considered in areas with higher pedestrian activity (Inclusive Mobility / Manual for Streets).

Lower traffic speeds - High vehicle speeds can reduce the attractiveness of a route for people walking and make them feel unsafe. Vehicles speeds of 20mph or lower are preferred. Design elements such as vertical deflection (e.g., speed cushions, raised tables/raised junctions) or horizontal deflection (e.g., kerb build-outs, tight kerb radii, priority working) may be used, as appropriate, to support the desired vehicle speeds and create an environment where the speed limit is self-regulating.

Pedestrian crossings - Appropriate crossing facilities should be provided along pedestrian desire lines to maintain the continuity of a walking route, improve safety, and reduce severance. The type of facility will depend on the context of the crossing. At a minimum, crossings should have appropriate tactile paving and dropped kerbs. Additional provisions for uncontrolled crossings could include raised tables, or reduced kerb radii to shorten a crossing and reduce vehicle speed. At locations requiring greater priority for people walking (e.g., locations with higher traffic volumes and/or speeds, or higher pedestrian flows) zebra or signal-controlled crossings may be appropriate.

Pedestrian priority - Design measures should seek to enhance pedestrian priority, improving the continuity, directness, and coherence of the primary walking network. Design tools such as side road entry treatments (raised tables, continuous footways), raised carriageway, or use of different materials to highlight pedestrian crossings or delineate space for different users may be considered.

Wayfinding - Good sight lines and visibility of destinations and of walking routes are important elements that affect how easy a route is to navigate, how many people walking use the route, and perceived personal security. Wayfinding signage should be used to aid navigation and encourage use of the designated routes. Appropriate signage can improve confidence in using the route and encourage more walking trips, particularly for those unfamiliar with the area. A consistent Wayfinding system should be applied on walking routes throughout the town.

Tactical urbanism - During implementation, consider temporary, low cost measures as demonstration projects to test concepts and experiment with different designs. Temporary measures can be a valuable tool to illustrate how the public highway space can be re-imagined and reallocated to different road users, and help build public support for improvement schemes. Low cost, temporary materials such as paint, planters, or bollards can be used to widen footways, tighten side road junctions.

Design Standards - As proposed walking improvements are advanced, design stages should utilise the latest best practice design guidance and standards available at the time, such as:

- Streetscape Guidance (Transport for London)
- Manual for Streets / Manual for Streets 2 (Chartered Institution of Highways & Transportation)[1]
- Inclusive Mobility (Department for Transport)
- Local Transport Note 1/20 Cycle Infrastructure Design (Department for Transport)

Images in pages 101 and 102 are examples of walking infra structure facilities[2].

1 Design standards to be updated following Manual for Streets' update in late 2021.
2 Unless otherwise stated, all photos copyrighted to Atkins.

Example Design Tools - Walking

Uncontrolled crossing
Added tactile paving and dropped kerbs at the side roads and at points following the desire lines where the visibility is good, the speed limits and the traffic flows are low. Additional refuge island can be provided if the carriageway width allow it.

Zebra or Parallel crossing
Provide priority for people walking and cycling at a crossing location, minimising the delay and improving the directness of the route.

Toucan crossing
Provides a controlled crossing for people cycling and walking, improving user comfort and safety, reducing delay at busy streets where there are limited gaps in traffic, and connecting off-carriageway cycle facilities.

Raised table (Side Road Entry Treatment)
Encourages motorists to reduce speeds, indicates pedestrian activity, and encourages more driver attention and care when turning. Also enhances priority for people walking and makes the side road crossing easier and more convenient for people walking by maintaining the continuity of the route at footway level.

Raised junction
Similarly to the raised table a raised junction encourages motorists to reduce speeds at a junction. Also provides crossings to all arms of a junction and facilitates uncontrolled pedestrian crossings. *(Image: Google Street View)*

Wayfinding system
Improves the coherence of the walking network, making it easier for people navigate through the town and encouraging more trips to be taken by foot. A consistent system should be applied town-wide.

Example Design Tools - Walking

Lower speed limits
Improves safety for all road users and fosters a more comfortable environment for cycling and walking. Should be supported by traffic calming measures, as needed, to make the speed limit self-enforcing. A town-wide policy could also be considered rather than changes on a street by street basis.

Chicane
Traffic calming measure to create pinch points at residential streets to reduce vehicular speeds and improve pedestrian environment. The buildouts for the chicanes can be used as uncontrolled crossings with reduced crossing distance.

Review on-street parking
Create a more attractive and safer walking environment and allow safer and easier informal crossings, improved visibility and provide wider footways. This will be informed by parking utilisation surveys during feasibility design.

Pedestrian/Cyclist Priority Street
Reduces vehicle dominance of the street and prioritises people walking and cycling. Elements may included a shared space environment, raised carriageway and removal of kerbs to provide a more flexible space for all users, materials to delineate space for different users, and low traffic speeds (e.g. 10mph).

Public realm improvements
Redesign of a street to create a more vibrant and attractive street environment. Key aspects include footway widening, and resurfaced footways with blocked paving, street trees, and raising the carriageway to the footway level.

Routes through parks
Existing off-road routes through parks can be upgraded to provide high quality walking opportunities away from traffic. Potential improvement work includes footpath widening, new surface treatments, vegetation clearance and drainage improvements to address flooding issues.

Phase 1 Proposed Walking Improvements

The following chapter presents potential design measures to enhance the Phase 1 Core Walking Zones identified in the previous chapter. The proposed interventions are high-level and identify concepts for further consideration in the next stage of design. They seek to address issues and deficiencies identified during the audit activities, incorporate comments and issues noted during early stakeholder engagement (workshop #2), as well as to incorporate proposals from previous studies and other on-going studies within Farnham. They aim to be aspirational, ambitious, and reflect long-term time scales of the LCWIP, seeking to support a step-change in active travel and incorporate recent best practice guidance.

For walking improvements, this includes a range of strategies from relatively minor interventions (e.g., improved dropped kerbs and tactile paving) to new crossings, footway widening new paths, or reconfiguration of the public highway. All proposed measures would be subject to varying levels of future additional analysis, feasibility assessment, and design.

The design stage of the LCWIP proposals is concept development; all the proposed interventions are subject to further assessment during feasibility planning and design, such as topographic survey, traffic modelling, vehicle swept path analysis, utility survey, traffic/speed survey, availability of land, further stakeholder input, etc., as applicable. Next stages of scheme development would develop the concepts in greater detail, during which further observations, data, and information would be obtained to continually refine and improve the initial proposals. This would include confirmation of land ownership boundaries and additional surveys (e.g. speed, kerbside activity, ecological, or arboricultural surveys), as necessary.

Stakeholder consultation would also continue to be undertaken to inform the proposals. Further development of the LCWIP proposals should also be coordinated with other workstreams of the Farnham OIP.

The proposed interventions are presented by Core Walking Zone on the following pages. While these proposals are focused on the Phase 1 CWZs, they also provide examples of the types of interventions that can be implemented borough-wide as needs or opportunities arise.

It is noted that some of the desirable locations for active travel improvements may be privately owned and are not within SCC's publicly maintained roads. As such, collaborative working with the respective owners would be required to explore opportunities to improve conditions for active travel.

Additionally, consideration should be given during subsequent development phases to review and coordinate future opportunities for integration with other schemes or active travel improvements, including those identified within the aspirational list LCWIP network for walking and/or cycling, and measures which may be progressed in addition to the LCWIP proposals (e.g., Medium Term Interventions).

CWZ 1. Railway Station & Farnham College Core Walking Zone

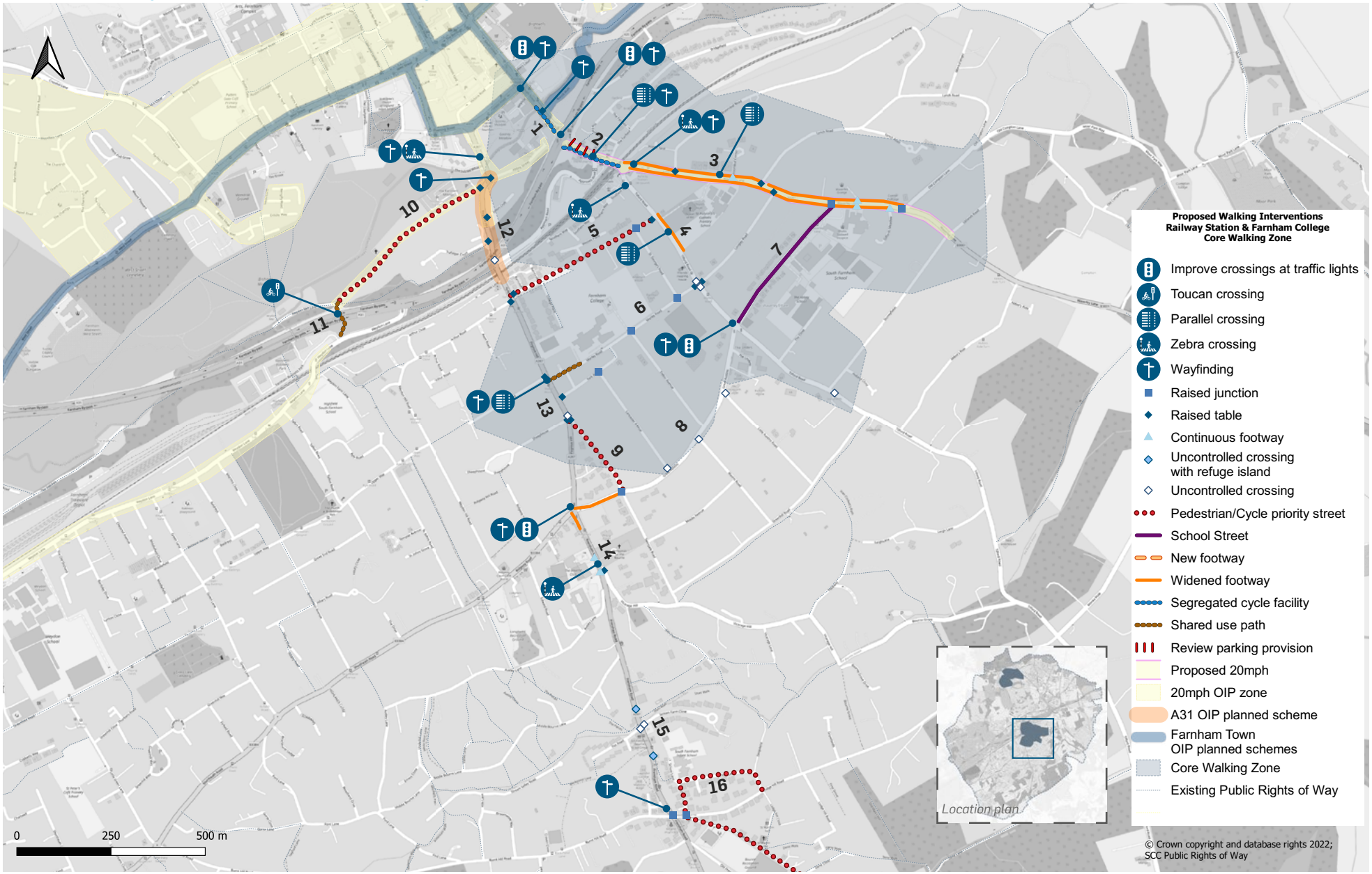


Figure 64. Proposals for Railway Station Core Walking Zone

Railway Station & Farnham College Core Walking Zone

The proposed Core Walking Zone extends around Farnham Railway Station and Farnham College and includes several schools (St. Polycarp's Catholic Primary School, South Farnham Junior School, Farnham College). A walking corridor is included in the proposals to link the Core Walking Zone to Lower Bourne (Figure 64).

Proposed Interventions:

1 South Street: The proposal includes a section of the Town Centre Scheme. New traffic signals are proposed on South Street/Union Street junction and new crossings will be added on all arms. A raised table is proposed at the exit of Borelli Walk to facilitate accessibility between the green area and Gostrey Meadow. South of Borelli Walk, a cycle facility is proposed on the south-west side of the road to link to the railway station (see cycle route 5). Additionally, it is proposed to improve the existing crossings at Hickley's Corner by reducing the waiting time for pedestrians. A new crossing is proposed on the north arm of the junction at South Street.

2 Station Hill: A new parallel crossing is proposed at the Station Hill/Approach Road to allow safe crossings west of the level crossing and safe transition for cyclists between the facilities. Further, improvements at this section include a cycle facility at the south side of the road to link to the railway station by reallocating space from the carriageway and reviewing on-street parking for opportunity to widen the existing footways. (see cycle route 5).

Figure 65. Access to Borelli Walk via South Street

Figure 66. Level crossing at the railway station with poor pedestrian provision

3 Waverley Lane: The proposed interventions include widening the existing footways by reallocation space from the verge, however retaining all mature trees. At St Polycarp's Catholic Primary School's entrance, a parallel crossing is proposed to allow safe crossings for pupils. An additional zebra crossing is proposed on the approach to Station Hill/Waverley Lane junction, along with proposals to tighten the junction in order to reduce the crossing distance and widen the footways. Raised tables are proposed on the side roads to provide a continuous pedestrian environment and reduce traffic speeds. A speed limit of 20mph is proposed to support the proposed interventions.

4 Tilford Road: The proposal includes localised interventions along the route to improve the pedestrian environment primarily at crossing locations. A new zebra crossing is proposed on the approach to the level crossing south of Waverley Lane to improve access to the college and railway station. An additional crossing is proposed south of Alfred Road at the back exit of St Polycarp's Catholic Primary School and the church. The crossing is proposed to be parallel to accommodate cyclists' movements. Additionally, crossing improvements are proposed at the traffic signals on Tilford Road/Menin Way junction with widening of the crossings and increased green man time. At the side roads raised tables are proposed to accommodate a continuous pedestrian environment and reduce traffic speeds.

5 Alfred Road: This section of Alfred Road is proposed to be changed into a pedestrian/cycle priority street. The proposal would be implemented by signs restricting motor vehicle movement to local access, pedestrians and cyclists only. A modal filter could also be considered to prevent through traffic for motor vehicles. Additional measures include raised tables at the entry points to the link and raised junction at St George's Road.

6 Morley Road: Proposed interventions aim to improve access to Farnham College by widening the path on the approach to Firgrove Hill, adding dropped kerbs and removing bollards. This segment of the road is proposed as shared-use path to accommodate pedestrian flows as well as cyclists. At the exit to Firgrove Hill a parallel crossing is also proposed. Additional measures include raised junctions and raised tables at the entry points to Marley Road.

7 Menin Way: Proposed as a school street to improve the safety of the students and encourage active travel modes for daily trips to South Farnham School and Abbey School. Additional measures include to raise Waverley Lane/Menin Way junction and improve the crossings at the traffic signals.

8 Great Austins: Improvements at this section include added uncontrolled crossings with a refuge island at the side roads and widened footway at the westernmost section by reallocating space from the verge (following environmental survey due to the mature trees in the area).

Figure 67. School entrance at Menin Way. *Source: Google Street View*

9 Old Farnham Lane: The section is proposed as a pedestrian/cycle priority street. The proposal would be implemented by signs restricting motor vehicle movement to local access, pedestrians and cyclists only. A modal filter could also be considered to prevent through traffic for motor vehicles. Additional measures include raised tables at the northern entry point to the link, along with the footway widening and raised junction at Great Austins.

10 Red Lion: This section is proposed to be retained as a pedestrian/cycle priority street. he proposal would be implemented by signs restricting motor vehicle movement to local access, pedestrians and cyclists only. Access to the car park will be permitted, and vehicles will be required to give priority to other road users. Additional measures include raised table at the entry point to the link.

11 Crossing of the A31: New at grade crossing is proposed on the A31, 800m west of Hickley's Corner junction. The proposed toucan crossing follows the desire line for pedestrian and cyclist movements and connects the Town Centre to Weydon Lane and Wrecclesham area. Added rumble strips with anti-skid carriageway surface and flashing amber traffic signals would be introduced on the Farnham By-Pass (A31) on the approach to the crossing. Speed limit reduction to improve safety along the A31 to be reviewed in the next stages of design following traffic speed studies.

Figure 68. Existing uncontrolled crossing of the A31

12 Firgrove Hill (between the River Wey and Alfred Road): Improvements at this section include upgrading the uncontrolled crossing at the exit of Gostrey Meadow to a zebra crossing, side road treatments along the route with raised tables and tightening of the junctions to the extent feasible, and a new uncontrolled crossing at the junction with Approach Road where the eastern footway ends. Further details on the design of this section to be coordinated with the on going OIP A31 Farnham Corridor.

Figure 69. Missing footway on the bridge above the railway lines

13 Firgrove Hill (between Alfred Road and Ridgway Road): The proposal includes a new parallel crossing at the junction with the shared-use path to/from Morley Road, supporting access to the college. Improvements are also proposed to the crossings at the traffic signals at Firgrove Hill/ Ridgway Road junction, with widened crossings and reduced waiting time for pedestrians. A new uncontrolled crossing is proposed north of Old Farnham Lane at the southern end of the eastern footway. Additional interventions to include side road entry treatments with raised tables and widened footways on the approach to the tables to reduce the crossing distance for pedestrians and reduce traffic speeds.

14 Firgrove Hill (between Ridgway Road and Aveley Lane): Improvements at this section include widened footway at the northernmost extent of the section to remove the service road and propose recessed parking on the approach to the shops. Additionally, a new zebra crossing is proposed north of Vicarage Hill to improve access to the church, the sport facilities and Ridgway School. The proposed crossing would be accommodated by tightening the Vicarage Hill/ Firgrove Hill junction.

15 Firgrove Hill (between Aveley Lane and Lodge Hill Road): The proposal includes crossing improvements along the route to connect the two sides of the road where the footways end. The crossings are proposed with a refuge island which would allow pedestrians to cross the road in two stages and, at the same time, it would reduce traffic speeds by reducing the carriageway width in short sections.

16 Lodge Hill Road - Burnt Hill Road: The proposed improvements at Lower Bourne include pedestrian and cycle priority streets along School Lane and Dene Lane to improve safety and access to South Farnham Infant School and to Bourne Recreation Ground. The proposal would be implemented by signs restricting motor vehicle movement to local access, pedestrians and cyclists only. A modal filter could also be considered to prevent through traffic for motor vehicles. Additional measures to support the proposal include raised junctions on Firgrove Hill/ Lodge Hill Road and Lodge Hill Road/ School Lane.

Figure 70. Narrow footways along Firgrove Hill

CWZ 2. Upper Hale Core Walking Zone

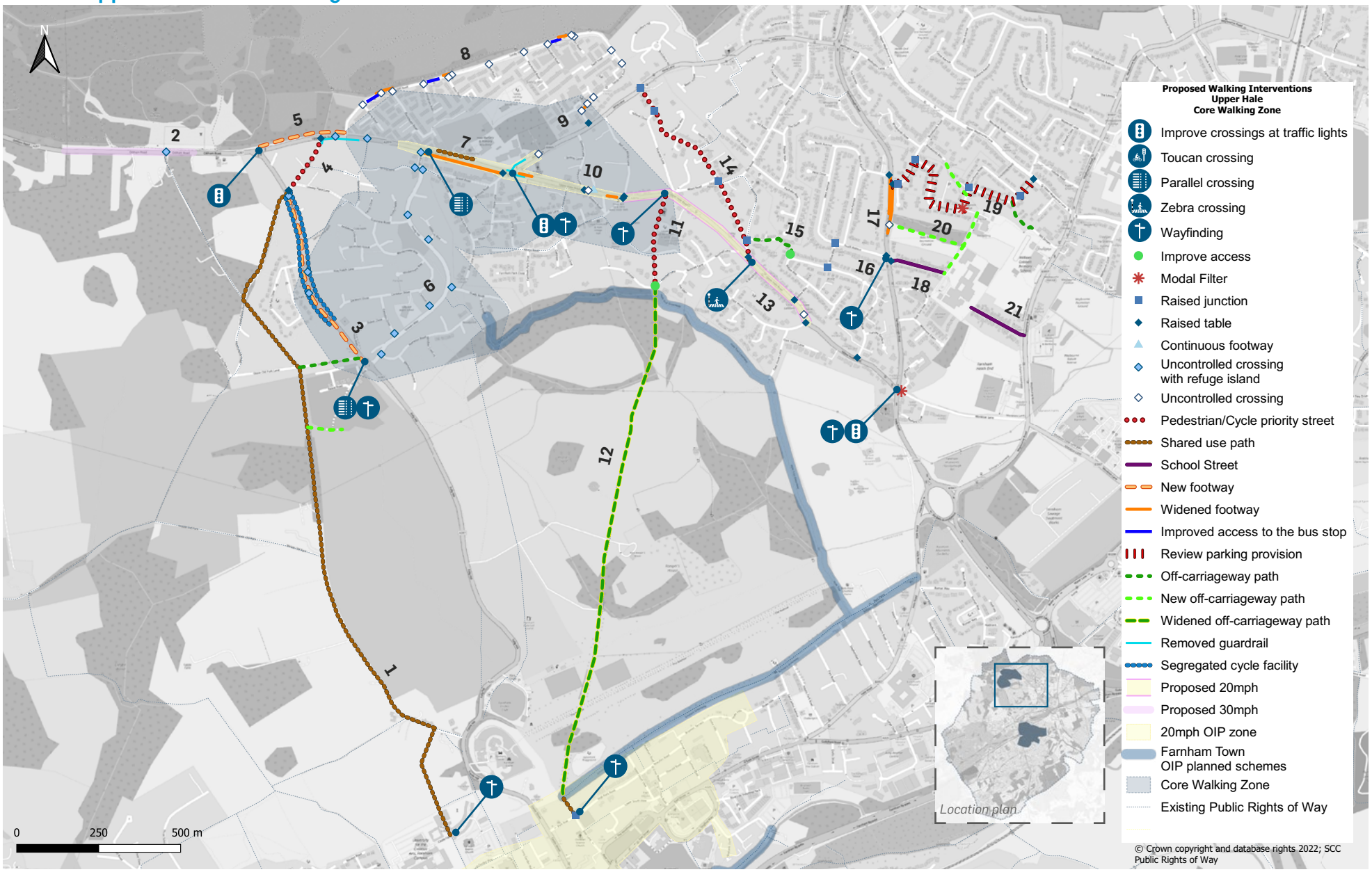


Figure 71. Proposals for Upper Hale Core Walking Zone

Upper Hale Core Walking Zone

The proposed Core Walking Zone extends along the Upper Hale area and includes two schools (Hale Nursery and Primary Academy and Folly Hill Infant School) and a local commercial area. Walking corridors are included in the proposals to connect the Core Walking Zone to the Town Centre and to the schools along Weybourne Road (Figure 71).

Proposed Interventions:

1 Old Park Lane path: The proposed path will link the Core Walking Zone to the Town Centre and the University of Arts via an existing bridleway. Proposals include resurfacing of the path to remove the steps on the approach to the university and general resurfacing and vegetation removal to make the path accessible to all. Additional improvements would be required to improve drainage and provide lighting along the path.

Figure 72. Poor surface quality at Old Park Lane path

2 Old Park Lane crossing at Odiham Road: A new crossing is proposed on Odiham Road (A287) to link the bridleway and Farnham Town Centre to the open space and footpath network north of the A287. The proposal includes a refuge island wide enough to accommodate equestrians and cyclists. The existing 30mph speed limit to the east is proposed to be extended to west of the crossing to increase safety.

3 Folly Hill: The proposed improvements include a new footway on the west side of the road by reallocating space from the hatched median and the verge. New cycle facilities are proposed north of Derwent Close (see cycle route 3) and new parallel crossings at the roundabout. At the side roads and on the approach to Lawday Link uncontrolled crossings with refuge islands are proposed.

4 Lawday Link: The section is proposed as a pedestrian/cycle priority street. The proposal would be implemented by signs restricting motor vehicle movement to local access, pedestrians and cyclists only. A modal filter could also be considered to prevent through traffic for motor vehicles. Cyclists' movements would be permitted in both directions. Additional measures would include raised tables at the entry points to Lawdway Link.

5 Upper Hale Road (between Folly Hill and Sandy Hill Road): A new footway is proposed on the north side of the section by reallocating space from the verge. The proposal would link the residential areas to the shops at the petrol station west of Folly Hill. Additional measures include an uncontrolled crossing west of Sandy Hill and added pedestrian crossing at the traffic signal at Folly Hill/ Upper Hale Road to improve access to the proposed footway. Further improvements are proposed at the existing crossings at the traffic signal by widening the crossings and improving the tactile paving.

6 Drovers Way - Trinity Hill: Proposals at this section include improvements at the existing uncontrolled crossings by widening of the dropped kerbs, resurfacing the tactile paving and introducing refuge islands which would provide a traffic calming measure and allow easier crossing for pedestrians and students to Folly Hill Infants School. At the side roads new uncontrolled crossings are proposed with a refuge island.

7 Upper Hale Road (between Sandy Hill Road and Alma Lane): Proposed improvements along the section include widening of the southern footway by reallocating space from the hatched median. A new parallel crossing is proposed east of Trinity Hill to provide access for pedestrians and cyclists to Hale Primary School. A section of the northern footway is proposed to be upgraded to a shared-use path to allow access for cyclists to the school. Additionally a 20mph speed limit is proposed in accordance to the proposals of the OIP Farnham Medium and Short Term Interventions study.

Figure 73. Lack of footway continuity along Upper Hale Road

Figure 74. Poor accessibility to the bus stop infrastructures along Sandy Hill. *Source: Google Street View*

8 Sandy Hill Road: Proposals along the section include improved access to the bus stops by widening the footways and extending the existing footways to provide more space for people waiting at the bus stop. New uncontrolled crossings are proposed along the main road and at the side roads. New bus stop cages are proposed and localised parking restrictions at the bus stops to allow unobstructed access for the buses.

9 Alma Lane: Proposed improvements include removal of the guardrail to increase the effective width of the footway. Additionally improvements at the crossings at the traffic signals would allow safer access for pedestrians at the local commercial area. A new uncontrolled crossing is recommended at the end of the eastern footway to link the facilities.

10 Upper Hale Road (between Alma Lane and The Green): Proposed improvements along the section include localised footway widening at the bus stops by reallocating space from the lay-by, and side road treatments including raised tables, continuous footways and new uncontrolled crossings.

11 The Green: The Green is proposed as a pedestrian/cycle priority street. The proposal would be implemented by signs restricting motor vehicle movement to local access, pedestrians and cyclists only. A modal filter could also be considered to prevent through traffic for motor vehicles. Additional measures will include resurfacing of the carriageway and added planting/kerb extensions to create a chicane and tidy on-street parking.

12 Farnham Park: The diagonal route through the Farnham Park is the most direct link to the Town Centre. It is proposed to be resurfaced and widened to provide a more accessible path. Provision of lighting (in line with the character of the park) would increase the sense of safety during night time. However, any proposal to the diagonal route is dependent on further consultation with park managers and other stakeholders, as well as ecology assessments. At the exit to the Town Centre, Bear Lane/Park Row junction is proposed to be raised to allow safer access to the off-carriageway path. Additionally, at the exit to Upper Hale improvements include widening of dropped kerbs, added lighting and double yellow lines to restrict on-street parking.

Figure 75. Narrow footpath with some defects through Farnham Park limits the accessibility to all.

13 Upper Hale Road (between The Green and Farnborough Road): Proposed improvements along this section include new zebra crossing at Heath Lane, improved crossings at the traffic signals on the Upper Hale Road/ Farnborough Road junction by widening the dropped kerbs and extending the green man time. Additionally, it is proposed to extend the 20mph speed limit up to Oast House Crescent to improve road safety. Opportunities to widen the existing footways to accessible standards would be investigated in the next stages of design.

14 Heath Lane: The section is proposed as a pedestrian/cycle priority street. The proposal would be implemented by signs restricting motor vehicle movement to local access, pedestrians and cyclists only. A modal filter could also be considered to prevent through traffic for motor vehicles. Additional measures include resurfacing of the carriageway and added planting/ kerb extensions to create a chicane and tidy on-street parking. New buildouts at the side roads are proposed to reduce the crossing distance for pedestrians. Alma Lane/ Heath Lane junction is proposed to be raised to improve the access to the street.

15 Bethel Close and off-carriageway path: Improvements to the path include resurfacing to increase the effective width and lighting. New dropped kerb is proposed on Willow Way to improve the access to the path.

16 Willow Way and South Avenue: Improvements to the residential road include raised junctions at Willow Way on the approach to the local shops and at Willow Way/ South Avenue junction to reduce the traffic speeds and provide better crossings for pedestrians.

17 Farnborough Road: The proposals include footway widening on both sides of the road along the recreation ground by reallocating space from the verge. Access to the existing crossings will be improved by side road treatments including raised tables and tightening of the bellmouth to reduce the crossing distance. Additionally, at the Upper Hale Road/ Farnborough Road junction, improvements are proposed at the existing modal filter to widen the footway and remove the parking on the approach to the traffic signals to allow unobstructed access for pedestrians and cyclists.

18 Hale Reeds: Hale Reeds is proposed as a school street to improve student safety on the approach to Farnham Heath End School. Access would be permitted for residents, pedestrians and cyclists during school pick-up / drop-off hours.

19 Brooklands Road - Knights Road - Newcome Road: Proposals at the section aim to improve safety for students to William Cobbett School and include a new modal filter north of the school entrance to restrict through vehicular movements and additional traffic calming measures to the reduce vehicle speeds. Current on-street parking would be reviewed and new parking bays proposed on the carriageway.

20 New off-carriageway path via the Hale Reed Recreation Ground: A new path is proposed through the recreation ground to provide an off-carriageway access to the schools. Environmental surveys would be required in the next stages of the design.

21 Bullers Road: Bullers Road is proposed as a school street to improve student safety on the approach to Farnham Heath End School. Access would be permitted for residents, pedestrians and cyclists during school pick up / drop off hours.

Figure 76. Frequent parking on the footway at the access to William Cobbett Primary School. *Source: Google Street View*

Assessment of Proposals

Following the concept design the proposed interventions were assessed using the Walking Route Audit Tool (WRAT) with the same criteria used for the assessment of the existing situation of the walking corridors within the Core Walking Zones.

The WRAT facilitates a high-level, comprehensive review of existing conditions for people walking along a route based on the key metrics of attractiveness, comfort, directness, safety and coherence. Lower scores suggest a poorer quality route, which may benefit from infrastructure interventions (i.e., to improve safety or comfort).

The results of each walking route within the Core Walking Zone are presented in detail in "Appendix 4: Walking Route Audit Tool (WRAT)" for both the existing situation and the proposals. Table 9 and Table 10 presents the total scores of each category in the existing situation and the estimated score if the interventions were implemented, along with the relative the change of the score in each category for each Core Walking Zone[1].

Results

The WRAT results of the existing situation, demonstrate that both selected CWZs have an overall score below the 'minimum level of provision' according to the LCWIP Technical Guidance for Local Authorities. This indicates the potential opportunity for and benefit of improvements along routes within these CWZs. The WRAT results of the proposed interventions have shown increases in every criteria for each CWZ, taking the overall CWZ scores to 75% or above.

Table 9. WRAT results - Railway Station & Farnham College CWZ

Railway Station & Farnham College	Existing	Proposal	*% Improvement from existing*
Attractiveness	69%	78%	9%
Comfort	57%	73%	16%
Directness	70%	90%	20%
Safety	63%	64%	1%
Coherence	30%	77%	47%
Total	**60%**	**78%**	**18%**

Table 10. WRAT results - Upper Hale CWZ

Upper Hale	Existing	Proposal	*% Improvement from existing*
Attractiveness	62%	76%	14%
Comfort	62%	75%	13%
Directness	75%	89%	14%
Safety	73%	75%	2%
Coherence	41%	74%	33%
Total	**64%**	**79%**	**15%**

1 A score of 70% should normally be regarded as a minimum level of provision overall. Routes which score below should be used to identify where improvements are required

Summary of Phase 1 Core Walking Zones

Table 11. Summary of Phase 1 Core Walking Zones

CWZ	Public Benefit	Stakeholder Support	Link to SCC Climate Emergency Policy	Protected Group Benefit (Equality & Diversity)	Other Benefit	Potential Issues
CWZ 1. Railway Station & Farnham College	links the town centre to the railway station. It also provides network connectivity to Borelli Walk, and the Brightwells Yard Development and access to the college several schools (St Polycarp's Primary School, South Farnham School, The Abbey School and South Farnham Infant School)	stakeholder groups provided input during the LCWIP process	supports the policy by encouraging mode shift from car to active travel for short journeys and access to key destinations	aims to improve accessibility for people of all ages and abilities through provision of wider facilities where feasible, and new and improved crossings. Improves facilities for children, parents, and young people commuting to education facilities	High number of residents, businesses and visitors of Farnham will benefit from the improvements	potential opposition to any impacts to on-street parking and to access restrictions
CWZ 2. Upper Hale	improves pedestrian environment within a high density area including schools, local shops and links North Farnham residential areas and the town centre and providing access to the University for the Creative Arts (Farnham Campus), Farnham Park, All Hallows Catholic School, William Cobbett Primary School, Heath End School, Hale Nursery Primary Academy and Folly Hill Infants School	stakeholder groups were supportive of the prioritisation of the zone and provided input during the LCWIP process	supports the policy by encouraging mode shift from car to active travel for short journeys and travels to school	aims to improve accessibility for people of all ages and abilities through provision of wider facilities where feasible, new and improved crossings and improved access to public transport. Improves facilities for children, parents, and young people cycling to school	high number of residents (4700) will benefit from the improvements including the most deprived area in Farnham	potential ecology, archaeology, and legal constraints for wider facilities via Farnham Park; potential opposition to modal filter and accompanying access restrictions and to any impacts to on-street parking

9. Route Prioritisation and Costings

Introduction
Prioritisation of Routes
Indicative Cost Estimates

Introduction

This chapter summarises the potential prioritisation for implementing the selected cycle corridors and Core Walking Zones and indicative scheme costs for each of the cycle and walking schemes.

The prioritisation is high-level and indicates the relative importance of the selected routes and their package of proposed interventions, based on the methodology described in the following section. The purpose of the prioritisation is to assist SCC and Farnham Town with which routes could be considered for development first. At this stage of the assessment, the prioritisation is independent of cost.

Prioritisation

Prioritisation of the 'aspirational' lists

As mentioned in the previous sections, a Multi-Criteria Assessment Framework (MCAF) was used to evaluate the 'aspirational' or 'long-list' of CWZs and cycle corridors (see page 126 for cycling and page 126 for walking). The framework identified the Phase 1 Core Walking Zones and Cycling Corridors from the aspirational list.

The framework was used to suggest potential relative timescales for the development of improvements, categorising the Core Walking Zones and the cycle corridors into:

- Phase 1 - high priority / short term (2 year plan implementation)
- Phase 2 - medium priority / medium term (< 10 year plan implementation)
- The remaining cycle corridors and CWZs are categorised as Phase 3 - low priority / long term (>10 years).

The prioritisation of the aspirational lists is summarised in the following tables and figures:

- Cycle corridors: Table 12, Figure 77
- CWZ: Table 13, Figure 78

Table 12. Prioritisation table for the aspirational list of Cycle Corridors

Cycle Corridor	Priority / Timescale
16. Falkner Road / Long Garden / Castle Street	High / Short Term
21. Weybourne Road	High / Short Term
6. South Street Station Hill	High / Short Term
15. West Street/The Borough	High / Short Term
17. The Hart	High / Short Term
28. Waverley Lane	High / Short Term
35. Bear Lane - Folly hill	High / Short Term
23. West Street/Coxbridge Rbt	High / Short Term
38. Old Park Lane	High / Short Term
5. Borrelli Walk - Hale Road	High / Short Term - Other OIP study
13. Scholars Greenway, Fanrham Park	High / Short Term - Other OIP study
20. Hale Trail Greenway	High / Short Term - Other OIP study
18. Downing Street	High / Short Term - Other OIP study
22. Bagshot Lea Road	Medium / Mid. Term
3. Hale Road/Farnborough Road	Medium / Mid. Term
10. Firgrove Hill	Medium / Mid. Term
7. Alma Lane	Medium / Mid. Term
8. Upper Hale Road	Medium / Mid. Term

Cycle Corridor	Priority / Timescale
34. Brightwells Yard	Medium / Mid. Term
26. Boundstone Road/Burnt Hill Road	Medium / Mid. Term
27. Lodge Hill Road/Monks Walk	Medium / Mid. Term
37. A325	Medium / Mid. Term
4. Greenfield Road	Medium / Mid. Term
33. Long Bridge	Low / Long Term
1. Red Lion Lane	Low / Long Term
29. Green Lane	Low / Long Term
30. Lower Weybourne Lane	Low / Long Term
31. Wrecclesham Road	Low / Long Term
36. Weydon Lane W	Low / Long Term
19. St James Ave/Guildford Road	Low / Long Term
24. Crown Lane	Low / Long Term
25. Weydon Lane E	Low / Long Term
12. Moor Park Lane/Moor Park Way	Low / Long Term
32. Central Car Park	Low / Long Term
2. Crondall Lane	Low / Long Term
9. Moor Park House Way	Low / Long Term
11. Guildford Road - Tongham Road	Low / Long Term
14. Moor Park Lane	Low / Long Term

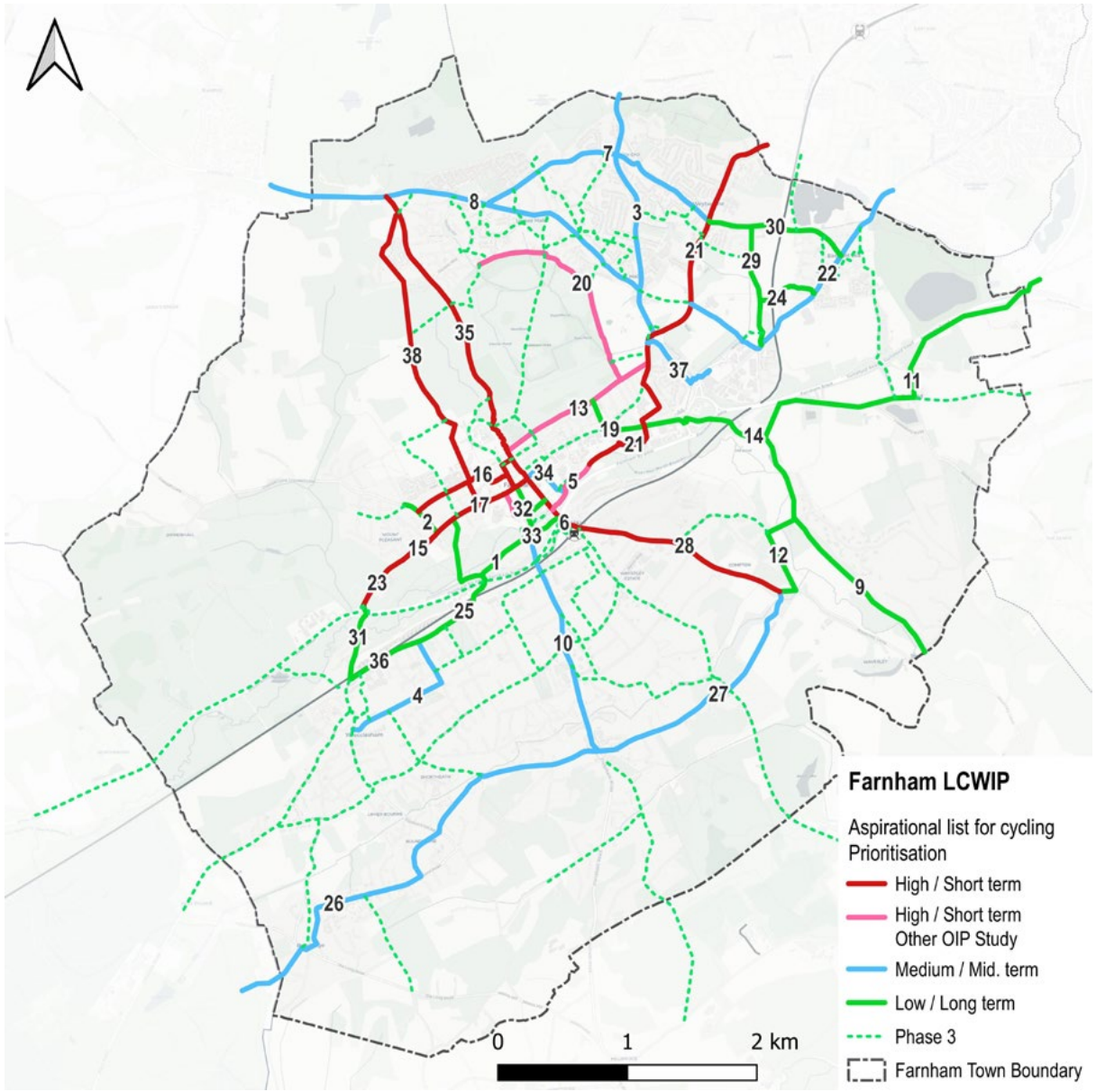


Figure 77. Suggested prioritisation of the identified cycle corridors aspirational network

Table 13. Prioritisation table for the aspirational list of Core Walking Zones

Core Walking Zone (ID/ Name)	Priority / Timescale
CWZ B: Railway Station and Farnham College	High/Short Term
CWZ F: Upper Hale	High/Short Term
CWZ A: Farnham Town Centre	High/Short Term Other OIP study
CWZ D: Wrecclesham	Medium/Med. Term
CWZ H: Weybourne	Medium/Med. Term
CWZ G: Heath End	Medium/Med. Term
CWZ I: Badshot Lea	Low / Long Term
CWZ C: The Pilgrim's Way School and Business Park	Low / Long Term
CWZ E: Rowledge	Low / Long Term

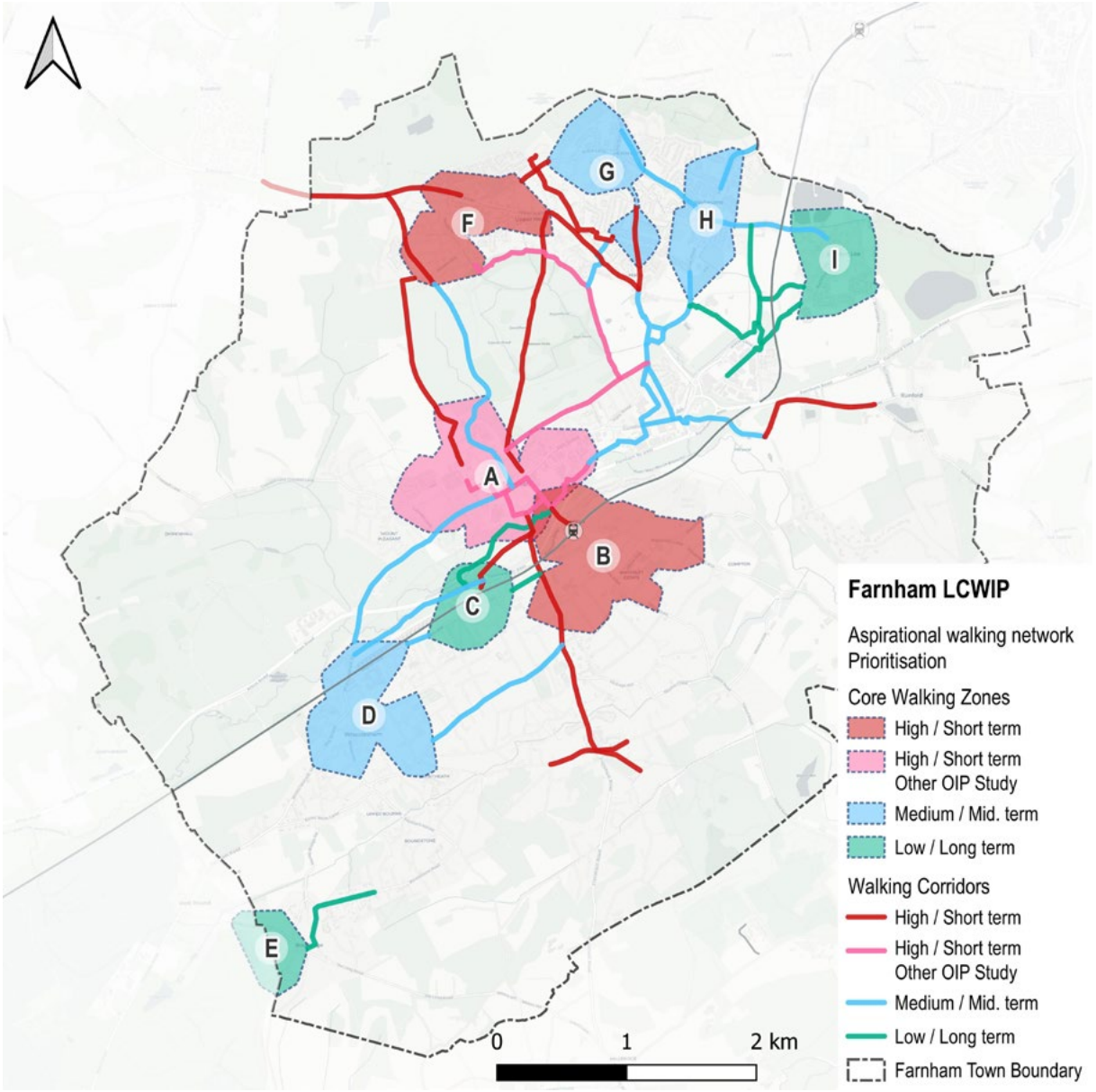


Figure 78. Suggested prioritisation of the identified Core Walking Zones aspirational list

Assessment of the Phase 1 schemes

The Core Walking Zones and cycle corridors included in Phase 1 were assessed using the criteria summarised below. This further assessment of the walking[1] and cycling routes is intended to assist SCC and Farnham Town in understanding which proposed Phase 1 schemes may have greater benefits for users. The Phase 1 prioritisation incorporated additional criteria to the previous prioritisation of the aspirational lists. Criteria were rated on a scale from 1 to 3 (low to high) and include assessment of the proposed interventions.

Scoring Criteria

Demand Criteria

- Public input: Public comments obtained via Surrey's Covid-19 Active Travel Improvements / LCWIP interactive map was used to estimate the demand from active users for improvements.
- Collision data: recorded collisions along the routes (per km of the route).
- Potential flows: a score was derived based on the highest existing pedestrian flows along each route, as estimated from the Propensity to Cycle Tool (PCT) data. For cycling, an estimation of the potential increase in the number of people cycling for each route was calculated from PCT data using the E-Bike scenario.

Quality of Improvements Criteria

The criteria were intended to capture the potential of the improvements to encourage new walking and cycling trips.

- Quality of design - safety: based on the before/after RST and WRAT scoring. The criterion reflects the expected change for the RST and WRAT safety metric. Proposed changes that result in a more significant increase in the safety metric would be expected to have a higher net benefit than a route that scores relatively well in the current condition.
- Quality of design - comfort: based on the before/after RST and WRAT scoring. The criterion reflects the expected change for the RST and WRAT comfort metric. Proposed changes that result in a more significant increase in the comfort metric would be expected to have a higher net benefit than a route that scores relatively well in the current condition.
- Quality of design - attractiveness, directness and coherence [walking only]: based on the before/after WRAT scoring. The three criteria reflect the expected change for the WRAT attractiveness, directness and coherence metrics. Proposed changes that result in a more significant increase in all the metrics would be expected to have a higher net benefit than a route that scores relatively well in the current condition.
- Contributes to improved cycling network [cycling only]: scores the connectivity of the proposed corridor with the rest of the aspirational cycle network.

Access Criteria

Access criteria are intended to capture whether the routes help improve pedestrian and cycle access to several key destinations. Criteria were generally scored as 'yes' (3) if at least one destination is identified, or 'no' (1), unless otherwise noted. For the cycle routes additional destinations within 400m from the route were assessed and scored with (2).

- Education (e.g. school, college, library, etc.) [for cycling, a higher score given to secondary schools and colleges/universities)
- Transport facilities (railway station or bus stop)
- High Street/commercial area
- Other key destination (parks, leisure centre, business parks, etc.)

Deliverability Criteria

Intended to reflect the potential deliverability of the proposals at this very early concept stage.

- Ease of implementation: qualitative score that seeks to capture major constraints that may make implementation more difficult, such as potential need for third party land, major junction schemes, etc.
- Dependency on other schemes [walking only]: as the walking routes were assessed separately, this criterion is intended to assess the dependency of the proposals on other workstreams or proposed interventions on neighbouring walking route links.
- Potential to achieve LTN 1/20 guidance [cycling only]: reflects the potential constraints along the route and ability to achieve compliance with LTN 1/20 standards.

1 For the walking network the assessment was undertaken for each walking link within the Core Walking Zone, as this was selected during the WRAT assessment. Each link generally has consistent characteristics along it (e.g., geometry, land use, etc.) and the LCWIP proposals have a similar approach along each link.

Category Weighting and Output

A score for each of the four criteria categories was calculated by averaging the sub-criteria within the category. To calculate a total score for each route, the main categories were then weighted as follows:

» Demand - 20%
» Quality of improvements - 30%
» Access - 20%
» Deliverability - 30%

The weightings were intended to give a slightly higher input to the design factors, as proposed interventions with a greater anticipated impact over the existing condition could support a more substantial uplift in walking and cycling. Additionally, factors related to stakeholder input, usage, and access were previously incorporated into the route selection methodology at the start of the LCWIP process and prioritisation of the Phase 1 areas.

Assessment Results - cycling

Table 14 and the map in Figure 79 present the outputs of the assessment process and the relative prioritisation of the Phase 1 cycle corridors and their associated package of proposed interventions. The prioritisation categories were based on the relative rankings across the Phase 1 corridors (primary: rank 1 - 3; secondary: rank 4 - 6; tertiary: rank 7 - 9.

Cycle corridor	Length (km)	Score	Rank
Rt 2: Falkner Road / Long Garden / Castle Street / The Hart	1.21	74%	1
Route 4: Weybourne Road - Hale Road	3.25	72%	2
Route 5: South Street - Opt 1	1.13	72%	3
Route 1: West Street - Opt 2	1.82	64%	4
Route 5: South Street - Opt 2	0.74	63%	5
Route 3: Folly Hill - Opt 2	2.83	59%	6
Route 1: West Street - Opt 1	1.50	58%	7
Route 3: Folly Hill - Opt 1	2.47	53%	8
Route 6: Waverley Lane	0.80	51%	9

Table 14. Prioritisation table for the Phase 1 cycle corridors

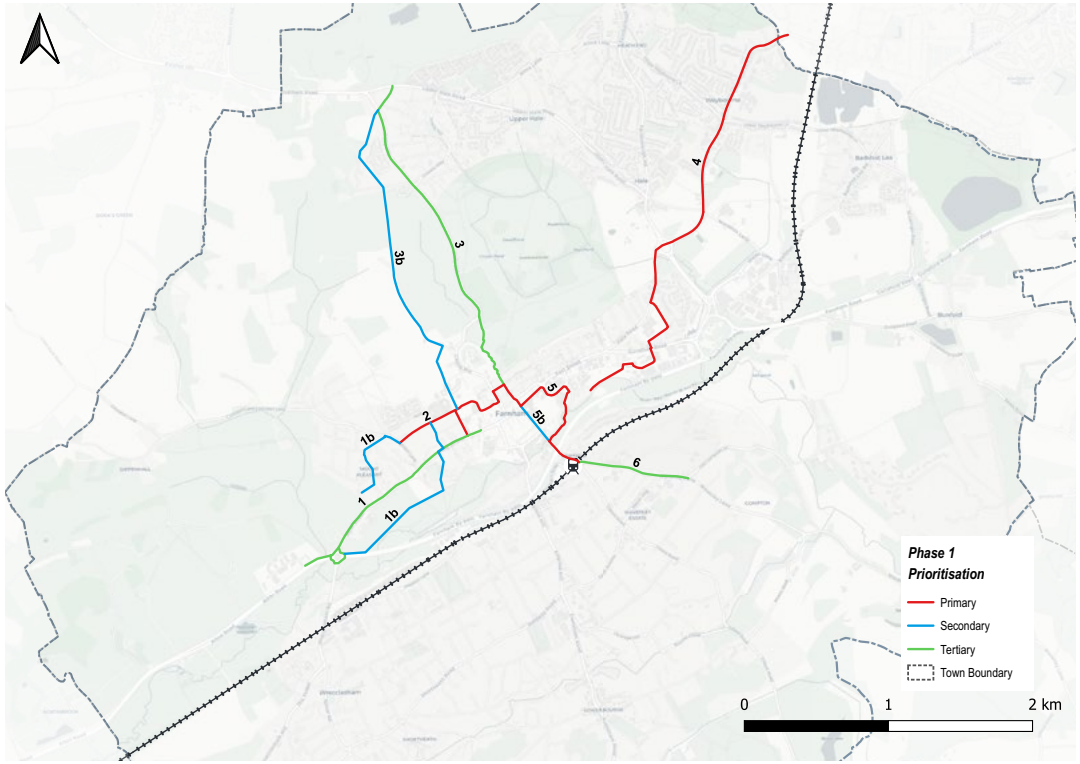


Figure 79. Suggested prioritisation of the Phase 1 cycling links

Assessment Results - Walking

Table 15 and the map in Figure 80 present the outputs of the assessment process and the relative prioritisation of the links in the Phase 1 CWZ and their associated package of proposed interventions. The prioritisation categories were based on the relative rankings across the Phase 1 areas (primary: top 10; secondary: 11-25; tertiary > 25).

Table 15. Prioritisation table for the Phase 1 Walking links

Core Walking Zone	Walking route		From	To	Score	Rank
Railway Station	1.05	Waverley Lane	Station Hill	Old Compton Road	83.1%	1
Railway Station	1.03	Tilford Road	Station Hill	Menin Way	80.3%	2
Upper Hale	3.19	Farnborough Road	South Avenue	North Avenue	75.2%	3
Railway Station	1.16	Frensham Road	Vicarage Hill	Stream Farm Close	74.4%	4
Railway Station	1.10	Old Farnham Lane	Firgrove Hill	Great Austins	72.1%	5
Upper Hale	3.03	Folly Hill	Upper Old Park Lane	Lawday Link	71.4%	6
Railway Station	1.04	Tilford Road	Menin Way	Stoneyfileds	71.2%	7
Railway Station	1.15	Frensham Road	Ridway Road	Vicarage Hill	70.9%	8
Upper Hale	3.14	Alma Lane	Upper Hale Road	Heath Lane	69.7%	9
Upper Hale	3.21	Upper Hale Road	The Green	Farnborough Road	69.1%	10
Railway Station	1.06	Approach Road	Station Hill	Firgrove Hill	69.1%	10
Railway Station	1.07	Alfred Road	Tilford Road	Firgrove Hill	68.9%	12
Upper Hale	3.12	Drovers Way - Trinity Hill	Folly Hill	Grasmere Road	68.3%	13
Upper Hale	3.15	Sandy Hill Road	Upper Hale Road	Alma Lane	67.8%	14
Railway Station	1.13	Firgrove Hill	Alfred Road	Old Farnham Lane	67.8%	14
Railway Station	1.19	Lodge Hill Road	School Lane	Longdown Road	67.4%	16
Upper Hale	3.06	Upper Hale Road	Folly Hill	Lawday Link	67.3%	17
Upper Hale	3.08	Upper Hale Road	Hale Nursery and Primary Academy	Queens Lane	66.2%	18
Railway Station	1.02	Station Hill	Farnham By Pass	Waverley Lane	66.2%	18
Railway Station	1.08	Longley-Morley-York Road	Waverley Lane	Firgrove Hill	66.1%	20
Railway Station	1.01	South Street	Union Road	Farnham By Pass	65.3%	21
Upper Hale	3.20	Knights Road	Farnborough Road	Upper Weybourne Lane	64.6%	22
Railway Station	1.20	Red Lion Way	Firgrove Hill	Weydon Lane	63.1%	23

Core Walking Zone	Walking route		From	To	Score	Rank
Upper Hale	3.16	Heath Lane	Alma Lane	Upper Hale Road	62.9%	24
Upper Hale	3.09	Upper Hale Road	Queens Lane	The Green	62.8%	25
Railway Station	1.18	Frensham Road	South Farnham Infant School	Lodge Hill Road	62.6%	26
Railway Station	1.11	Firgrove Hill	Abbey Street	Approach Road	61.9%	27
Upper Hale	3.04	Folly Hill	Lawday Link	Odiham Road	61.8%	28
Upper Hale	3.05	Odiham Road	Folly Hill	Beacon Hill Road	61.7%	29
Upper Hale	3.10	The Green	Upper Hale Road	Nutshell Lane	60.9%	30
Railway Station	1.12	Firgrove Hill	Approach Road	Alfred Road	60.6%	31
Upper Hale	3.13	Spring Lane	Grasmere Road	Upper Hale Road	59.3%	32
Railway Station	1.17	Frensham Road	Stream Farm Close	South Farnham Infant School	59.3%	32
Upper Hale	3.18	South Avenue	Willow Way	Farnborough Road	57.7%	34
Upper Hale	3.11	Farnham Park	Nutshell Lane	Scholars greenway	57.1%	35
Railway Station	1.14	Firgrove Hill	Old Farnham Lane	Ridway Road	56.1%	36
Upper Hale	3.07	Upper Hale Road	Lawday Link	Hale Nursery and Primary Academy	54.6%	37
Railway Station	1.09	Menin Way - Great Austins	Waverley Lane	Old Farnham Lane	54.3%	38
Upper Hale	3.01	Old Park Lane	University of Creative Arts	Old Park Lane	49.1%	39
Upper Hale	3.17	Bethel Close	Heath Lane	Wiflow Lane	45.3%	40
Upper Hale	3.02	Old Park Lane	Castle Hill	Folly Hill	44.3%	41

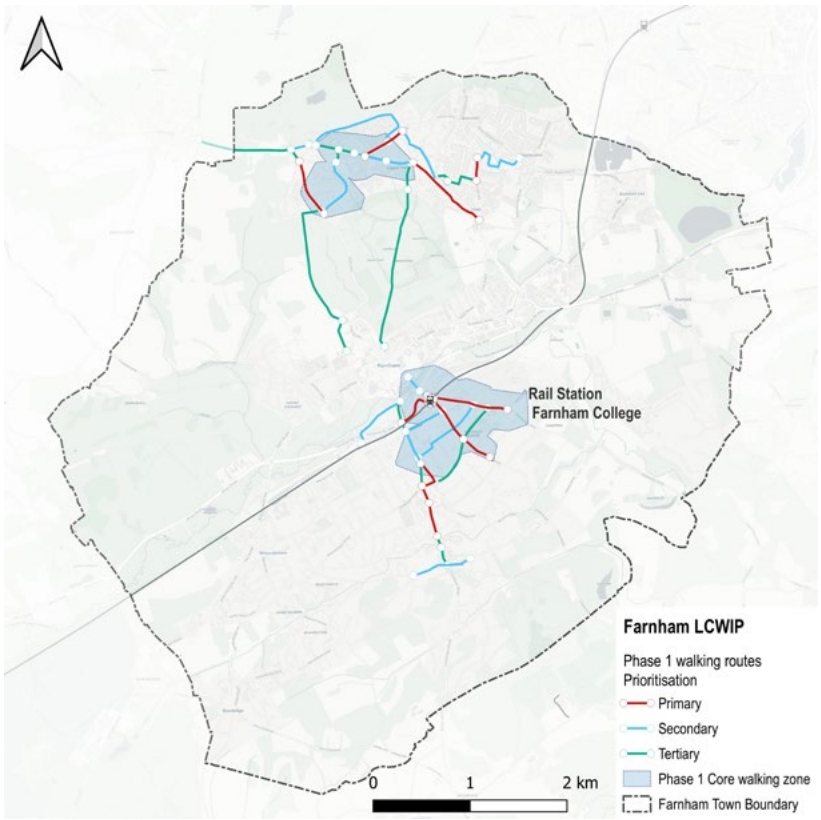


Figure 80. Suggested prioritisation of the Phase 1 walking links

Indicative Cost Estimates

Methodology

Outline costs were estimated for the proposed design measures. The estimates are reflective of the early concept stage and intended to provide an indicative, rough order-of-magnitude cost only. Costs can vary significantly depending on local site conditions.

Depending on the type of intervention, costs were estimated by two methods:

Readily Available Unit Cost Information

Where available, unit cost information for common types of infrastructure improvements were obtained from data from DfT[1], Wiltshire Council[2], and Greater Manchester[3] (e.g. type of crossing, type of cycle facility). Cost estimates were then calculated based on the approximate quantity of facilities proposed (e.g., number of toucan crossings, kilometres of cycle track). For these costs, it was assumed that the indicative unit cost available included all aspects of installation, such as allowances for preliminaries, risk, costs associated with the need for utility diversions, etc. Where the data source provided a range of costs, the high cost was used to provide a more conservative estimate at this early concept stage.

Costing for Bespoke Elements

For scheme elements where unit cost information was not readily available, more bespoke estimates were developed. These cost estimates include allowances for items which can currently be quantified (at initial concept design level), unknown or unquantifiable items, and risk. The estimates included the following assumptions:

Quantifiable items (the basic costs of a scheme before allowing for risks):

- Engineering judgement was used to estimate material quantities (what would be covered by multiple items in a standard bill of quantities developed in detailed design[4]).

Unknown or unquantifiable items:

- Allowance for those items which have not or cannot be quantified at this stage of design (25% of quantified costs).
- Allowance for preliminaries and traffic management (15% of quantified costs).
- Allowance for risk (20% of quantified costs).
- Allowance for statutory undertakers diversions (15% of quantified costs).

Other assumptions:

- Each option is delivered individually and so no estimate of the efficiency from a combined delivery is applied.
- Prices from different sources were adjusted to a 2022 (Q2) base year for all costs using inflation rates from the Consumer Price Index (CPI).
- Does not include costs associated with the need for third party land acquisition (if required).
- Assumes a standard material palette. Higher specification or a heritage materials palette may be preferred in some areas, which would be considered in detailed design and may require additional cost.
- Where alternative options are noted in the initial concepts, only the indicative cost of the main proposal is included.
- A contingency of 40% is included to provide allowance for unknowns at this early stage of optioneering.
- Design/consultancy fees are assumed to be 18% of capital costs.
- Site supervision fees are assumed to be 12% of capital costs.
- An inflation estimate of 14% was applied, assuming project completion in 4Q 2027.[5]
- An optimism bias of 44% is included, as per UK Treasury guidance for early stage civil engineering projects.[6]

1 Typical costs of cycling interventions, Interim analysis of Cycle City Ambition schemes, January 2017.
2 Costs of highway works, Wiltshire Council (https://www.wiltshire.gov.uk/highways-works-cost)
3 Greater Manchester Cycling design guidance, March 2014.

4 An example would be length of kerbing or area of new carriageway. Kerbing was estimated as a combined single rate but in later stages this would broken down to include the kerb, kerb bed, and kerb backing. For carriageway, the later stages would separately identify formation, capping, sub-base, road base, and surfacing.

5 Inflation estimate makes allowances in line with the TPI indices produced/published by the BCIS which includes their future predictions of construction inflation trends.
6 HM Treasury, Guide to Development of the Project Business Case

Estimated costs were tabulated by Core Walking Zone and cycle route. Therefore, each Core Walking Zone/cycle route and each mode (walking and cycling) were evaluated separately. This method provided a stand alone cost for each Core Walking Zone and cycle route so they may be considered independently. However, if viewed as a network-wide package of improvements, there is opportunity for savings associated with a combined delivery programme.

Table 16. Indicative high level costs for the proposed cycling improvements

		Corridor 1: West Street[1]	Corridor 1b: West Street alternate alignments	Corridor 2: Falkner Rd / Long Gardens / Park Row	Corridor 3: Folly Hill	Corridor 3b: Alternate via Old Park Rd	Corridor 4: Weybourne Road - Hale Road	Corridor 5: South Street / Station Hill[2]	Corridor 6: Waverley Lane	Total
Link Cost		£1,554,500	£1,059,200	£883,500	£2,220,200	£2,033,700	£4,069,200	£1,135,100	£662,800	£13,618,200
Junction Cost		£496,600	£129,000	£171,900	£38,700	£-	£496,500	£359,440	£331,600	£2,023,740
Total Base Capital Cost (2022 £)		**£2,051,100**	**£1,188,200**	**£1,055,400**	**£2,258,900**	**£2,033,700**	**£4,565,700**	**£1,494,540**	**£994,400**	**£15,641,940**
Contingency	40%	£820,500	£475,300	£422,200	£903,600	£813,500	£1,826,300	£597,900	£397,800	£6,257,100
Design / consultancy fees	18%	£369,200	£213,900	£190,000	£406,700	£366,100	£821,900	£269,100	£179,000	£2,815,900
Site supervision	12%	£246,200	£142,600	£126,700	£271,100	£244,100	£547,900	£179,400	£119,400	£1,877,400
Land (not included)		£-	£-	£-	£-	£-	£-	£-	£-	£-
Subtotal (2022 £, rounded)		**£3,487,000**	**£2,020,000**	**£1,795,000**	**£3,841,000**	**£3,458,000**	**£7,762,000**	**£2,541,000**	**£1,691,000**	**£26,595,000**
Inflation: Mobilisation 3Q2025 and completion 4Q2027	14.4%	£502,710	£291,217	£258,780	£553,745	£498,529	£1,119,023	£366,328	£243,786	£3,834,118
Total Costs including Inflation		£3,989,710	£2,311,217	£2,053,780	£4,394,745	£3,956,529	£8,881,023	£2,907,328	£1,934,786	£30,429,118
Optimism Bias	44%	£1,755,500	£1,017,000	£903,700	£1,933,700	£1,740,900	£3,907,700	£1,279,300	£851,400	£13,389,200
Total Estimated Scheme Cost (rounded)		**£5,750,000**	**£3,330,000**	**£2,960,000**	**£6,330,000**	**£5,700,000**	**£12,790,000**	**£4,190,000**	**£2,790,000**	**£43,840,000**

1 excludes West Street east of The Hart (town centre scheme)
2 excludes South Street & Bear Lane segments (town centre scheme); excludes potential measures at railway level crossing (long-term aspiration and potential to address through potential future station development)

The indicative cost estimates for the package of improvements along each cycle route and Core Walking Zone are presented in Table 16 and Table 17, respectively. The unit cost references are summarised in “Appendix 6: Indicative Cost Estimates” on page 158.

Cost estimates will be revised in future stages as the schemes are developed, the proposals are more defined and more information is known.

The difference between the cost estimates for the two Core Walking Zones is due to the different extent of the proposals and the different character of the two areas. Railway Station & Farnham College CWZ extends along 8.3km of the local network and the proposed interventions were more localised (crossing improvements and short sections of footway improvements). Upper Hale CWZ extends along 12.3km of the local network, including off-carriageway paths to the Town Centre that required improvements.

Additionally Upper Hale CWZ was extended (as per stakeholder request) to the Weybourne area to improve access to the schools which required significant improvements for road safety, increasing the cost estimate.

Table 17. Indicative high level costs for the proposed walking improvements

		CWZ 1. Railway Station & Farnham College CWZ	CWZ 2. Upper Hale CWZ[1]	Total
Link Cost		£3,481,100	£8,246,400	£11,727,500
Junction Cost		£1,549,500	£1,519,750	£3,069,250
Total Base Capital Cost (2022 £)		**£5,030,600**	**£9,766,150**	**£14,796,750**
Contingency	40%	£2,012,300	£3,906,500	£5,918,800
Design / consultancy fees	18%	£905,600	£1,758,000	£2,663,600
Site supervision	12%	£603,700	£1,172,000	£1,775,700
Land (not included)		£-	£-	£-
Subtotal (2021 £, rounded)		**£8,553,000**	**£16,603,000**	**£25,156,000**
Inflation: Mobilisation 3Q2025 and completion 4Q2027	14.4%	£1,233,059	£2,393,603	£3,626,662
Total Costs including Inflation		£9,786,059	£18,996,603	£28,782,662
Optimism Bias	44%	£4,305,900	£8,358,600	£12,664,500
Total Estimated Scheme Cost (rounded)		**£14,095,000**	**£27,360,000**	**£41,455,000**

1 Cost estimates include the walking corridors to the Town Centre via Farnham Park and Old Park Lane.


WOLF

9. Next Steps

Next Steps

The LCWIP report should be used to support the case for further stages of design, assessment and stakeholder engagement and secure funding to progress improvements for the corridors identified. As an LCWIP is intended to facilitate a long-term approach to developing active travel proposals over a period of approximately 10 years, all of the corridors identified within the active travel network maps are recommended to progress to concept design at an appropriate time in the life of the LCWIP implementation. Whilst Phase 1 corridors have been progressed to concept designs the ultimate aim is to also deliver Phase 2 and Phase 3 corridors too. New opportunities to further expand the proposed network should also be considered, including corridors not identified within the current LCWIP, with the aim to deliver a high-quality network which reflects an appropriate mesh density.

Feasibility Design

The next stage of LCWIP implementation will be to advance the design concepts to feasibility design. This will allow a more detailed review of individual routes or interventions, evaluation of constraints, and refinement of the proposed design measures. There are several potential approaches to prioritising work in the next stage, such as:

Option 1: Advance Priority Routes in Full

This approach would seek to advance the routes identified as highest priority, including the full package of proposed interventions.

Option 2: Prioritise / Advance Individual Interventions

This approach would break down the routes into smaller segments or individual interventions. This would allow a more refined prioritisation process to target areas of highest need or the weakest links of the network. Implementation would therefore be targeted where it is expected to deliver the most significant overall improvement and deliver the highest value for money.

Option 3: Quick Wins

This approach would review individual proposed interventions and identify potential 'quick wins' which could be implemented in the short term relatively easily. As with Option 2, this approach could focus on the priority routes or identify potential quick wins across the entire LCWIP network.

Beyond concept design

During this process, and subsequent design phases, stakeholder engagement will continue to be a key element of developing high-quality and attractive routes for local users. The progression of these schemes, either as a work package or individual schemes, will likely be subject to external factors such as funding applications or potential inter-dependencies with other proposals within the local area.

The LCWIP should be reviewed and updated periodically, particularly in response to significant changes in local circumstances, such as the publication of new policies or strategies. However, engagement with SCC, WBC and FTC has been undertaken during the development of the LCWIP to provide alignment and future-proofing with regards to key transport and local policies.

The LCWIP outputs will be integrated into local planning and transport policies, strategies and delivery plans, as per the DfT guidance. Additional active travel opportunities may also be identified and incorporated into the LCWIP in response to major new development sites, and as walking and cycling networks mature and expand.

The key outputs for an LCWIP are network plans for key walking and cycle corridors and a prioritised programme of infrastructure improvements at concept design stage. Once funding opportunities are secured, the proposed improvements can progress to preliminary and detail design phases for implementation.

Liveable Neighbourhoods

SCC are currently in the preliminary stages of identifying suitable neighbourhoods within the county to trial liveable neighbourhoods (LNs). LNs will be groups of residential streets, bordered by main or "distributor" roads, where "through" motor vehicle traffic is discouraged or removed. Not only will this help residential streets build a sense of place, but it will increase the walkability of streets and improve cycling conditions on these streets.

Figure 81. Example of Liveable Neighbourhoods

The work on LNs will be complementary to LCWIP work, as it will provide more localised walking and cycling route connections and improve the permeability of Surrey's walking and cycling network, whilst delivering additional benefits such as a reduction in air and noise pollution, collision rates, increased community activity and increased physical activity of residents.

Funding Opportunities

There are a number of potential sources of funding available to deliver improvements identified in a LCWIP.

Government grants: Government frequently provides opportunities for local authorities to bid competitively for funding opportunities, with differing themes and objectives depending on the focus of the funding such as Emergency Active Travel Fund, the Active Travel Fund and the Active Travel England (ATE). In the case of ATE, quality route proposals are needed to secure funding which by and large must be compliant with LTN1/20. Government funding can also be made available for active travel improvements such as the cycle rail fund to improve cycle facilities at railway stations.

Developer funding: Through the Planning process, the council as Local Planning Authority will negotiate with developers in order to mitigate any potential impacts of new development or accommodate the expected increased travel demand, especially walking, cycling and public transport. Developers are asked to pay for, or contribute towards, the cost of the additional infrastructure required. The level of contribution will be related to the scale of the new development and its impact on the local area. For transport, these specific funds can be secured via a legal (Section 106 and Community Infrastructure Levy (CIL)) agreement or works can be agreed that the developer fully pays for.

Other sources may include surplus parking income or Local Economic Partnership (LEP) funding.


END OF
ROUTE
30

10. Appendices

Appendix 1: Background Information Maps
Appendix 2: Multi-Criteria Assessment Framework (MCAF)
Appendix 3: Route Selection Tool (RST)
Appendix 4: Walking Route Audit Tool (WRAT)
Appendix 5: First phase assessments
Appendix 6: Indicative Cost Estimates
Appendix 7: Stakeholder comments

Appendix 1: Background Information Maps

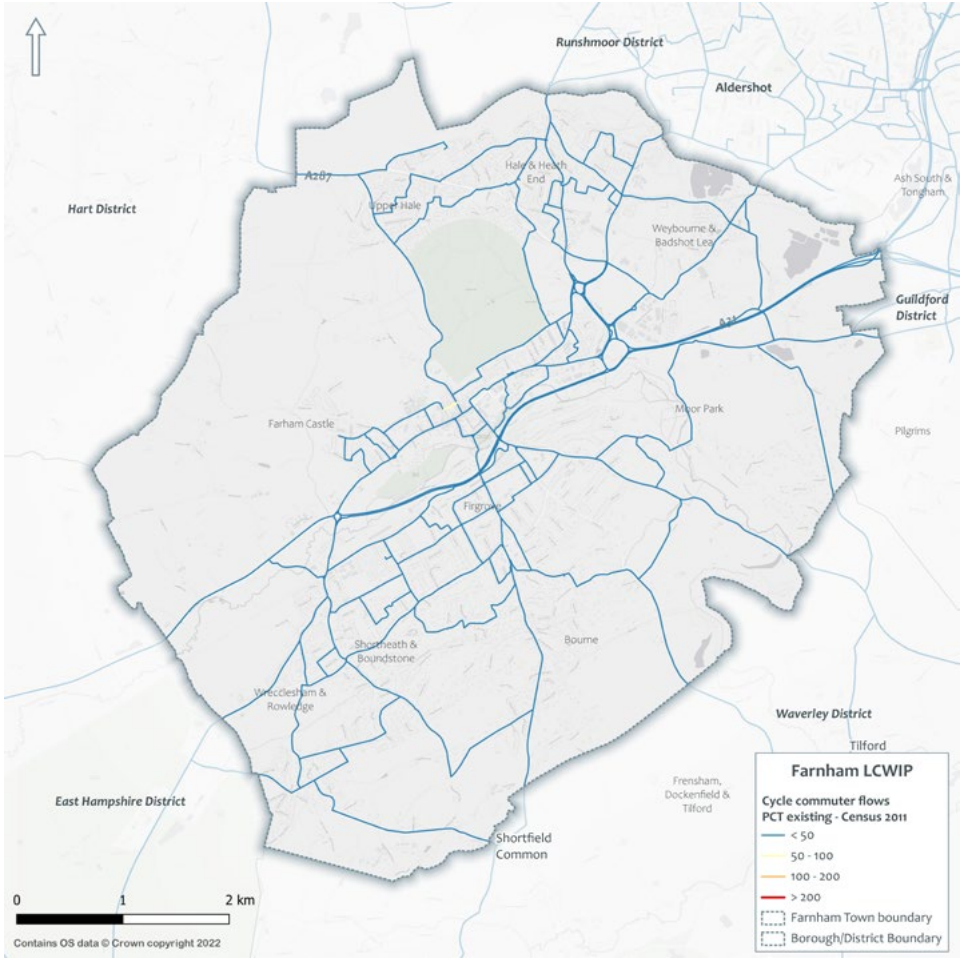


Figure 82. PCT cycle commuter flows - existing

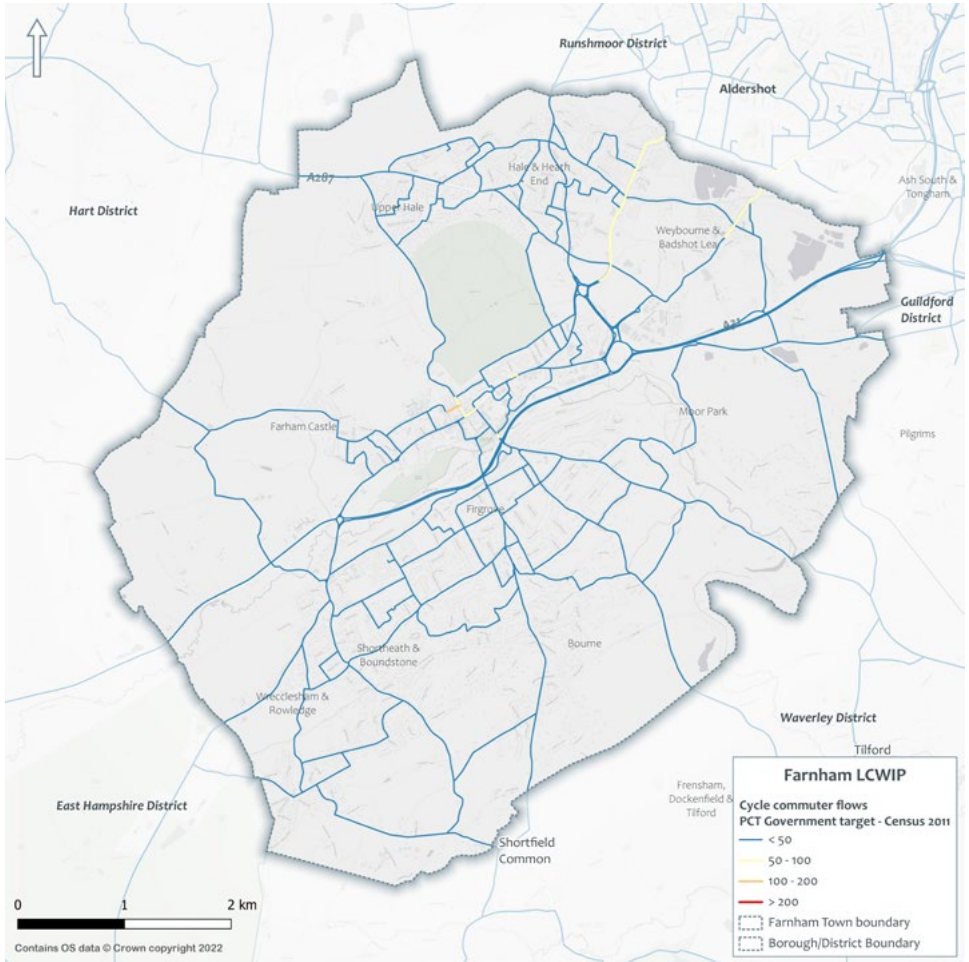


Figure 83. PCT cycle commuter flows - Government Target

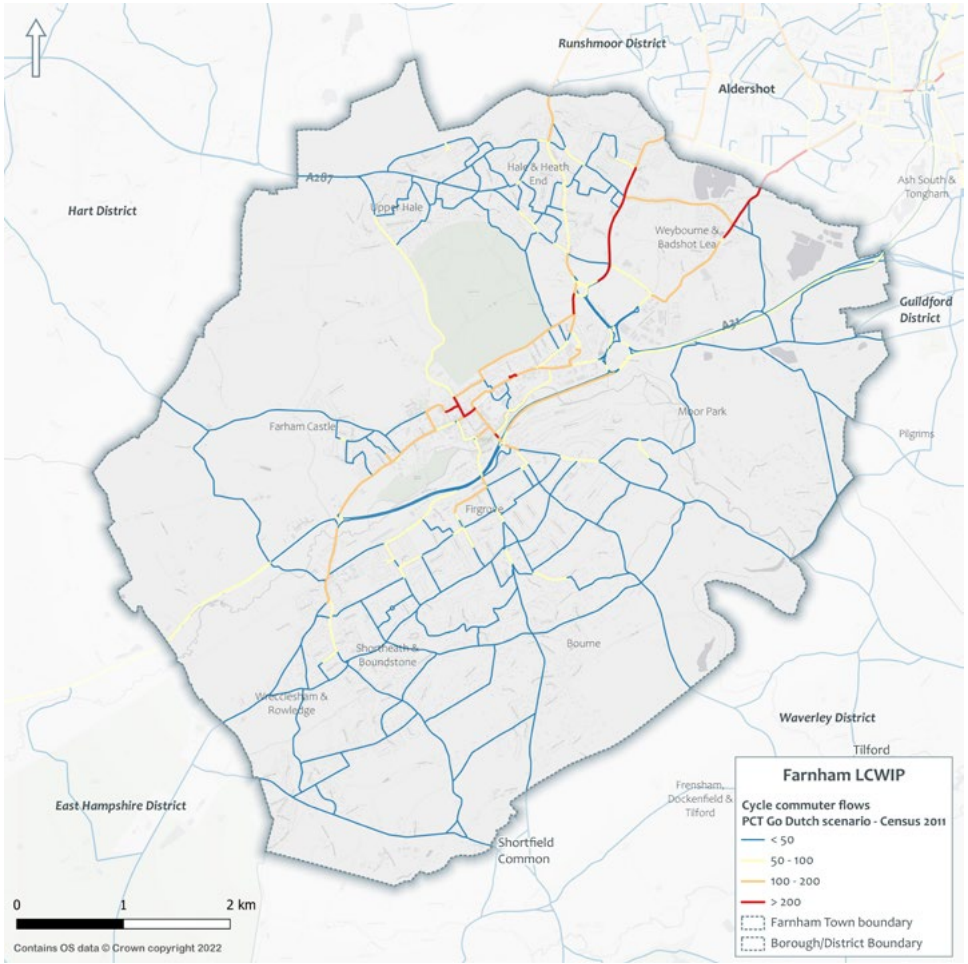


Figure 84. PCT cycle commuter flows - Go Dutch Scenario

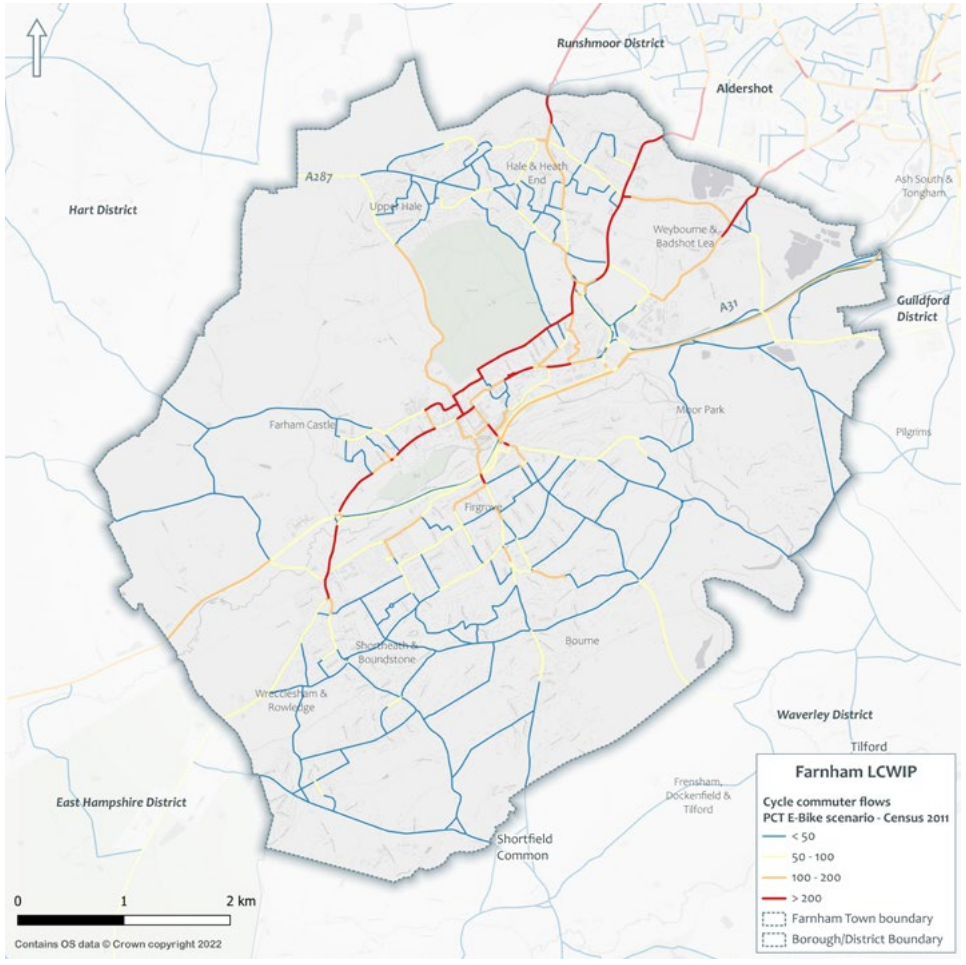


Figure 85. PCT cycle commuter flows - E-Bike Scenario

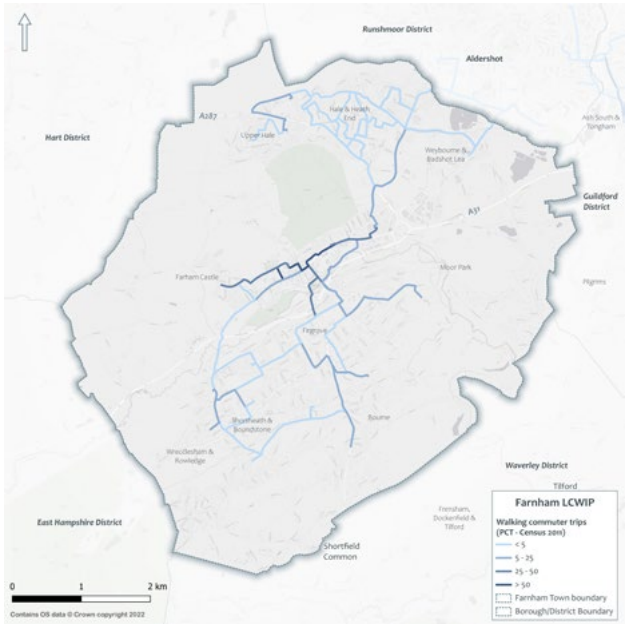


Figure 88. PCT walking commuter trips

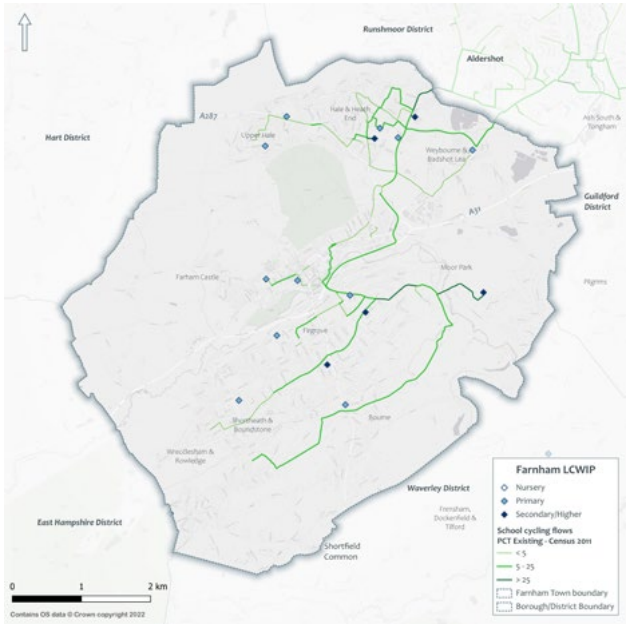


Figure 89. PCT travel to school data - school cycling flows

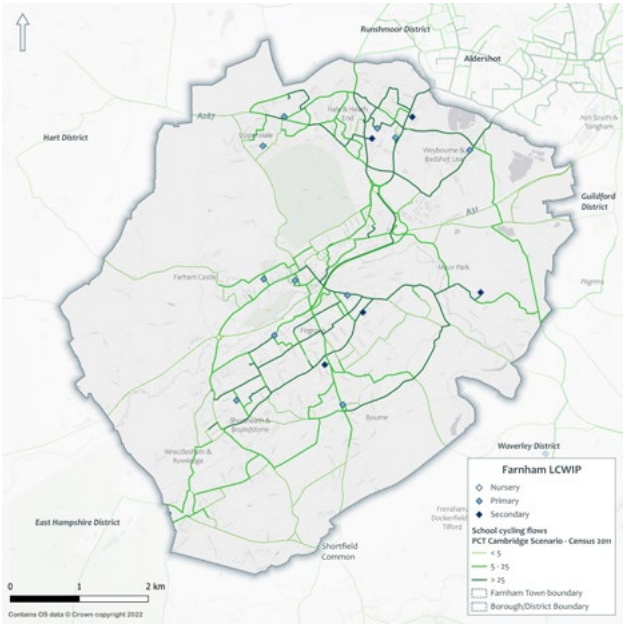


Figure 90. PCT travel to school data - school cycling flows Cambridge Scenario

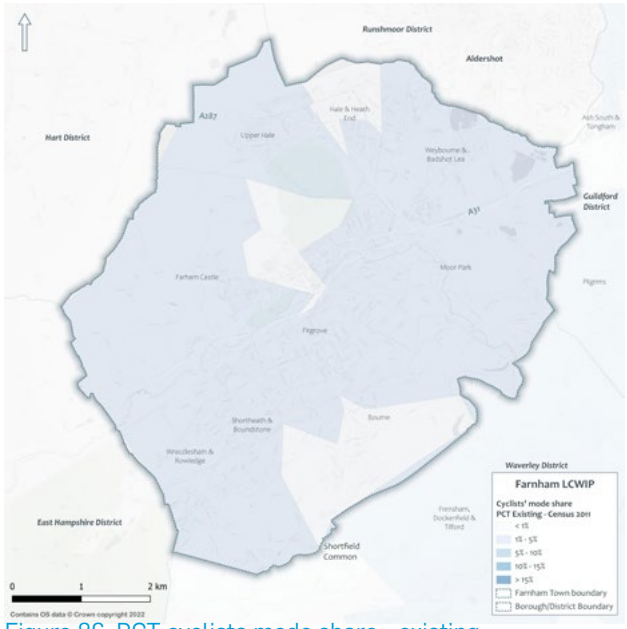


Figure 86. PCT cyclists mode share - existing

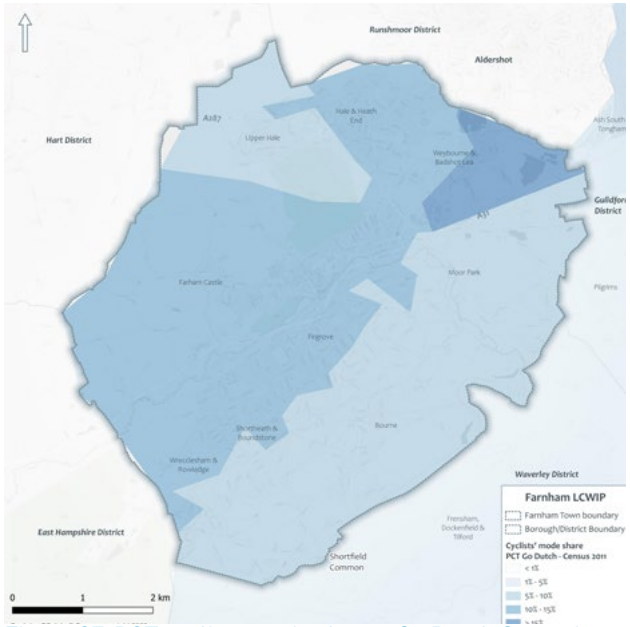


Figure 87. PCT cyclists mode share - Go Dutch Scenario

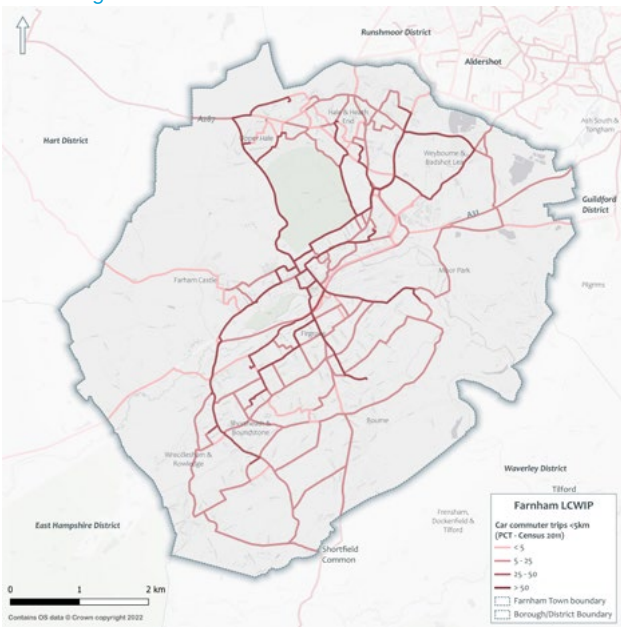


Figure 91. PCT short car commuter trips <5km

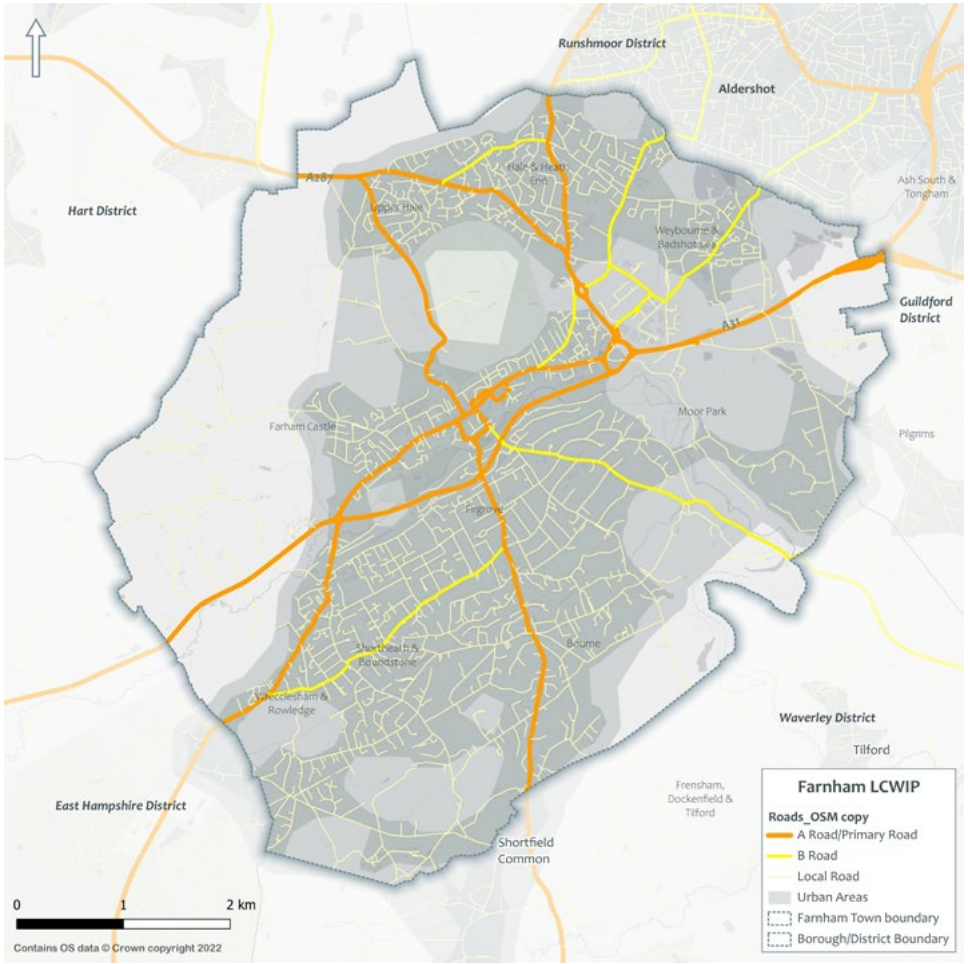


Figure 92. Road network within Farnham

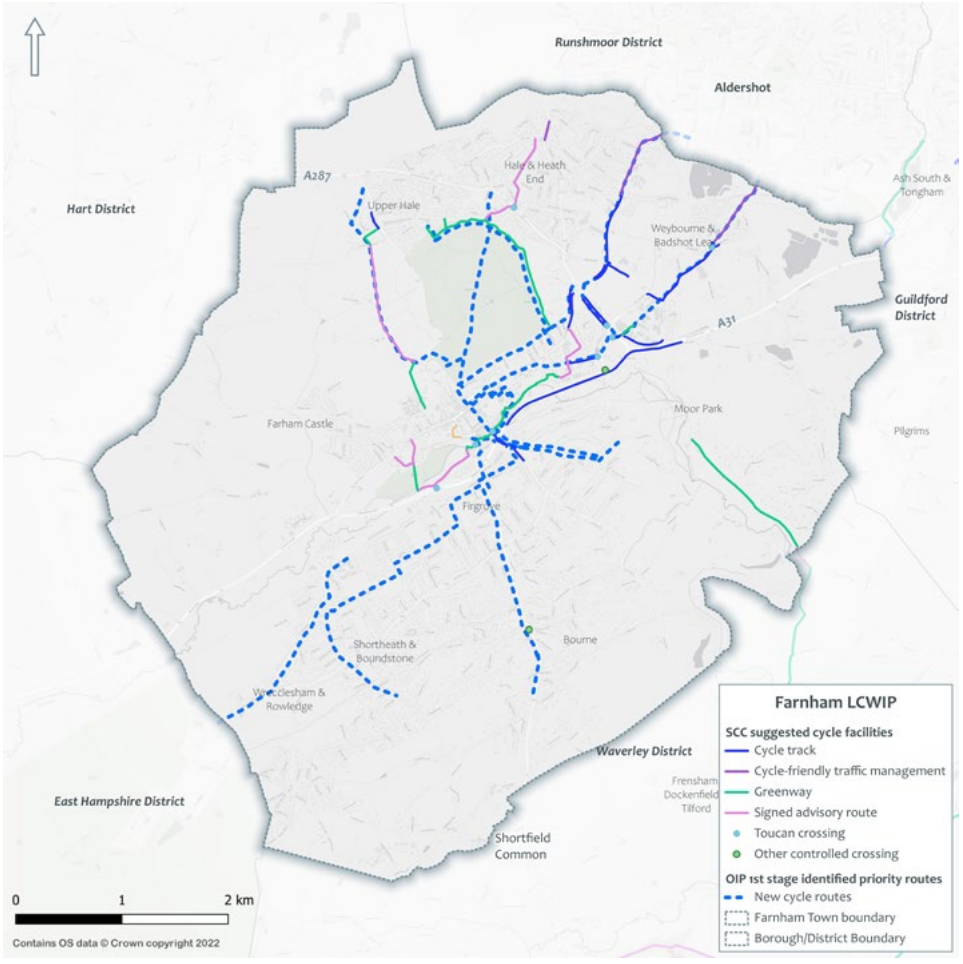


Figure 93. SCC suggested infrastructures

Appendix 2: Multi-Criteria Assessment Framework (MCAF)

Table 18. MCAF table

Cycle Corridors									Selected Criteria		
Criterion		Link performance			Schools		Demand	Cycle Network			
Description		Commercial areas served by corridor	Development Areas (number of dwellings)	Rail Station access (number of stations within 400m of route)	Number of Schools along corridor	School PCT (Go Dutch, number of daily school trips)	PCT Tool (eBike, number of daily commuters)	Inclusion in other workstreams			
Rating Rules	Length (km)	1 : no obvious ones 2 : a small number e.g. small parade of shops 3 : several e.g. a town centre	1 = no housing units 2 = less than 100 3 = over 100	1: None 2: one station, Farnham Railway Station	1: < 1 2: < 2 3: ≥ 2	1= 0-150 2= 150-300 3= >300	1= 0-150 2= 150-300 3= >300	3: OIP & Waverley 2: OIP or Waverley 1: none	Total Score	% Score	Rank (ascending)
Weighting		2	1	2	2	3	3	2			
Max Score		3	3	2	3	3	3	3	43	100%	
1. Red Lion Lane	1.4	2	1	2	2	1	1	2	23	53%	23
2. Crondall Lane	0.3	2	1	1	2	1	1	1	19	44%	35
3. Hale Road/Farnborough Road	1.9	3	1	1	2	3	2	1	30	70%	4
4. Greenfield Road	1.2	2	1	2	2	2	1	1	24	56%	20
5. Borrellis Walk	1.1	2	3	2	2	2	1	2	28	65%	10
6. South Street Station Hill	0.6	1	3	2	2	3	2	1	30	70%	4
7. Alma Lane	2.0	2	1	1	3	2	1	3	28	65%	10
8. Upper Hale Road	3.1	3	1	1	2	3	1	1	27	63%	12
9. Moor Park House Way	1.4	2	1	2	1	1	1	1	19	44%	35
10. Firgrove Hill	1.8	2	2	1	3	1	2	3	29	67%	6
11. Guildford Road	2.9	2	1	1	2	1	1	1	19	44%	35
12. Moor Park Lane/Moor Park Way	0.9	2	1	1	1	2	1	1	20	47%	33
13. Scholar's Greenway	1.3	2	2	1	1	1	2	3	25	58%	15
14. Moor Park Lane	1.4	1	1	1	1	1	1	1	15	35%	38
15. West Street/The Borough	1.2	1	3	1	3	2	2	2	29	67%	6

Cycle Corridors									Selected Criteria		
Criterion		Link performance			Schools		Demand	Cycle Network			
Description		Commercial areas served by corridor	Development Areas (number of dwellings)	Rail Station access (number of stations within 400m of route)	Number of Schools along corridor	School PCT (Go Dutch, number of daily school trips)	PCT Tool (eBike, number of daily commuters)	Inclusion in other workstreams			
Rating Rules	Length (km)	1 : no obvious ones 2 : a small number e.g. small parade of shops 3 : several e.g. a town centre	1 = no housing units 2 = less than 100 3 = over 100	1: None 2: one station, Farnham Railway Station	1: < 1 2: < 2 3: ≥ 2	1= 0-150 2= 150-300 3= >300	1= 0-150 2= 150-300 3= >300	3: OIP & Waverley 2: OIP or Waverley 1: none	Total Score	% Score	Rank (ascending)
16. Long Garden/Castle Street	1.1	3	1	1	3	2	3	2	34	79%	2
17. The Hart	0.2	2	1	2	3	1	3	1	29	67%	6
18. Downing Street	0.3	1	1	1	2	1	2	2	22	51%	29
19. St James Ave/Guildford Road	0.9	2	1	1	1	1	2	2	22	51%	29
20. Hale Trail	2.1	2	1	1	2	1	1	3	23	53%	23
21. Weybourne Road	2.7	2	1	1	3	3	2	3	34	79%	2
22. Bagshot Lea Road	2.3	3	2	1	2	3	3	3	38	88%	1
23. West Street/Coxbridge Rbt	0.5	2	3	1	1	1	2	2	24	56%	20
24. Crown Lane	0.8	2	2	1	2	1	1	2	22	51%	29
25. Weydon Lane E	0.8	2	1	1	2	1	1	2	21	49%	32
26. Dounstone Road/Burnt Hill Road	3.8	2	1	1	2	3	1	1	25	58%	15
27. Lodge Hill Road/Monks Walk	2.0	2	1	1	2	3	1	1	25	58%	15
28. Waverley Lane	1.7	2	1	1	3	3	1	2	29	67%	6
29. Green Lane	0.6	2	1	1	2	1	1	3	23	53%	23
30. Lower Weybourne Lane	1.1	2	1	1	3	1	1	2	23	53%	23
31. Wrecclesham Road	0.6	2	3	1	2	1	1	2	23	53%	23
32. Borelli Walk (Centre Car Park)	0.3	1	1	1	2	1	2	1	20	47%	33
33. Long Bridge Road	0.4	2	1	1	2	1	2	2	24	56%	20
34. Borelli Walk (Brightwells)	0.4	2	3	2	2	1	1	3	27	63%	12
35. Bear Lane - Folly hill	2.6	2	3	2	2	1	1	3	27	63%	12
36. Weydon Lane W	0.6	2	1	2	2	1	1	2	23	53%	23
37. A325	0.7	2	2	1	2	1	2	2	25	58%	15
38. Old Park Lane	2.3	3	3	1	2	1	1	2	25	58%	15

Core Walking Zones													Total Score	% Score						
Criterion	Access to Key Destinations				Potential Demand			Existing Ped Quality		Stakeholder Input										
Description	Other key trip attractors (pubs restaurants, youth centres, local retail, health facilities, destination hubs)	Schools	Bus Stops (# of stops)	Supplementary walking routes (emerging from the CWZ)	Development Sites	Total Population	Total Workplace Popultion	Posted Speed (maximum speed within the CWZ)	Traffic Flows (maximum flows within the CWZ)	Online Input (within CWZ; # comments Commonplace Covid-19 Transport Survey, ped related)	OIP Study	WBC Priority areas								
Rating Rules	1: <10 destinations 2: 10-18 destinations 3: >18 destinations	1: <2 schoools/education facilities 2: 2 schoools/education facilities 3: >2 schoools/education facilities	1: <15 bus stops 2: 15 - 20 bus stops 3: >20 bus stops	1: <5 supplementary walking corridors 2: 5-7 supplementary walking corridors 3: >7 supplementary walking corridors	1: 0 Units 2: <100 Units 3: >100 Units	1: <3000 residents 2: 3000 - 4500 residents 3: >4500 residents	1: <1300 residents 2: 1300 - 2000 residents 3: >2000 residents	1: ≤ 20mph or off-street 2: > 20mph 3: ≥ 40mph	1: <7000 AADT 2: 7000 - 13000 AADT 3: >13000 AADT	1: no received comments 2: <5 comments & aggrements 3: >5 comments & aggrements	1: CWZ not included in the OIP 2: sections of the CWZ included in the OIP 3: most of the CWZ included in the OIP	1: CWZ not included in WBC proposals 2: sections of the CWZ included in WBC proposals 3: most of the CWZ included in WBC proposals	Total Score	% Score	Access Score	Demand Score	Existing Quality Score	Stakeholder Score	Total Weighted Score	Rank
Weighting	3	4	2	3	3	4	3	2	2	3	3	4			30%	35%	15%	20%	100%	
Max Score	3	3	3	3	3	3	3	3	3	3	3	3	108	100%						
Farnham - Core Walking Zones Long List																				
CWZ A: Farnham Town Centre	3	2	2	3	3	3	3	1	3	3	3	3	98	91%	83%	100%	67%	100%	90.0%	1
CWZ B: Rail Station and Farnham College	3	3	3	2	3	3	3	3	2	3	2	1	92	85%	92%	100%	83%	63%	87.7%	2
CWZ C: The Pilgrim's Way School and Business Park	1	1	1	2	1	2	2	3	1	1	2	1	53	49%	42%	57%	67%	43%	51.0%	8
CWZ D: Wrecclesham	3	2	3	2	1	3	2	2	3	2	2	3	84	78%	81%	70%	83%	80%	77.2%	3
CWZ E: Rowledge	1	1	1	1	1	1	1	2	1	1	1	3	46	43%	33%	33%	50%	60%	41.2%	9
CWZ F: Upper Hale	2	2	3	3	2	3	1	2	3	1	2	2	77	71%	81%	70%	83%	57%	72.5%	4
CWZ G: Heath End	2	1	2	2	1	2	2	2	3	1	3	1	63	58%	56%	57%	83%	53%	59.7%	6
CWZ H: Weybourne	2	3	2	2	2	1	3	2	2	1	3	3	79	73%	78%	63%	67%	80%	71.5%	5
CWZ I: Badshot Lea	2	1	1	2	2	1	1	2	1	1	2	3	58	54%	50%	43%	50%	70%	51.7%	7

Appendix 3: Route Selection Tool (RST)

Selection of Phase 1 short list

Table 19. RST Northern Corridor Performance Scores

Criterion	Hale Road (A325)	Folly Hill
Directness	5.00	5.00
Gradient	0.18	0.30
Safety	0.82	1.34
Connectivity	4.23	3.52
Comfort	0.00	0.30
Critical Junctions	(6)	(2)
Total	**10.23**	**10.46**

Table 20. RST Southern Corridor Performance Scores

Criterion	Firgrove Hill	Waverley Lane
Directness	5.00	5.00
Gradient	0.52	2.93
Safety	1.00	0.52
Connectivity	5.00	5.00
Comfort	0.00	0.00
Critical Junctions	(6)	(5)
Total	**11.52**	**13.45**

Table 21. RST Eastern Corridor Performance Scores

Criterion	Weybourne Road	Badshot Lea Road
Directness	5.00	5.00
Gradient	2.84	1.03
Safety	1.84	1.30
Connectivity	3.61	4.40
Comfort	0.00	0.00
Critical Junctions	(4)	(5)
Total	**13.28**	**11.73**

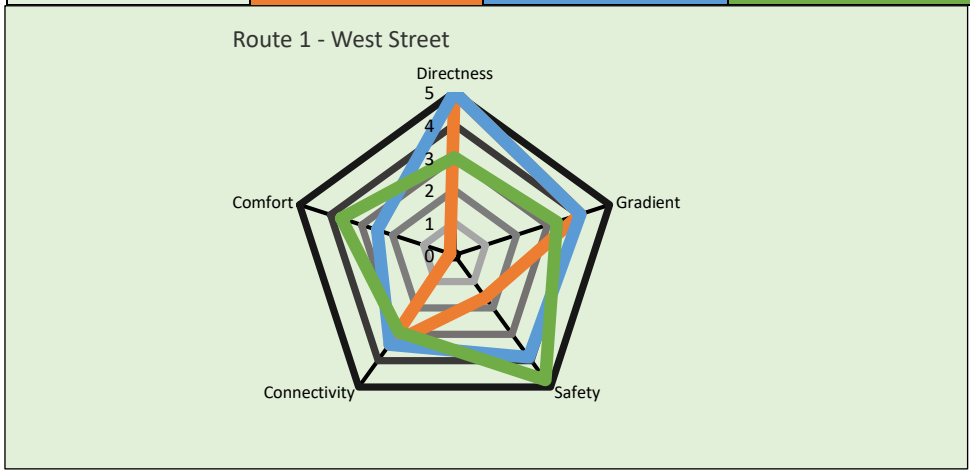
Short List - Comparison of Existing and Potential Interventions

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

ROUTE SUMMARY

Route Name	Route 1 - West Street
Overall Length	1.50
Name of Assessor(s)	Reed Sibley
Date of Assessment	06 July 2022

	Performance Scores		
Criterion	**Existing**	**Potential - Opt 1**	**Potential - Opt 2**
Directness	5.00	5.00	3.00
Gradient	4.05	4.05	3.30
Safety	1.60	3.87	4.73
Connectivity	3.39	3.39	2.91
Comfort	0.15	2.49	3.65
Total	14.19	18.80	17.59



Number of Existing Critical Junctions/Crossings	8
Number of Potential Critical	3
Number of Potential Critical	2

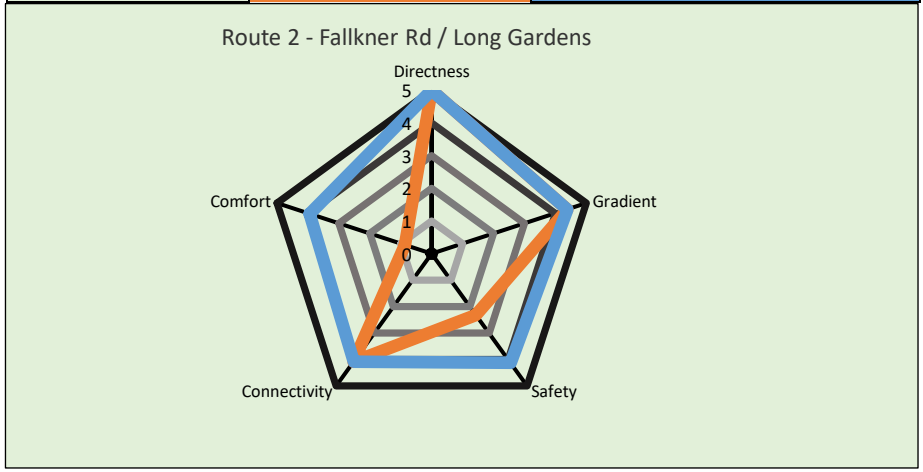
Table 22. RST summary for Route 1

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

ROUTE SUMMARY

Route Name	Route 2 - Fallkner Rd / Long Gardens
Overall Length	1.21
Name of Assessor(s)	Reed Sibley
Date of Assessment	06 July 2022

	Performance Scores	
Criterion	**Existing**	**Potential**
Directness	5.00	5.00
Gradient	4.39	4.39
Safety	2.32	4.12
Connectivity	4.09	4.09
Comfort	0.87	3.95
Total	16.67	21.54



Number of Existing Critical Junctions/Crossings	2
Number of Potential Critical Junctions/Crossings	2

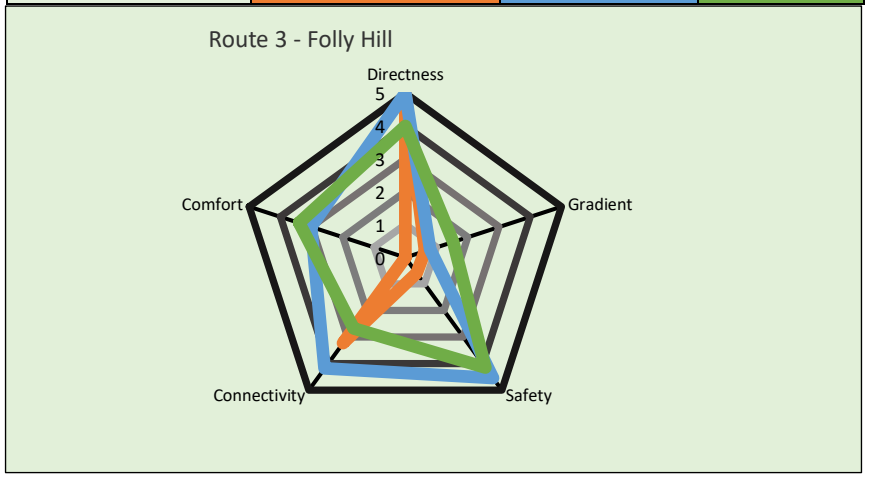
Table 23. RST summary for Route 2

Local Cycling and Walking Infrastructure Plan: Route Selection To

ROUTE SUMMARY

Route Name	Route 3 - Folly Hill
Overall Length	2.65
Name of Assessor(s)	Reed Sibley
Date of Assessment	06 July 2022

	Performance Scores		
Criterion	**Existing**	**Potential - Opt 1**	**Potential - Opt 2**
Directness	5.00	5.00	4.00
Gradient	0.63	0.80	1.53
Safety	0.59	4.54	4.15
Connectivity	3.23	4.18	2.68
Comfort	0.00	3.02	3.40
Total	9.45	17.54	15.76



Number of Existing Critical Junctions/Crossings	3
Number of Potential Critical Junctions/Crossings	4
Number of Potential Critical Junctions/Crossings	2

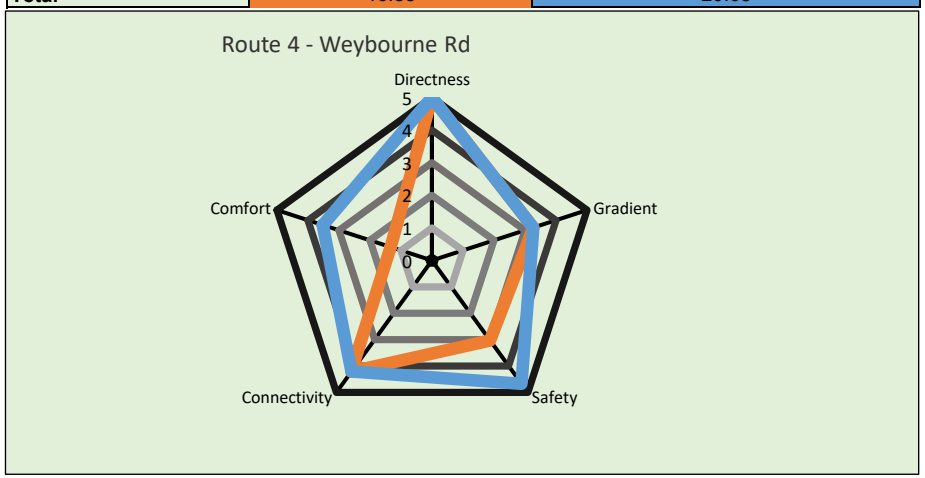
Table 24. RST summary for Route 3

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

ROUTE SUMMARY

Route Name	Route 4 - Weybourne Rd
Overall Length	3.25
Name of Assessor(s)	Reed Sibley
Date of Assessment	06 July 2022

	Performance Scores	
Criterion	**Existing**	**Potential**
Directness	5.00	5.00
Gradient	3.27	3.27
Safety	3.04	4.67
Connectivity	4.21	4.21
Comfort	1.33	3.52
Total	16.85	20.68



Number of Existing Critical Junctions/Crossings	5
Number of Potential Critical Junctions/Crossings	2

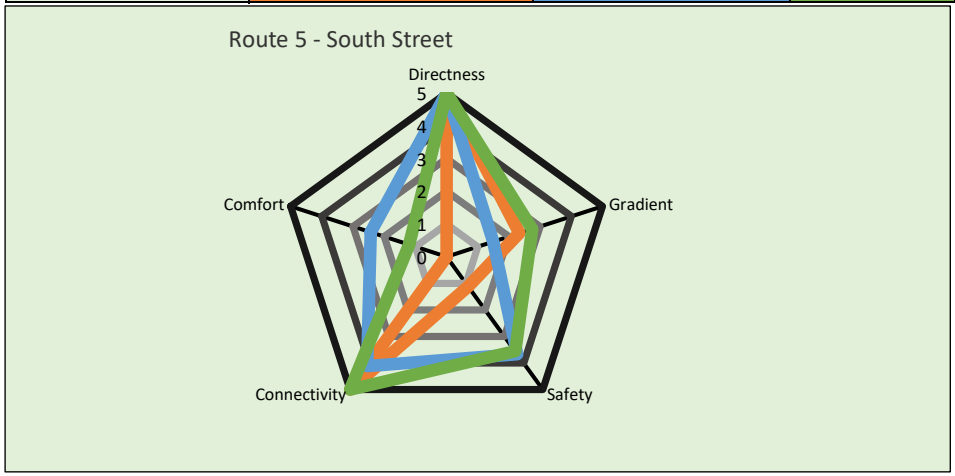
Table 25. RST summary for Route 4

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

ROUTE SUMMARY

Route Name	Route 5 - South Street
Overall Length	1.20
Name of Assessor(s)	Reed Sibley
Date of Assessment	06 July 2022

	Performance Scores		
Criterion	**Existing**	**Potential - Opt 1**	**Potential - Opt 2**
Directness	5.00	5.00	5.00
Gradient	2.33	1.49	2.75
Safety	1.11	3.67	3.56
Connectivity	5.00	4.12	5.00
Comfort	0.00	2.43	1.20
Total	13.45	16.71	17.51



Number of Existing Critical Junctions/Crossings	11
Number of Potential Critical Junctions/Crossings	6
Number of Potential Critical Junctions/Crossings	5

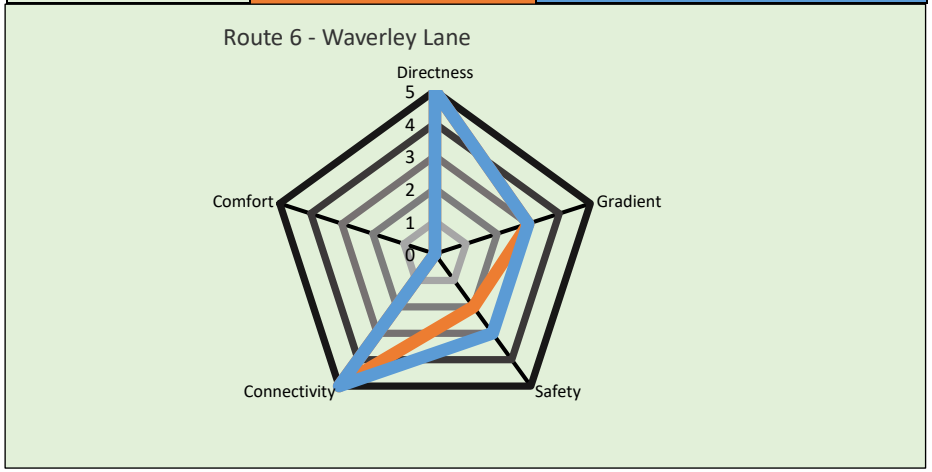
Table 26. RST summary for Route 5

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

ROUTE SUMMARY

Route Name	Route 6 - Waverley Lane
Overall Length	0.75
Name of Assessor(s)	Reed Sibley
Date of Assessment	06 July 2022

	Performance Scores	
Criterion	**Existing**	**Potential**
Directness	5.00	5.00
Gradient	3.00	3.00
Safety	2.00	3.00
Connectivity	5.00	5.00
Comfort	0.00	0.00
Total	15.00	16.00



Number of Existing Critical Junctions/Crossings	3
Number of Potential Critical Junctions/Crossings	2

Table 27. RST summary for Route 6

Appendix 4: Walking Route Audit Tool (WRAT)

Table 28. WRAT CWZs Comparison for prioritisation

Criterion	Railway Station & Fanrmahm College CWZ	Wrecclesham CWZ	Upper Hale CWZ
Total - Existing	60%	65%	64%
Total - Potential	72%	76%	76%

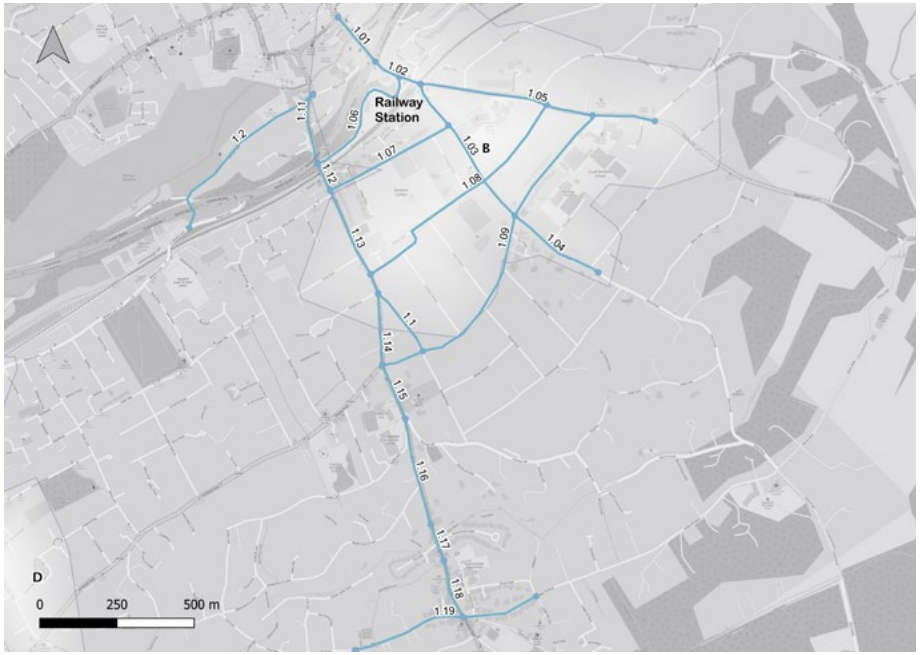


Figure 94. WRAT - CWZ Railways Station - Assessed routes

Figure 95. WRAT - CWZ Wrecclesham - Assessed routes

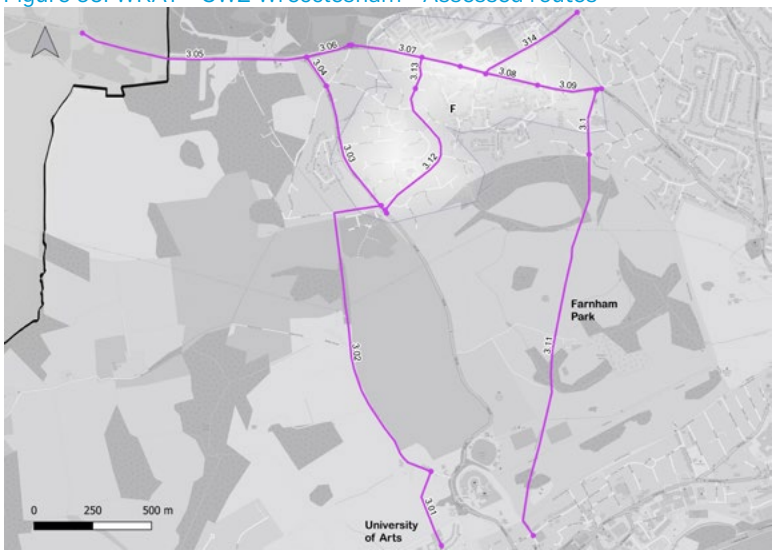


Figure 96. WRAT - CWZ Upper Hale - Assessed routes

Table 29. Railway Station & Farnham College CWZ - WRAT results

							Existing score					
							WRAT - PERCENTILE					
Core Wa	Route L	link	road_name	Start	End	length (m)	Attractiveness	Comfort	Directness	Safety	Coherence	Total
1. Railwa	8133	1.01	South Street	Union Road	Frnham By Pass	188	75%	65%	57%	50%	67%	64%
1. Railwa	8133	1.02	Station Hill	Frnham By Pass	Waverley Lane	166	58%	65%	36%	33%	33%	50%
1. Railwa	8133	1.03	Tilford Road	Station Hill	Menin Way	528	83%	60%	71%	67%	33%	66%
1. Railwa	8133	1.04	Tilford Road	Menin Way	Stoneyfileds	331	50%	50%	57%	67%	33%	52%
1. Railwa	8133	1.05	Waverley Lane	Station Hill	Old Compton Roa	772	83%	50%	79%	67%	17%	62%
1. Railwa	8133	1.06	Approach Roac	Station Hill	Firgrove Hill	465	17%	45%	71%	67%	33%	47%
1. Railwa	8133	1.07	Alfred Road	Tilford Road	Firgrove Hill	438	83%	70%	100%	83%	33%	78%
1. Railwa	8133	1.08	Longley-Morley	Waverley Lane	Firgrove Hill	825	83%	60%	79%	83%	17%	67%
1. Railwa	8133	1.09	Menin Way - G	Waverley Lane	Old Farnham Lan	984	83%	65%	79%	83%	33%	71%
1. Railwa	8133	1.10	Old Farnham L	Firgrove Hill	Great Austins	377	50%	25%	64%	83%	17%	45%
1. Railwa	8133	1.11	Figrove Hill	Abbey Street	Approach Road	233	67%	65%	79%	33%	17%	60%
1. Railwa	8133	1.12	Figrove Hill	Approach Road	Alfred Road	96	58%	65%	57%	50%	50%	59%
1. Railwa	8133	1.13	Figrove Hill	Alfred Road	Old Farnham Lan	369	50%	50%	57%	50%	17%	48%
1. Railwa	8133	1.14	Figrove Hill	Old Fanham Lane	Ridway Road	232	50%	65%	50%	33%	33%	52%
1. Railwa	8133	1.15	Fresham Road	Ridway Road	Vicarage Hill	190	83%	70%	57%	33%	17%	60%
1. Railwa	8133	1.16	Fresham Road	Vicarage Hill	Stream Farm Clos	353	50%	60%	57%	33%	33%	52%
1. Railwa	8133	1.17	Fresham Road	Stream Farm Clos	South Farnham In	123	75%	80%	71%	33%	17%	66%
1. Railwa	8133	1.18	Fresham Road	South Farnham In	Lodge Hill Road	198	75%	80%	64%	33%	83%	71%
1. Railwa	8133	1.19	Lodge Hill Roa	School Lane	Longdown Road	624	75%	50%	79%	83%	50%	66%
1. Railwa	8133	1.20	Red Lion Way	Firgrove Hill	Weydon Lane	641	67%	55%	50%	33%	17%	50%

Proposals score					
WRAT - PERCENTILE					
Attractiveness	Comfort	Directness	Safety	Coherence	Total
83%	95%	100%	50%	83%	88%
83%	85%	71%	33%	83%	76%
92%	80%	86%	67%	83%	83%
67%	60%	86%	67%	83%	71%
92%	80%	100%	67%	83%	86%
17%	55%	86%	67%	100%	60%
83%	85%	100%	100%	83%	90%
92%	75%	93%	83%	83%	84%
92%	70%	100%	83%	67%	83%
67%	60%	93%	83%	67%	72%
75%	70%	93%	33%	83%	74%
75%	80%	79%	50%	83%	76%
58%	70%	79%	50%	83%	69%
58%	75%	79%	33%	67%	67%
92%	85%	86%	33%	67%	79%
67%	65%	79%	33%	67%	66%
83%	80%	86%	33%	50%	74%
75%	80%	79%	33%	83%	74%
83%	70%	93%	83%	67%	79%
75%	70%	86%	33%	67%	71%

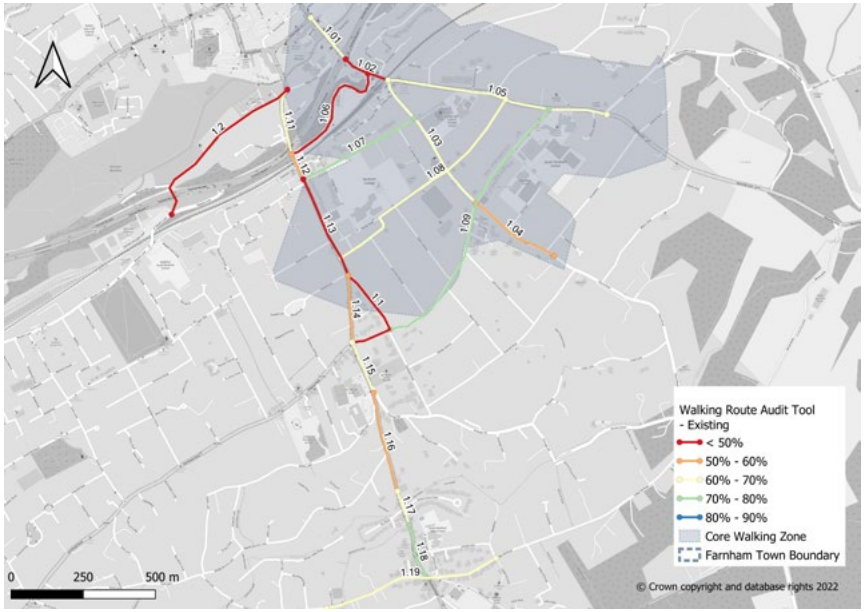


Figure 97. Railway Station & Farnham College CWZ - WRAT results - Existing

Figure 98. Railway Station & Farnham College CWZ - WRAT results - Proposals

Table 30. Upper Hale CWZ - WRAT results

							Existing score					
							WRAT - PERCENTILE					
Core Wa	Route Li	link	road_name	Start	End	length (m)	Attractiveness	Comfort	Directness	Safety	Coherence	Total
3. Upper	12335	3.01	Old Park Lane	University of Arts	Old Park Lane	342	50%	65%	100%	100%	83%	76%
3. Upper	12335	3.02	Old Park Lane	Castle Hill	Folly Hill	1441	42%	55%	100%	100%	83%	71%
3. Upper	12335	3.03	Folly Hill	Upper Old Park L	Lawday Link	614	58%	60%	64%	67%	33%	59%
3. Upper	12335	3.04	Folly Hill	Lawday Link	Odiham Road	150	50%	55%	57%	50%	33%	52%
3. Upper	12335	3.05	Odiham Road	Folly Hill	Beacon Hill Road	974	33%	60%	57%	33%	17%	47%
3. Upper	12335	3.06	Upper Hale Ro	Folly Hill	Lawday Link	188	25%	50%	57%	17%	33%	41%
3. Upper	12335	3.07	Upper Hale Ro	Lawday Link	Hale Nursery and	470	92%	80%	79%	67%	33%	76%
3. Upper	12335	3.08	Upper Hale Ro	Hale Nursery and	Queens Lane	339	75%	70%	43%	50%	17%	57%
3. Upper	12335	3.09	Upper Hale Ro	Queens Lane	The Green	276	67%	70%	64%	50%	17%	60%
3. Upper	12335	3.10	The Green	Upper Hale Road	Nutshell Lane	278	67%	55%	71%	100%	33%	64%
3. Upper	12335	3.11	Farnham Park	Nutshell Lane	Scholars greenwa	1672	83%	70%	100%	100%	83%	84%
3. Upper	12335	3.12	Drovers Way -	Folly Hill	Grasmere Road	668	58%	50%	57%	50%	50%	53%
3. Upper	12335	3.13	Spirng Lane	Grasmere Road	Upper Hale Road	140	50%	55%	100%	83%	17%	64%
3. Upper	12335	3.14	Alma Lane	Upper Hale Road	Heath Lane	472	83%	75%	57%	83%	33%	69%
3. Upper	12335	3.15	Sandy Hill Roa	Upper Hale Road	Alma Lane	1240	75%	65%	71%	83%	17%	66%
3. Upper	12335	3.16	Heath Lane	Alma Lane	Upper Hale Road	654	50%	40%	71%	83%	17%	52%
3. Upper	12335	3.17	Bethel Close	Heath Lane	Wiflow Lane	200	42%	55%	64%	100%	33%	57%
3. Upper	12335	3.18	South Avenue	Wiflow Way	Farnborough Roa	369	75%	70%	79%	83%	17%	69%
3. Upper	12335	3.19	Farnborough R	South Avenue	North Avenue	239	83%	65%	57%	50%	50%	64%
3. Upper	12335	3.20	Knights Road	Farnborough Roa	Upper Weybourne	693	83%	65%	71%	83%	0%	66%
3. Upper	12335	3.21	Upper Hale Ro	The Green	Farnborough Roa	916	42%	60%	64%	17%	33%	50%

							Proposals score					
							WRAT - PERCENTILE					
Core Wa	Route Li	link	road_name	Start	End	length (m)	Attractiveness	Comfort	Directness	Safety	Coherence	Total
3. Upper	12335	3.01	Old Park Lane	University of Arts	Old Park Lane	342	92%	80%	100%	100%	100%	91%
3. Upper	12335	3.02	Old Park Lane	Castle Hill	Folly Hill	1441	83%	75%	100%	100%	83%	86%
3. Upper	12335	3.03	Folly Hill	Upper Old Park L	Lawday Link	614	67%	80%	93%	67%	67%	78%
3. Upper	12335	3.04	Folly Hill	Lawday Link	Odiham Road	150	50%	60%	71%	50%	50%	59%
3. Upper	12335	3.05	Odiham Road	Folly Hill	Beacon Hill Road	974	33%	70%	79%	50%	50%	60%
3. Upper	12335	3.06	Upper Hale Ro	Folly Hill	Lawday Link	188	50%	85%	86%	17%	67%	69%
3. Upper	12335	3.07	Upper Hale Ro	Lawday Link	Hale Nursery and	470	92%	85%	86%	67%	67%	83%
3. Upper	12335	3.08	Upper Hale Ro	Hale Nursery and	Queens Lane	339	92%	90%	64%	50%	67%	78%
3. Upper	12335	3.09	Upper Hale Ro	Queens Lane	The Green	276	75%	80%	86%	50%	67%	76%
3. Upper	12335	3.10	The Green	Upper Hale Road	Nutshell Lane	278	92%	70%	93%	100%	100%	86%
3. Upper	12335	3.11	Farnham Park	Nutshell Lane	Scholars greenwa	1672	92%	80%	100%	100%	100%	91%
3. Upper	12335	3.12	Drovers Way -	Folly Hill	Grasmere Road	668	75%	65%	71%	50%	83%	69%
3. Upper	12335	3.13	Spirng Lane	Grasmere Road	Upper Hale Road	140	58%	60%	100%	83%	67%	72%
3. Upper	12335	3.14	Alma Lane	Upper Hale Road	Heath Lane	472	92%	75%	86%	83%	67%	81%
3. Upper	12335	3.15	Sandy Hill Roa	Upper Hale Road	Alma Lane	1240	83%	75%	93%	83%	67%	81%
3. Upper	12335	3.16	Heath Lane	Alma Lane	Upper Hale Road	654	67%	65%	93%	83%	67%	74%
3. Upper	12335	3.17	Bethel Close	Heath Lane	Wiflow Lane	200	75%	80%	86%	100%	67%	81%
3. Upper	12335	3.18	South Avenue	Wiflow Way	Farnborough Roa	369	75%	70%	93%	83%	67%	78%
3. Upper	12335	3.19	Farnborough R	South Avenue	North Avenue	239	92%	85%	79%	50%	67%	79%
3. Upper	12335	3.20	Knights Road	Farnborough Roa	Upper Weybourne	693	92%	75%	86%	100%	67%	83%
3. Upper	12335	3.21	Upper Hale Ro	The Green	Farnborough Roa	916	50%	70%	86%	17%	67%	64%

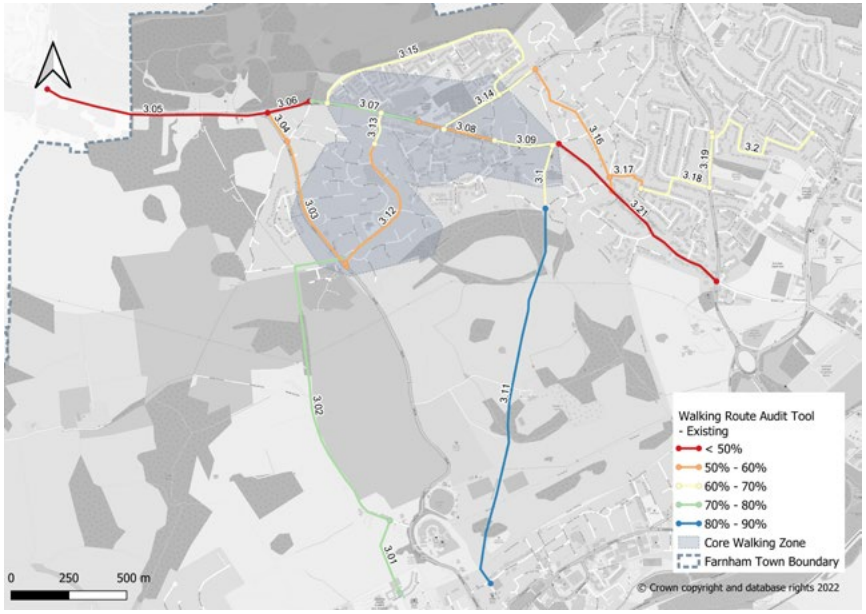


Figure 99. Upper Hale CWZ - WRAT results - Existing

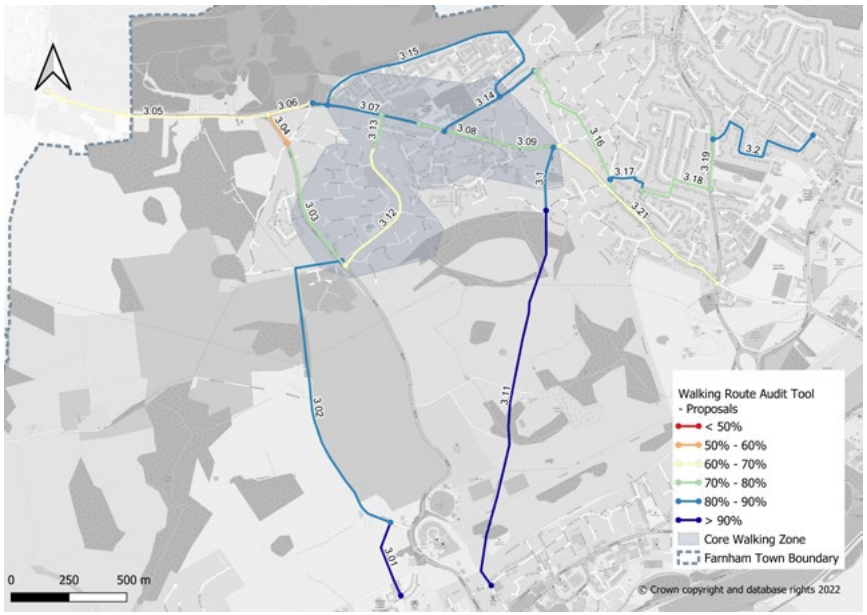


Figure 100. Upper Hale CWZ - WRAT results - Existing

Appendix 5: First phase assessments

Table 31. First phase assessment table

	Quality of Improvements			Deliverability		Demand			Access									
	Contributes to improved cycling network (links/km - 'Aspirational' cycle network)	Quality of design - safety improvement (RST)	Quality of design - comfort improvement (RST)	Ease of implementation	Potential to achieve LTN 1/20 guidance	Pedal cycle collisions per km	PCT Growth (increase in commuter flows)	Commonplace Comments per km	Access to education	Access to transport facilities	Town Centre						
	1: < 2 2: < 3 3: ≥ 3	1: < 2 2: < 3 3: ≥ 3	1: < 2.25 2: < 3.25 3: ≥ 3.25	Potential constraints: 1: signficant 2: moderate 3: slight	3 = likely achieve LTN 1/20 guidance 2 = some compromise with LTN 1/20 1 = unlikely to meeting LTN 1/20 guidance	1: < 0.5 2: < 2 3: ≥ 2	1: < 200 2: < 275 3: ≥ 275	1: < 1 2: < 2 3: ≥ 2	3 = direct access, secondary/college/university 2 = direct access, primary 1 = school within 400m 0 = none	1: < 1 2: < 2 3: ≥ 2	support access to town centre 3 = yes 0 = no	Quality	Deliverab	Demand	Access	Total	Rank
Weighting	1	1	1	1	1	1	1	1	1	1	1	30%	30%	20%	20%		
Max Score	3	3	3	3	3	3	3	3	3	3	3						
1.1	3	2	2	1	1	3	2	1	1	1	3	77.8%	33.3%	66.7%	55.6%	57.8%	7
1.2	2	3	3	1	2	2	2	1	1	1	3	88.9%	50.0%	55.6%	55.6%	63.9%	4
2	3	1	2	2	3	2	3	1	3	1	3	66.7%	83.3%	66.7%	77.8%	73.9%	1
3.1	1	3	2	1	2	1	1	1	1	1	3	66.7%	50.0%	33.3%	55.6%	52.8%	9
3.2	1	3	3	2	2	1	1	1	0	1	3	77.8%	66.7%	33.3%	44.4%	58.9%	6
4	2	1	1	3	3	3	2	1	3	1	3	44.4%	100.0%	66.7%	77.8%	72.2%	2
5.1	3	2	2	1	2	3	3	3	1	2	3	77.8%	50.0%	100.0%	66.7%	71.7%	3
5.2	3	2	1	1	1	3	3	3	1	2	3	66.7%	33.3%	100.0%	66.7%	63.3%	5
6	2	1	1	2	2	1	1	1	2	2	3	44.4%	66.7%	33.3%	77.8%	55.6%	8

ID	Corridor
1.1	West Street - Opt 1
1.2	West Street - Opt 2
2	Long Gardens Way / Falkner Roa
3.1	Folly Hill - Opt 1
3.2	Folly Hill - Opt 2
4	Weybourne Road
5.1	South Street - Opt 1
5.2	South Street - Opt 2
6	Waverley Lane

CWZ link	road_name	Start	End	Total	%	Rank	Total	%	Rank	Total	%	Rank	Total	%	Rank	Total	%	Rank	Total whole borough	Rank (ascending) whole Borough
				9	0.2		30	0.3		12	0.3		9	0.2		12	0.2			
Upp	3.01 Old Park Lane	University of Arts	Old Park Lane	9	100%	**1**	18	60%	**26**	4	33%	**37**	5	56%	**12**	6	50%	**26**	**49.11%**	39
Upp	3.02 Old Park Lane	Castle Hill	Folly Hill	9	100%	**1**	16	53%	**33**	6	50%	**30**	3	33%	**33**	4	33%	**37**	**44.33%**	41
Upp	3.03 Folly Hill	Upper Old Park Lane	Lawday Link	6	67%	**8**	22	73%	**8**	12	100%	**1**	5	56%	**12**	5	42%	**35**	**71.44%**	6
Upp	3.04 Folly Hill	Lawday Link	Odiham Road	3	33%	**33**	14	47%	**39**	12	100%	**1**	5	56%	**12**	4	33%	**37**	**61.78%**	28
Upp	3.05 Odiham Road	Folly Hill	Beacon Hill Road	3	33%	**33**	20	67%	**16**	10	83%	**11**	3	33%	**33**	6	50%	**26**	**61.67%**	29
Upp	3.06 Upper Hale Road	Folly Hill	Lawday Link	3	33%	**33**	24	80%	**2**	12	100%	**1**	3	33%	**33**	4	33%	**37**	**67.33%**	17
Upp	3.07 Upper Hale Road	Lawday Link	Primary Academy	6	67%	**8**	14	47%	**39**	8	67%	**18**	4	44%	**25**	7	58%	**18**	**54.56%**	37
Upp	3.08 Upper Hale Road	Primary Academy	Queens Lane	6	67%	**8**	24	80%	**2**	6	50%	**30**	4	44%	**25**	11	92%	**3**	**66.22%**	18
Upp	3.09 Upper Hale Road	Queens Lane	The Green	6	67%	**8**	20	67%	**16**	8	67%	**18**	5	56%	**12**	7	58%	**18**	**62.78%**	25
Upp	3.10 The Green	Upper Hale Road	Nutshell Lane	9	100%	**1**	22	73%	**8**	8	67%	**18**	4	44%	**25**	6	50%	**26**	**60.89%**	30
Upp	3.11 Farnham Park	Nutshell Lane	Scholars greenway	9	100%	**1**	16	53%	**33**	8	67%	**18**	5	56%	**12**	6	50%	**26**	**57.11%**	35
Upp	3.12 Trinity Hill	Folly Hill	Grasmere Road	3	33%	**33**	20	67%	**16**	12	100%	**1**	3	33%	**33**	7	58%	**18**	**68.33%**	13
Upp	3.13 Spirng Lane	Grasmere Road	Upper Hale Road	6	67%	**8**	16	53%	**33**	12	100%	**1**	3	33%	**33**	4	33%	**37**	**59.33%**	32
Upp	3.14 Alma Lane	Upper Hale Road	Heath Lane	6	67%	**8**	18	60%	**26**	8	67%	**18**	6	67%	**10**	11	92%	**3**	**69.67%**	9
Upp	3.15 Sandy Hill Road	Upper Hale Road	Alma Lane	6	67%	**8**	20	67%	**16**	10	83%	**11**	5	56%	**12**	7	58%	**18**	**67.78%**	14
Upp	3.16 Heath Lane	Alma Lane	Upper Hale Road	6	67%	**8**	24	80%	**2**	8	67%	**18**	4	44%	**25**	6	50%	**26**	**62.89%**	24
Upp	3.17 Bethel Close	Heath Lane	Wiflow Lane	6	67%	**8**	22	73%	**8**	4	33%	**37**	3	33%	**33**	4	33%	**37**	**45.33%**	40
Upp	3.18 South Avenue	Wiflow Way	Farnborough Road	6	67%	**8**	16	53%	**33**	8	67%	**18**	3	33%	**33**	9	75%	**9**	**57.67%**	34
Upp	3.19 Road	South Avenue	North Avenue	6	67%	**8**	18	60%	**26**	12	100%	**1**	4	44%	**25**	11	92%	**3**	**75.22%**	3
Upp	3.20 Knights Road	Farnborough Road	Upper Weybourne Lane	6	67%	**8**	24	80%	**2**	8	67%	**18**	4	44%	**25**	7	58%	**18**	**64.56%**	22
Upp	3.21 Upper Hale Road	The Green	Farnborough Road	3	33%	**33**	18	60%	**26**	10	83%	**11**	5	56%	**12**	9	75%	**9**	**69.11%**	10
Rail	1.01 South Street	Union Road	Frnham By Pass	9	100%	**1**	22	73%	**8**	4	33%	**37**	9	100%	**1**	8	67%	**12**	**65.33%**	21
Rail	1.02 Station Hill	Frnham By Pass	Waverley Lane	6	67%	**8**	24	80%	**2**	4	33%	**37**	7	78%	**5**	10	83%	**8**	**66.22%**	18
Rail	1.03 Tilford Road	Station Hill	Menin Way	6	67%	**8**	22	73%	**8**	10	83%	**11**	6	67%	**10**	12	100%	**1**	**80.33%**	2
Rail	1.04 Tilford Road	Menin Way	Stoneyfileds	6	67%	**8**	24	80%	**2**	12	100%	**1**	4	44%	**25**	5	42%	**35**	**71.22%**	7
Rail	1.05 Waverley Lane	Station Hill	Old Compton Road	9	100%	**1**	22	73%	**8**	12	100%	**1**	5	56%	**12**	12	100%	**1**	**83.11%**	1
Rail	1.06 Approach Road	Station Hill	Firgrove Hill	3	33%	**33**	18	60%	**26**	8	67%	**18**	8	89%	**2**	8	67%	**12**	**69.11%**	10
Rail	1.07 Alfred Road	Tilford Road	Firgrove Hill	9	100%	**1**	20	67%	**16**	8	67%	**18**	7	78%	**5**	8	67%	**12**	**68.89%**	12
Rail	1.08 York Road	Waverley Lane	Firgrove Hill	6	67%	**8**	20	67%	**16**	10	83%	**11**	5	56%	**12**	6	50%	**26**	**66.11%**	20
Rail	1.09 Great Austins	Waverley Lane	Old Farnham Lane	6	67%	**8**	16	53%	**33**	8	67%	**18**	3	33%	**33**	7	58%	**18**	**54.33%**	38
Rail	1.10 Lane	Firgrove Hill	Great Austins	6	67%	**8**	26	87%	**1**	10	83%	**11**	5	56%	**12**	6	50%	**26**	**72.11%**	5
Rail	1.11 Figrove Hill	Abbey Street	Approach Road	6	67%	**8**	18	60%	**26**	6	50%	**30**	7	78%	**5**	8	67%	**12**	**61.89%**	27
Rail	1.12 Figrove Hill	Approach Road	Alfred Road	6	67%	**8**	20	67%	**16**	6	50%	**30**	7	78%	**5**	6	50%	**26**	**60.56%**	31
Rail	1.13 Figrove Hill	Alfred Road	Old Farnham Lane	3	33%	**33**	20	67%	**16**	6	50%	**30**	8	89%	**2**	9	75%	**9**	**67.78%**	14
Rail	1.14 Figrove Hill	Old Fanham Lane	Ridway Road	3	33%	**33**	20	67%	**16**	6	50%	**30**	5	56%	**12**	6	50%	**26**	**56.11%**	36
Rail	1.15 Fresham Road	Ridway Road	Vicarage Hill	6	67%	**8**	22	73%	**8**	6	50%	**30**	7	78%	**5**	11	92%	**3**	**70.89%**	8
Rail	1.16 Fresham Road	Vicarage Hill	Stream Farm Close	3	33%	**33**	20	67%	**16**	12	100%	**1**	5	56%	**12**	8	67%	**12**	**74.44%**	4
Rail	1.17 Fresham Road	Stream Farm Close	School	6	67%	**8**	16	53%	**33**	10	83%	**11**	3	33%	**33**	7	58%	**18**	**59.33%**	32
Rail	1.18 Fresham Road	School	Lodge Hill Road	6	67%	**8**	12	40%	**41**	12	100%	**1**	4	44%	**25**	7	58%	**18**	**62.56%**	26
Rail	1.19 Lodge Hill Road	School Lane	Longdown Road	6	67%	**8**	18	60%	**26**	8	67%	**18**	5	56%	**12**	11	92%	**3**	**67.44%**	16
Rail	1.20 Red Lion Way	Firgrove Hill	Weydon Lane	6	67%	**8**	22	73%	**8**	4	33%	**37**	8	89%	**2**	8	67%	**12**	**63.11%**	23

Appendix 6: Indicative Cost Estimates

Table 32. Cost estimates for proposed interventions

Intervention	Cost (2022 £)	Description
Dropped kerb	£1,100 per item	*Tactile paving, kerbing, surfacing*
Pedestrian refuge island	£14,200 per item	*New crossing island including electrical works and all other associated works costs*
Zebra crossing / parallel crossing	£38,700 per item	*New crossing including road markings, dropped kerbs, belisha beacons and high friction surfacing on approaches*
Signalised Pedestrian and Cyclist Crossing (Toucan crossing)	£79,700 per item	*New crossing including traffic signals, road markings, dropped kerbs, and high friction surfacing on approaches*
Upgrade Signalised Crossing	£51,600 per item	*Upgrade existing traffic signals for pedestrians/cyclists and road markings for crossings*
Side road treatment	£16,600 per item	*Raised table crossing and associated works such as tactile paving, street lighting, signing and lining*
Raised junction	£40,300 per item	*Raised junction with crossing points and associated works such as tactile paving, coloured surfacing, street lighting, signing and lining*
20mph zone	£18,120 per km	*New signs, road markings and traffic calming measures*
Widened footway	£1,000,000 per km	*Widened footway, new kerbs and resurfacing of the full extent of the footway (2.5m)*
Resurfaced footway	£265,000 per km	*Resurfacing of the full extent of the footway (2.0m)*
New footpath	£800,000 per km	*Site clearance and provide kerbing and new footway (2.5m)*

1 Costs are indicative only and can vary significantly depending on local site conditions. Based on indicative base unit costs available from DfT (Typical costs of cycling interventions, Interim analysis of Cycle City Ambition schemes, January 2017), Greater Manchester Cycling Design Guidance and Standards, and Wiltshire Council (https://www.wiltshire.gov.uk/highways-works-cost). Where a cost range was given, the higher value is shown to provide a more conservative estimate and reflect a potential higher degree of engineering interventions required. For more bespoke elements, engineering judgement was used to estimate material quantities (what would be covered by multiple items in a standard bill of quantities developed in detailed design) and make allowances for unknowns at this early concept stage.

Intervention	Cost (2022 £)	Description
Two-way cycle track	£1,466,000 per km	*3.0m (desired minimum width) on the carriageway level with kerb segregation*
One-way cycle track	£1,588,000 per km	*2.0m (desired minimum width) on the carriageway level with kerb segregation (assumes cycle facility on both sides of the road)*
'Dutch facility'	£831,000 per km	*based on Greater Manchester Cycling Design Guidance and Standards cost for 'quiet street' with full civil works*
Mixed traffic / quiet street	£122,000 per km	*based on Greater Manchester Cycling Design Guidance and Standards cost for 'quiet street' with limited civil works*
Shared-use path	£843,000 per item	*3.0 shared-use path*
School street	£46,000 per access point	*CCTV system to monitor access point*

Appendix 7: Stakeholder comments: Phase 1

Further information needed
Item updated
No change
No action required

Table 33. Shareholders comments - Phase 1

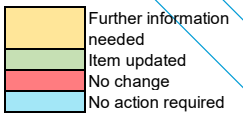
Comment ID	LCWIP reference	Requested Amendment	Atkins Response	Status
1	Cycling evidence base:	To show the full propensity for commuter cycling, avoid deprioritising longer, hillier routes and in line with the modelling requested for the Waverley LCWIP, please model commuter cycle flows using the ebike scenario.	Replaced the PCT school cycle flows with the E-Bike scenario. Since we don't have the correct data for the schools – and we haven't used the information in the selection process, we can use the e-bike one.	
2	Cycling evidence base:	The PCT school cycle flows in south Farnham are invalid and the shown routes need to be ignored. Unfortunately, the base data has the largest trip generator, Weydon School, located approximately 3.5km east (on the River Wey floodplain) of its actual location in Wrecclesham on Weydon Lane. PCT have been informed but until the base data location is corrected and the PCT model rerun, the PCT flow data served will remain incorrect for south Farnham.	We can discuss how to change the data but for now I added a heatmap I created using isochrones of 5min cycling from every school to show the areas there is more demand	
3	Walking evidence base:	It is not clear if the PCT walking flow baseline is for commuters or school trips.	Commuter trips	
4	Cycle and walking evidence base:	The destinations map does not seem to include the sizable Coxbridge Business Park (where the UK's largest Ebike specialist is based, www.e-bikeshop.co.uk) Added information as sent from TL : Destination hubs and all the key locations TL forwarded as a heatmap	Updated	
5	Cycle and walking evidence base:	As noted by Jenny de Q and myself yesterday, the on-going Monkton Place and Green Lane Meadows housing developments are having a significant impact in the Badshot Lea / Weybourne area.		
6	Cycle and walking evidence base:	The final (bottom right) evidence map is missing a title.	Updated	
7	Cycle and walking evidence base:	Farnham sits at the confluence of 7 national to regional cycling and walking trails. I believe this is relevant to the evidence base.	Updated	
8	Cycling corridor long list:	I'd recommend extending along West Street to include both the Coxbridge Farm housing development, the roundabout and Coxbridge Business Park	Extended to the roundabout – Its has high numbers of users (PCT 125 cyclists on Go Dutch)	
9	Cycling corridor long list:	Waverley's Cycle Plan Supplementary Planning Document and the Sustrans Network development list include the town centre alignment of NCN 22 (AKA the Weyside Greenway). Please see attached. This avoids the highly width-constrained section of the Guildford Road just east of the junction with East St and Hale Road.	Added – however there is no information from PCT	
10	Cycling corridor long list:	Similarly, the NCN 22 realignment to Rowledge, along Manley Bridge Road, gives a more direct and less hilly route between the town centre and Rowledge than via Burnt Hill Road. It also passes St Peter's primary and Weydon secondary schools en route.	There is no much benefit of adding a route – There are not that many users or high propensity	
11	Cycling corridor long list:	The Badshot Lea Road is heavily trafficked and highly width constrained. The route via Crown Lane, Green Lane and through the Monkton Place development (as used for the walking route).	Added an alternative alignment. If selected we can do an RST	
12	Cycling corridor long list:	The lack of a primary corridor south from Farnham station is anomalous. Has the Station cycle survey been taken into account to allow for the PCT blind spot on the multimodal habits of rail commuters?	Added a link to the south to link to another route	
13	Cycling corridor long list:	Regarding the aspirational cycle network, Waverley Borough Council has officially objected (at OIP consultation) to all the routes shown cutting through the middle of Farnham Park.	There are no routes cutting though the Park in the final aspirational map – we have omitted these proposals. We retained Scholars Greenway and Greenway North – as per Waverley proposals)	
14	Cycling corridor long list:	The aspirational route up Old Park Lane should continue to (and cross) the Odiham Road.	The map with the routes that are not taken forward to the assessment stage was missing a lot of links from he Wavery proposal. I updated the map and including the changes we did following TL's email	

Further information needed
Item updated
No change
No action required

Comment ID	LCWIP reference	Requested Amendment	Atkins Response	Status
15	Cycling corridor names:	There are two '25' labels	Updated	
16	Cycling corridor names:	'22' is Weybourne Road, not Hale Road	Updated	
17	Cycling corridor names:	Suggest changing '9' to Brightwells Rd and Yard	Updated	
18	Cycling corridor names:	'7' is not The Borelli Walk. It is closer to Riverside (on the NCN 22 town centre / Weyside Greenway alignment as far as Kimbers Lane). Again, suggest taking this east via Guildford Road Trading Estate, not Guildford Road itself.	A connection to the retail park can be provided the proposed alignment it provides improved connectivity to the north. If the route is selected alternative alignment can be investigated using the RST	
19	Cycling corridor names:	'8' is ambiguous and seems to cover 2 town centre routes: Downing St and through Central Car Park	The route is proposed as a loop in the Town centre	
20	Cycling corridor names:	'24' is labelled Guildford Road but follows the alignment of the Christmas Pie Trail along Tongham Road. NCN22, on the other hand, follows along Guildford Road to Seale Lane	(added in brackets)	
21	Identification of Core Walking Zones:	As you know, I prefer to use the DfT guidance definition of a CWZ "CWZs normally consist of a number of walking trip generators that are located close together" rather than to pick a single destination and use isochrons which are dependent on existing infrastructure, creating a circular dependency.	This is our approach for the LCWIP for the Borough. In the Farnham case we focused on the schools and the town centre, mainly because we didn't have the information for every trip attractor (such as pup or shop) to create the clusters. However the result for the selected core walking zones is the same following our approach and TL's	
22	Identification of Core Walking Zones:	Using the Atkin's approach, however, I see some anomalies in this slide. Heath End has a chemist (Medical Care?) in a small, linear parade of shops. Ideal for picking up on a walking route. Yet Heath End is selected as a CWZ whilst Lower Bourne, which has a chemist and a school plus other destinations to east and west of the walking route to the town centre, is not selected.	Heath End was selected as it has a more compact residential environment with higher population density and we retained the core walking zone for the benefit we anticipate it will have for more people. The area on Lower Borne extends along two main roads and it was selected to be addressed as a walking route, and additional links can be added to the main proposed corridor to improve access to other destinations.	
23	Identification of Core Walking Zones:	Weybourne has 2 schools, pub, post office and shops along Weybourne Road but it also has another (secondary) school west of Weybourne Road (up Bullers Road) and a recreation ground and health centre east of Weybourne Road. A single walking route does not encompass all of these destinations. Several participants at the workshop yesterday were also surprised that Weybourne was not a CWZ.	Added as a CWZ in the final selection – we are not changing the initial approach	
24	Identification of walking corridors:	According to the DfT technical guidance, walking corridors extend from CWZs, not though them as indicated on this slide.	We selected key walking corridors in the study area that were identified as important to be addressed. The initial approach Atkins was taking was to select 2 CWZs and 3 walking corridors to take to concept design. For that reason we have covered areas that are important (Especially in the town centre which will be part of other studies such as Wayfinding)	
25	Identification of walking corridors:	All CWZs should be supported by a network of walking corridors (up to 2km as indicated by the DfT guidance illustration top right of this slide.	We added walking corridors to very CWZ	
26	Identification of walking corridors:	4 of the identified CWZ do not seem to have any walking corridors identified for them.	We added walking corridors to very CWZ	
27	Identification of walking corridors:	The West Street walking corridor is left at the Coxbridge roundabout when the school walking route continues onto Wrecclesham and Weydon School. The toucan crossing at Coxbridge Roundabout was provided specifically for Weydon School pupils following a local campaign and the next strategic concern is where pupils continue under the rail bridge where numerous HGV accidents have happened.	The corridor is extended to link the two CWZs	
28	Walking route long list:	Even with some CWZ connections shown, the West Street corridor still stops at Coxbridge without linking to Wrecclesham	The corridor is extended to link the two CWZs	
29	Walking route long list:	Rowledge CWZ is shown totally isolated.	The area is isolated and the distance from Rowledge CWZ to the closest one is 1.5km though rural roads which will result to extended walking trips where the interventions will have limited benefit.	
30	Walking route long list:	The Weybourne Road walking corridor fails to cross the border to Rushmoor even though a significant number of Weydon and All Hallows pupils live in Aldershot and stream down the Weybourne Road each day.	A corridor is added to the town border to the north	
31	Walking route long list:	There appears to be a strange walking corridor out east from Shepherd and Flock by Moor Park that, again, seems to have no destination. Is it for dog walkers?	We selected the route from Waverley proposals. We changed the selection to the corridor along Guildford Road to link to the school	
32	CWZ and walking corridor long list:	I am not able to recommend to Waverley Councillors to prioritise based on the long list being presented.		

Further information needed
Item updated
No change
No action required

Comment ID	LCWIP reference	Requested Amendment	Atkins Response	Status
33	CWZ and walking corridor long list:	Apart from the CWZs and missing walking corridors, several walking corridors shown are not labelled (routes from Badshot Lea, Hale Trail Greenway, B-C-D links, Heath Lane?, Odiham Road / Upper Hale Road….)	Updated	
34	CWZ and walking corridor long list:	The naming unfortunately has many errors	Updated	
35	CWZ and walking corridor long list:	CWZ F is Upper Hale, not Folly Hill	Updated	
36	CWZ and walking corridor long list:	CWZ G is not Weybourne (as Weybourne was not assigned a CWZ, see slide 24 comments) and confusingly is shown between 2 CWZs	Updated	
37	CWZ and walking corridor long list:	Walking corridor 1 should not exist because walking corridors are not define within CWZs.	The corridors are proposed due to the importance of the routes for the town	
38	CWZ and walking corridor long list:	Walking corridor 2 is Folly / Castle Hill	Updated	
39	CWZ and walking corridor long list:	Walking corridor 3 should be central Farnham Park? The map shows 3 walking corridors going through Farnham Park!	Updated	
40	CWZ and walking corridor long list:	Walking corridor 4 I have never heard of 'River Path'		
41	CWZ and walking corridor long list:	Walking corridor 6 is labelled almost 2 miles from Long Bridge (no 'Road')	Updated	
42	CWZ and walking corridor long list:	Walking corridor 7 is Farnborough Road. Farnham does not have an 'East Road' and Weybourne Road is 13	Updated	
43	CWZ and walking corridor long list:	Walking corridor 8 is Riverside walk or Weyside Greenway. The Borelli Walk is a short stretch between the leisure centre and South Street.	Updated	
44	CWZ and walking corridor long list:	Walking corridor 10 is incomplete. Scholars Greenway carries on across Castle Street, along Long Garden and past the university as far as Potters Gate	Updated	
45	CWZ and walking corridor long list:	Walking corridors 11 and 12 '**LA**ne' -> 'Lane'	Updated	
46	CWZ and walking corridor long list:	Walking corridor 13 is W**e**ybourne Road	Updated	
47	CWZ and walking corridor long list:	Walking corridor 14 label is misspelt and shown on **Lower** W**e**ybourne Lane	Updated	
48	RE: Pedestrian Countdown at Traffic Signals - quick win for Farnham	It is a quick win and we proposed that in several locations in Reigate and Banstead and once we go to the concept design following the WRAT we can locate the junctions the countdown can be proposed and add it		
49	FW: A331 improvements and Farnham Infrastructure Plan	Ariana has already included this Christmas Pie Trail (route that links to the junction) in the long list, but the junction itself is outside the study area		
50	FW: Brightwells Yard cycle access	It is fairly detailed at this stage to discuss. Ariana has included a link in the long list but the actual alignment can change if the route is proposed for the Phase 1 improvements. Since they ask for comments I would suggest either a ped/cycle route through the grassed area or cyclists can be diverted to the road on the west of the grassed area to avoid the awnings. Cyclists can easily divert for few meters in order to avoid pedestrians and we can propose a contra flow cycle lane (if it is a one way) as we expect low traffic flows		
51	FW: Farnham Herald 11 November	The campaigner asks for cycle shelters, signposting, proposed the cycle path on Farnham Park to be away from the play area but the one we are proposing seems to have trees between the area and the path, and mentions the developments (1000 new homes) and the importance of new links to the town centre.	We should have the developments on the MCAF with a high weight	
52	RE: LCWIP and Bridleways	As Chris said it is outside of our scope. However, worth to mention that the path is part of the long list for walking so if selected we can add a footnote about the drainage issues	The path is part of the long list for walking	
53	RE: S52 Application	As a response to Jenny's email we have the connectivity to the development to Weybourne Road as part of the long list for walking (CWZ) and for cycling we received some comments and we will add a route as suggested in the workshops		
54	RE: S52 Application	As for TL's presentation we have included the proposed paths ('missed opportunities') in the long list.		



Comment ID	LCWIP reference	Requested Amendment	Atkins Response	Status
55	FW: Farnham Infrastructure Programme - Council Officer Group Meeting - Quick win suggestion	Scholars Way has been included in the long list and this email will be useful to identify the problems on the route.	Updated	
56	RE: LCWIP - Farnham Infrastructure Programme Cycle Paths.	Simon and Chris replies are covering SOFRA's query. Ariana did not have in the long list Waverley Lane but TL commented that "The lack of a primary corridor south from Farnham station is anomalous"	I added Waverley Lane in the long list as it would have greater demand than the alternatives. When the route is taken forward to design we can investigate the options to provide a safe LTN compliant path. I had a look and there is space to what it seems to be the highway boundary if we remove verge and thick vegetation at section (it might be expensive)	

Appendix 7: Stakeholder comments: Phase 2

Further information needed
Item updated
No change
No action required

Table 34. Shareholders comments - Phase 2

Comment ID	Date	Meeting	LCWIP reference	Requested Amendment	Atkins Response	Status
1	29/04/2022	Email	General	Removing parking - many of those areas there is nowhere else for people to park and in a number of the areas, the businesses adjacent to them rely on customers being able to park outside. Has there been an assessment of impact / alternatives locations and documented it.	Before any decision is taken, Atkins would carry out a kerb occupancy survey to find out parking demand. Depending of the outcome, we may suggest alternative parking locations, parking restrictions at certain times of the day, or any other suitable solution; however, the recommendations to remove the parking is led by being able to provide more space for both pedestrians and cyclists.	
2	29/04/2022	Email	Farnham Park	The environmental sensitivities of the park in particular. Libby as the Chair of the Farnham Biodiversity Group would be more than happy to give a presentation to officers regarding the special nature of the Park and it's key role in biodiversity. Can we do a team's meeting?	Meeting was held with Libby Ralph on 17 May 2022.	
3	29/04/2022	Email	General	Archaeological issues - have you access to the SCC GIS data maps (see below), is there a generated constraints maps	Thanks for the link, we can see the information.	
4	03/05/2022	Email	1. West Street / The Borough	I have attached the amended highways drawing including connection to footpath in Bishops Meadow from the Coxbridge development. For information, the link below is to the application. https://planning360.waverley.gov.uk:4443/planning/search-applications#VIEW?RefType=GFPlanning&KeyNo=352348&KeyText=Subject	Proposal between roundabouts to be SUP depending on the available widths	
5	04/05/2022	Email	General	Firstly I would like to register my disapproval of the fact that I was not included in the initial consultation/workshop in January, which I had specifically requested on several occasions. This exclusion is in spite of receiving assurances from Simon Duke that I would be involved. He confirmed he had reminded Elaine Martin to include me, but still it did not happen. Why? The cynic in me suspects this was intentional. The task of sifting proposals for 27 cycle lanes down to 5 should have proceeded with as much input from as wide a variety of stakeholders as possible. Local knowledge should never be underestimated. Having missed the January meeting, and having been unable to attend the Teams meeting on the 27th April, I now have no idea why certain routes were chosen while others were not. (See later).	The selection of the 5 cycle routes and 2 core walking zones was undertaken using a multicriteria assessment which includes received feedback from local stakeholders and comments from the residents using the Commonplace site. Other criteria include access to key destinations, population to determine the demand and existing quality to assess the potential to improve. Further discussions with Farnham project team resulted to the selected corridors.	
6	04/05/2022	Email	5. South Street / Station Hill / Centre Car Park	I support the principle of installing a cycle way from the town to the train station, as this is a major destination for all of Farnham. The rationale is therefore clear. The design of this proposal however should not be to the economic detriment of local businesses. “Changes affecting on-street parking” means removing it. Question : Have the businesses on Station Hill been consulted? (Hairdresser, Chinese takeaway, convenience store, barbers, fish and chip shop and Mulberry pub). If these parking spaces are removed , and if the Waverley Lane proposals go ahead as well, there will be NO parking within reach of these businesses. (The Bridgefield area is within the CPZ). Suggestion : At the “raised table uncontrolled crossing “ in South Street on the approach to Hickley’s Corner, transfer the cycle track to the other side of South Street (Gostrey Meadow side). Then let this track continue up the Mulberry Pub side of Station Hill. This would allow easier access to the Station Yard without the need to cross Station Hill. The pavement on that side is already wide, so could be reduced in width to allow a 2 way cycle track without impinging too much on the road space. This design obviates the need for a parallel crossing on Station Hill above the busy junction with Station Approach. Also there is already a raised table in Station Yard giving access from the Mulberry Pub footpath into the main area/central island of the Station.	Further engagements to take place in the next stages of the design. Proposed cycle track shifted to the south side	

Comment ID	Date	Meeting	LCWIP reference	Requested Amendment	Atkins Response	Status
7	04/05/2022	Email	6. Waverley Lane	I am at a loss to understand why a cycle lane up Waverley Lane as far as Abbots Ride has been chosen, when no other route in the town south of the train station has been selected. 1) The age of residents in the Waverley Lane area is well above average, even within Farnham. This reduces the likelihood of much uptake of this scheme. A shuttle bus service would be a much more practical option. 2) Housing to the south side of Farnham as a whole is largely concentrated along Shortheath Road, Upper Way, Wrecclesham, Weydon Lane and Boundstone – and yet there is no cycle way proposed in any of these areas. Why then Waverley Lane? 3) In the presentation for the meeting in January (page 18) and for this recent workshop/consultation on page 8, proposals for Phase One cycle paths are shown – these include routes along East Street and West Street, north up Folly Hill, round the town one way system and up Station Hill. Atkins do not even include Waverley Lane as an option for this stage. Why then the plan on page 25 for Waverley Lane? Three Questions 1) What changed between page 8 and page 25, where the cycle path goes all the way up Waverley Lane ? Please explain any rationale, motivation or influence for this latter choice – what facts/ data/discussions arose to change the view of the professional consultants? How can we now have a firm plan for something that was not even a suggestion three months ago ? 2) Describe precisely who you think will be using this cycle way. 3) How will it be funded ?	Proposed cycle route on Waverley Laner links to the railway station from the south, and connects two schools. Improvements to the route will encourage more people cycling to school. The route is proposed to link to NCN 22. PCT estimate high cycle flows both for commuter trips and cycle trips	
8	04/05/2022	Email	6. Waverley Lane	Implementation This is a matter of assessing priorities and competing elements. “Changes affecting on-street Parking” (i.e. removal of same). – This will not affect the immediate residents to any great extent, except that on-street parking has always been promoted to us by Surrey Highways as a means to keep traffic speeds down. However, removal of parking bays will affect users of this area. Have you consulted the Head Teachers of St Polycarp’s and South Farnham Schools about parent parking (2 junior schools – combined pupillage of approx. 1200) – wide catchment areas, especially as St Polycarp’s is a Catholic School, and South Farnham School includes the infant school at the Bourne, often necessitating multiple pickups for parents, so not possible on foot or bike. What happens to the bus bays for St Polycarp’s? The Phyllis Tuckwell Hospice (corner of Menin Way and Waverley Lane) not only looks after inpatients, but also has teams of medical professionals visiting homes over a wide area. Regular weekly training days/ multidisciplinary meetings at PTH mean that up to 60 vehicles are parked in the roads, including Waverley Lane. This reflects the fact that the Hospice has largely outgrown its premises, but until the circumstances change, the community has always tried to accommodate their needs in consideration of the work that they do. Have you consulted PTH about any impact on their activities that these proposals might cause? Paul Batten deals with the practicalities of running the hospice. Also check with Jack Roberts of the Surrey Parking Team – I notice he was not included in the workshop. (Why not?). Jack has dealt with issues of on -street parking in this area for many years on various iterations of schemes in conjunction with SOFRA and other area stakeholders. Point to note – a double yellow line is in force on Waverley Lane between Old Compton Lane and Abbots Ride - so no parking there anyway. As a general principle I have always supported the idea of a 20mph limit within the town as a means of	Parking will not be affected on Phyllis Tuckell Hospice. Proposals will include parking bays along the wide verge where parking has high demand which will be assessed in the next stage of the design. Further consultation will be undertaken in the next stages of design	

Further information needed
Item updated
No change
No action required

Further information needed
Item updated
No change
No action required

Comment ID	Date	Meeting	LCWIP reference	Requested Amendment	Atkins Response	Status
10	04/05/2022	Email	1. Railway Station CWZ	Waverley Lane already has footways on both sides up to Old Compton Lane, built to regulation width. They are therefore perfectly adequate for the purpose. Any widening would be unnecessary and counterproductive for the reasons stated below. An intervention that would really help is for residents to be required to trim back their hedgerows to the edge of the tarmac and for the verges to be maintained to their original border. Re-surfacing would also be appreciated. The verges in Waverley Lane are extremely important for two reasons: 1]They provide a physical separation of the footway from the road area, which is vital for the above average use of these footways by junior school children and by elderly people from the BUPA home. 2]The shrubs and trees which these verges contain are important environmentally in our bid to combat climate change and to counteract the local air pollution. Indeed during the last year we have , in conjunction with Surrey County Council (Katie Stewart), planted many new trees along this verge as part of Surrey County Council's Project to plant 1.2 million trees by 2030. Any reduction in width of the verges would mean removal of these new trees (and some very mature ones which also enhance the area environmentally and aesthetically)	The existing footways are approx. 1.5m which is the absolute minimum to accommodate people of all abilities. The government guidance is recommending 2m minimum desirable width of footway. Additionally the footway has high pedestrian flows during the school peak hours, and a narrow footway cannot accommodate the demand. The proposal for the CWZ is to reduce verge width, and retain the trees, to accommodate a footway of the desirable width.	
11	04/05/2022	Email	Cycle short list	Overall Comment We are shocked that there are so few meters of segregated cycle tracks proposed in your plans. Instead of being on a safe segregated track, most of the time cyclists appear to be expected to hop from 'mixed traffic' routes to contraflow cycle routes and very occasionally a few meters of segregated cycle routes. This doesn't create the impression of a safe cycling network across the town.	Due to the available space, it was not always possible to provide segregated cycle tracks; after discussion with you and your colleagues, we have potentially identified alternative routes where we will be able to recommend segregated cycle tracks. Proposals at this stage are high-level options, and of course subject to feasibility assessment at the next stage (e.g., topographic survey, environmental assessment, etc.,)	
12	04/05/2022	Email	1. West Street / The Borough	Cycling Route 1 West Street It is disappointing that no segregated cycle tracks are planned on West Street. Although I suspect that the traffic levels are too high to allow a 'mixed traffic' route to be used. It is a lost opportunity to provide an important route to connect the town to the Coxbridge housing development of 300 new homes.	Due to the available space, it was not possible to provide segregated cycle tracks. Alternative routes are proposed: quiet way to the north, a bridle way route to the south and a segregated track parallel to A31.	
13	04/05/2022	Email	2. Long Garden / Castle Street / The Hart	Cycling Route 2 Long Garden / Castle Street / The Hart Are you really proposing that you can create a 'Dutch Style' route for the Hart where the road is shared with 40 tonne articulated lorries supplying Waitrose and also the entrance to two public car parks and the university? Do you expect a mother and 6 year old on a bike to share road space with cars along Falkner Roads and Beavers Road. There is potential for an accident if, for example, a university student was late for lectures and was desperate to get along Beavers Road as the parent and child were cycling towards them.	Proposed as a segregated cycle track.	
14	04/05/2022	Email	3. Folly Hill	Cycling Route 3 Folly Hill The diagonal route through Farnham Park is extremely steep and runs past a children's play area. There is a serious risk of a fatality if a cyclist was speeding down the hill as a child or dog ran across the cycle track. This route was shown in the first OIP and we raised this concern then. Furthermore, the hill is so steep that even and ebiker will struggle to get up it!	Route has been removed and an alternative alignment is proposed with improved gradient	
15	04/05/2022	Email	4. Weybourne Road	Cycling Route 4 Weybourne Road Are you surely that the northern most section of Weybourne Road is not wide enough for a cycle track? There are white cross hatchings in the centre of the road. There appear to be several strips of land which could provide back entrances to All Hallows School and avoid the ultra-narrow section of Weybourne Road north of Weybourne Lane. This secondary school of over 1000 pupils must be a high potential cyclist traffic flow route. Why isn't a route along the A325 from Six Bells roundabout to the B328 being considered to allow access to large Sainsburys. There is a wide grass verge and this short/cheap section could link the Scholars Greenway to the wonderful cycle tracks that already allows cyclists to bypass all 3 roundabouts by Sainsburys and the Weyside Greenway	Weybourne Road proposed as a segregated cycle track Some sections of carriageway appear to be less than 9m, but it may be possible to reallocate space from the verge. There is a pinch point near the Running Stream pub, where existing width appears to be c7m. . Agreed the narrow section of Weybourne Road is a key pinch point. Alternative rear access points via Lower Weybourne Lane could be investigated, pending consultation with the school/land owner. - alternative alignments will be proposed	
16	04/05/2022	Email	5. South Street / Station Hill / Centre Car Park	Cycling Route 5 South Street / Station Hill / Centre Car Park As confirmed by Elaine already, South Street has about 2.5 times as much traffic as allowed for a 20mph 'mixed traffic' cycle route. Also, this route is shared with many 40 tons artic e.g. to Sainsburys. Why has a Brightwells route been discarded in your route selection? This could link into the Weyside Greenway and onward towards the Homebase Retail Park and Aldershot. There are almost no segregated cycle tracks in the all of the networks but one of the few, Station Hill stops short of the level crossing by about 30m so south Farnham is still cut off from central Farnham. This also leaves your new Waverley Lane cycle route stranded!	The Brightwell route has not being discarded and at present is most likely to be the main alignment given the constraints on South Street. Agreed this is a critical link in the network. The level-crossing is a pinch point and controlled by Network rail; however there are studies being carried out for the redevelopment of the station and that section should be addressed.	

Further information needed
Item updated
No change
No action required

Comment ID	Date	Meeting	LCWIP reference	Requested Amendment	Atkins Response	Status
17	04/05/2022	Email	6. Waverley Lane	Cycling Route 6 Waverley Lane I have discussed this route with residents and schools over the years and always their first question when we proposed a dedicate cycle track on Waverley Lane was "You are not going to remove our precious on street parking spaces, are you?" So you can expect a lot of resistance to your plans. By contrast there is a wide grass verge containing only about 3 mature trees and a number of new saplings. It's astonishing that these were planted there recently. No joined up thinking here. Why can't we have a segregated cycle track? Although the daily traffic stats might be below the maximum for a mixed traffic cycle route, there are 2 huge peaks in motorized traffic at the start and end of the school day, just when you are hoping that parents and children will be on your shared road space.	There is strong opposition for the removal of the existing trees, which limits the option for a cycle track. As for the parking, we understand that some sections (by the Phyllis Tuckwell Hospice) must stay. Proposals will include parking bays along the verge retaining the trees. Potentially there are alternative routes via Broomleaf Road (existing NCN route), will be included.	
18	27/04/2022	Email	Other	Cycling in North Farnham (see diagram in email): Need to resolve key crossing point issues on Upper Hale Road to encourage use of off road routes by making them easier and safer access.	Crossings have been included as part of the Upper Hale CWZ. Further investigations required to accommodate cyclists on the proposed facilities	
19	27/04/2022	Email	Farnham Park	Cycling in North Farnham (see diagram in email): Need good link to Weybourne Road that is all downhill on way south, children will not go downhill to then go back up again if they don't need to - this route would be almost all off road and would not impact on ancient woodland near river and avoid crossing river	Routes have been assessed as part of the LCWIP. Proposed routes via Farnham Park (Hale Trail) are included in the Medium Term Interventions	
20	27/04/2022	Email	Farnham Park	Cycling in North Farnham (see diagram in email): Potential for significant on-going environmental damage, need to ensure that the route is going to be joined up and used and impacts minimized.	SCC is undertaking an environmental survey on the proposed routes	
21	27/04/2022	Email	Farnham Park	Cycling in North Farnham (see diagram in email): Extremely narrow even as a pedestrian route, inappropriate for combined cycle and pedestrian use without significant upgrade but key route.	Further investigations will be undertaken in the next stage of the design	
22	27/04/2022	Email	Other	Cycling in North Farnham (see diagram in email): Crossings for pedestrians and cyclist are inadequate and dangerous.	Crossings have been included as part of the Upper Hale CWZ. Further investigations required to accommodate cyclists on the proposed facilities	
23	27/04/2022	Email	4. Weybourne Road	Cycling in North Farnham (see diagram in email): Need good off road route through Badshot Lea, main road route proposed by Atkins isn't feasible, roads are very narrow and lots of terrace housing with no off road parking.	Proposed route link to schools	
24	27/05/2022	Email	Farnham Park	In addition to the presentation given by Libby I wanted to share some additional information around veteran trees and the park Across the UK there are many special trees – because they are: •very old •an important haven for wildlife •the biggest of their species •historically or culturally important We have a large number of these really important trees in Farnham Park. This is just one of the things that makes the Park so highly valued and protected. You can check out the veteran trees via the woodland trust website below, I have also included a screenshot showing all the trees that have this status in the park on this website. https://ati.woodlandtrust.org.uk/tree-search/?v=2072218... The Root Protection Area for these trees is calculated assuming a radius of 12 x tree diameter at 1.5m above ground level in accordance with BS 5837. Some of the trees have diameters of over 6m, but a lot are in the region of 3m, so that would give a Root Protection Area around that tree of 36m	Further investigations will be undertaken in the next stage of the design	
25	17/05/2022	Email	Farnham Park	Here is the presentation deck that I used this morning, hope that you find it useful, feel free to use as appropriate within the Infrastructure Programme. I have sent it you as .pdf as the .ppt is ludicrously large! (FBP to FIP Farnham Park May 2022.pdf)	Presentation received	
26	13/05/2022	Email	Cycle short list	Tom Lankester (WBC) and I raise concern over traffic volumes on proposed 'mixed' routes West Street and South Street and The Hart, as well as the need to look at alternative routes to connect to existing networks. Overlaying the Farnham LCWIP maps with existing routes/networks would be useful, as requested with MTI mapping, to show 'joining up' of existing.	Due to the available space, it was not always possible to provide segregated cycle tracks; we have potentially identified alternative routes where we will be able to recommend segregated cycle tracks. Proposals at this stage are high-level options, and of course subject to feasibility assessment at the next stage (e.g., topographic survey, environmental assessment, etc.,)	
27	13/05/2022	Email	General	I gave some feedback given during the session on 28 April, noted below, mainly included in Councilors Powell's pack. Duncan Knox made some invaluable contributions and suggestions during the session, some incorporated into the 'pack' but hopefully his comments were recorded and will be taken onboard going forward?	All comments have been reviewed	
28	13/05/2022	Email	1. West Street / The Borough	Cycling Route 1, West Street and The Borough– page 15. This is not a cycle route. How realistic is it to upgrade footpath to a bridleway (note. Coxbridge development has footpath extension FP167 – details supplied to Team). Land ownership is an issue.	Alternative routes are proposed: quiet way to the north, a bridle way route to the south and a segregated track parallel to A31.	

Further information needed
Item updated
No change
No action required

Comment ID	Date	Meeting	LCWIP reference	Requested Amendment	Atkins Response	Status
29	13/05/2022	Email	2. Long Garden / Castle Street / The Hart	Cycling Route 2, Long Garden/Castle St/The Hart – page 17. The volume of traffic too high on The Hart as main access to Hart and Upper Hart car parks. Beavers Road very narrow with parked cars and having to allow priority for oncoming vehicles – alternative through FP300 which was rerouted through Cascade Way.	The Hart is proposed as a segregated cycle track. Beavers Lane is proposed as School Street which will allow cyclists' movements during AM/PM peak hours not mixing with traffic and mixed traffic provision for the rest of the day where there will not be high traffic flows	
30	13/05/2022	Email	3. Folly Hill	Cycling Route 3, Folly Hill – page 19. Contraflow cycling on Law Day Link, junction dangerous on A3016 Upper Hale Road and used as a 'rat run'. Section numbered 1, cycles back with traffic and dangerous. First part of section two, limited with and tree lined on Park side. Continue cycle route close to Castle is unacceptable due to archaeological sites, Scheduled Monument, Curtain Wall, Grade II Listed Park, steepness of slope (used by residents for sledging in the snow!). Joining existing tarmac paths by golf club and between football pitches may be possible but steep section to/from Park Row access. Old quarry changes topography to the east of path limiting the space to add zig-zag. Lighting of the central Farnham Park footpath in the 'wild' area is not acceptable.	Lawday Link is proposed as ped/cycle street with additional traffic calming measures to reduce traffic. Section north of Drovers Way/Folly Hill roundabout is narrow and no segregation can be provided An alternative alignment through the park is proposed to avoid the use of the diagonal route	
31	13/05/2022	Email	4. Weybourne Road	Cycling Route 4, Weybourne Road – page 21. Beyond All Hallows to Aldershot boundary is not a cycle route. All Hallows needs approaching for potential to utilize some frontage of the school. Taking away the on-street parking will disadvantage residents and small business. Lower Weybourne Lane is a fast road even with on-street parking shown as alternate alignment. Junction at Monkton Lane gives access to other limited cycle routes to Badshot Lea/ Water Lane Business/Trading Industrial site. Cut through via Manor Road and Hospital site needs improved crossing on Guildford Road to create onward connection to Riverside path and Borelli Walk beyond.	Parking removal will be reviewed in the next stage of design following parking surveys to determine the demand. However removal of on-street street parking will be required to provide safe cycle facilities for residents and students to the schools. Lower Weybourne Road was recommended by local stakeholders as an alternative alignment to the back of the school. High traffic flows and speeds are acknowledged and the alternative route will be further assessed in the next stage of design. The proposed cycle corridor is linked to Monkton Lane via off-carriageway facility and an additional crossing will be proposed to ensure safe transitions	
32	13/05/2022	Email	5. South Street / Station Hill / Centre Car Park	Cycling Route 5, South Street/Station Hill/Central CP – page 23. Cycle access to Gostrey Meadow must be removed. Abbey Street is a 'quiet street'. Raised table/crossing vital at end of Borelli Walk to improve crossing for pedestrian and cycles. Cycle route must be on southwest side of South Street at Hickley's junction, too tight on northeast side. Removing on-street parking at Station Hill will disadvantage businesses already impacted by parking charges.	On-street parking demand will be reviewed in the next stage of design. The alternative link through Gostrey Meadow has been removed and an additional connection to Abbey Street has been proposed	
33	13/05/2022	Email	6. Waverley Lane	Cycling Route 6 – Waverley Lane – page 24. The volume of traffic is high due to schools. Trees planted on verge as part of a SCC street trees scheme! Further discussions have taken place on the details I have not been party to. Does this need to extend beyond Old Compton Way (to join existing national cycle network).	Connections to Old Compton Way have been proposed	
34	13/05/2022	Email	General	Land ownership is a general concern as some pedestrian and/or cycles routes are proposed on private roads/land.	The proposals will be reviewed further in the next stages of design where more information will become available.	
35	30/05/2022	Email	6. Waverley Lane	PG commented on the continuous canopy along Waverley Lane, the trees were not very mature, and people might find it more acceptable to remove the trees rather than remove the parking. 1.PG has no right to say what people might prefer to remove trees and that the trees are not mature. Some most certainly are and have been in place as long as I have lived here for over forty years.	Trees to be retained	
36	30/05/2022	Email	6. Waverley Lane	EW added that the school did not encourage children to cycle to school, as they felt it was not safe for them given the number of cars on roads. 2. EW is perfectly correct in not encouraging cycling to school as Waverley Lane is indeed very busy and no amount of white lines or removal of trees and grass verges to accommodate a cycling route will encourage parents to risk their child cycling to school on such a busy route.	N/A	
37	30/05/2022	Email	6. Waverley Lane	PG added that if there was a physical separation from traffic, cycling to school could be an option. The parking bays were very popular, but the tree saplings were relatively new. PG needs to get his facts right before making sweeping statements regarding what people prefer. The parking bays are necessary to slow the traffic down as advised by Surrey Highways Parking Team (Jack Roberts) and the so called "saplings" are the new trees provided by Surrey County Council in their environmental "Tree Planting Programme" via Katie Stewart, copied on this email.	Trees to be retained	
38	30/05/2022	Email	6. Waverley Lane	EW asked whether the pedestrian crossing shown was for the nursery? RS responded that it was not shown as a cycling diagram, but BC would discuss the area in more detail in the walking section. Clearly RS is ill informed.	Parallel crossing is proposed outside the school	

Further information needed
Item updated
No change
No action required

Comment ID	Date	Meeting	LCWIP reference	Requested Amendment	Atkins Response	Status
39	02/05/2022	Email	Cycle short list	I am extremely disappointed to see that there are no cycle or walking facilities proposed for all of South Farnham. This flies in the face of the stated geographic distribution criteria – see maps below. This is a large residential area and includes a large number of Weydon school children walking and cycling along busy, narrow trafficked roads. These are exactly the sort of future influencers who will make a choice of car or "active travel." As I mentioned on the previous call (I could not attend the last one due a tech failure on the call), there is an easy win on Firgrove Hill (route 14) and this has been rejected. Why? A specific answer is needed	The selection of the 5 cycle routes and 2 core walking zones was undertaken using a multicriteria assessment which includes received feedback from local stakeholders and comments from the residents using the Commonplace site. Other criteria include access to key destinations, population to determine the demand and existing quality to assess the potential to improve. Further discussions with Farnham project team resulted to the selected corridors. Additional assessments were undertaken to select some of the corridors, at locations where the first results of the assessment were similar. Firgrove Hill is one of the assessed corridors. Improvements have been prioritized for walking only at this stage due to the geometrical constraints of the corridor that limit the potential to improve cycle facilities. The corridor is included in the long list and pending funding will be reviewed in the future	
40	12/05/2022	Email	6. Waverley Lane	Tilford Road would be a strategic link into the Waverley network. The showstoppers were considered to be: 1.the width (with lots of on-street parking) south from the station – compared to Firgrove Hill 2.the section south from Abbot's Ride to Lodge Hill Road is narrow, cut into the landscape with steep sides and has blind corners. WBC's latest primary cycle network does include Tilford Road but it's an aspiration that is frustratingly challenging to provide an end-to-end solution for.	N/A	
41	26/05/2022	Email	General	As further background, I have attached a map of the national to local trails that converge on Farnham. Note: the NCN22 route shown is the interim route, not the final town Centre (Wayside Greenway) alignment.	Map received. Routes will be added to the maps	
42	25/05/2022	Email	General	I'm not sure how many electric wheelchair users and mobility scooters we have in Farnham but I've started noticing them everywhere since we started this thread. I met a user at the Sustainability Fair on Sunday and he told me that we have one of the UK's top manufacturers in Wrecclesham, Triride Ltd. so there are bound to be many people who don't want to ride along shared motor/cycle routes at 6mph max..	Due to the available space, it was not always possible to provide segregated cycle tracks. Alternative routes have been identified where we will be able to recommend segregated cycle tracks. Proposals at this stage are high-level options, and of course subject to feasibility assessment at the next stage (e.g., topographic survey, environmental assessment, etc.,)	
43	29/04/2022	Email	Farnham Park	I work with Chris Smith who has asked me to contact you regarding an aspect of the Farnham LCWIP. Chris is project managing the delivery of cycleways within Farnham Park along the routes known as Hale Trail and Scholars Walk. Both connect to Hale Road via a link between the Six Bells Public House and the Six Bells gateway into the park. This link is identified on the primary network being promoted in your LCWIP document, but is being criticized as unsuitable by opponents to cycling, due to the limited width between boundaries. The route is a public footpath and the land unregistered, so it is also quite difficult to see how cycling can be promoted in this context. Chris has asked if you could explain the rationale behind the promotion of this route, and how you see it being developed legally. We can meet on this if that would be helpful.	Hale Trail and Scholars Walk were part of the original 100+ strong list of Medium Term Interventions (MTIs) - a list of possible ideas / schemes put forward by stakeholders which were sifted to a priority list cut down to a list of 12 or 13 schemes. They are potentially a high priority list because they could perform an important function in providing mode shift to sustainable travel away from the private car particularly for North Farnham to Farnham town centre. We have tried to identify who originally put forward the two schemes but can only identify the initials 'CMT' – which maybe Chris Tunstall. We cannot tell whether he proposed the routes himself or was effectively passing on or owning suggestions from stakeholders although WBC are known to be keen to progress the Hale Trail for one. DfT's Propensity to Cycle Tool identifies an average of 170 cyclists per day (cpd) for the Dutch Scenario and 250 cpd for the Ebke scenario. In the context of Farnham, these are relatively high numbers, meaning these routes are in high demand for cyclists. Furthermore, Scholar's Walk is a key route, particularly as there are unlikely to be options for segregated facilities on parallel East Street. Similarly, Hale Trail is an alternate to the Upper Hale Road, which is also severely constrained (in terms of width)	
44	28/04/2022	Workshop 2A	1. West Street / The Borough	Traffic volumes for mixed-traffic arrangement and said that the environment where traffic was more than 5k vehicles per day would not be accessible for cycling for most people. He was concerned that the proposal was not going to make any difference, and DfT might not accept it when bidding for money. He also added that the route did not show potential for modal shift.	Due to the available space, it was not possible to provide segregated cycle tracks. Alternative routes are proposed: quiet way to the north, a bridle way route to the south and a segregated track parallel to A31.	
45	28/04/2022	Workshop 2A	1. West Street / The Borough	Section 278 agreement was looking at an off-carriageway shared use path for the section of West Street adjacent to the planned development (near the Coxbridge Farm development).	Alternative routes are proposed: quiet way to the north, a bridle way route to the south and a segregated track parallel to A31.	
46	28/04/2022	Workshop 2A	1. West Street / The Borough	Section 278 connecting footpath from the red line towards Bishops Meadow, and how it would work with the landowners, how to upgrade a footpath to bridleway.	Alternative routes are proposed: quiet way to the north, a bridle way route to the south and a segregated track parallel to A31.	
47	28/04/2022	Workshop 2A	2. Long Garden / Castle Street / The Hart	Most of the proposed route was already part of a greenway but with a Castle Street gap.	N/A	

Further information needed
Item updated
No change
No action required

Comment ID	Date	Meeting	LCWIP reference	Requested Amendment	Atkins Response	Status
48	28/04/2022	Workshop 2A	2. Long Garden / Castle Street / The Hart	The team dealing with the town centre scheme said they would not do anything but wait for the LCWIP proposal, while the LCWIP team would say the area was looked at by the town centre team	The town centre scheme was proposing a crossing over Castle Street.	
49	28/04/2022	Workshop 2A	2. Long Garden / Castle Street / The Hart	Concerns about Falkner Road, with Beavers Road schools and cars parked on street, effectively there was only a single lane of traffic with no footway on the north side (only on the south side). She asked how a mixed traffic was going to work in such setting.	A potential modal filter will reduce the existing traffic volumes.	
50	28/04/2022	Workshop 2A	2. Long Garden / Castle Street / The Hart	There was a cycleway on Cascade Way that went through the development, there was a cycle way and a footpath utilizing the whole road (near the balancing pond) it would avoid the bad section on Beavers Road and could provide a link to the Coxbridge development while keeping everyone away from West Street.	Cascade way proposed as an alternative alignment	
51	28/04/2022	Workshop 2A	3. Folly Hill	The pinch point section with traffic volumes c.10k was not suitable for suggested mixed traffic arrangement and asked if some road space reallocation would be possible, e.g., removal of existing central hatching.	The team had looked at it, and there was very limited space available. It was also a pedestrian route and their needs had to be taking into consideration as well. CG added that if there was 7.5m available, there might be a possibility to redistribute it differently. there was no footpath on the western part of the road in that location but there was a bus stop, and she would like that to be taken into consideration.	
52	28/04/2022	Workshop 2A	3. Folly Hill	Shared use facility on the hill would be problematic, there was space available to provide segregated track which would be taking advantage of the existing lighting.	The opportunity for segregated cycle facilities will be reviewed in the next stage of design	
53	28/04/2022	Workshop 2A	3. Folly Hill	Suggested a third option, an alignment near the cricket land and a café building. The area in the south (woodland) was extremely steep and improving the footpath would need to involve taking some gradient out. He also added that widening of the existing path was more favourable than putting a new path (Option 1 and 2).	Route has been removed and an alternative alignment is proposed with improved gradient	
54	28/04/2022	Workshop 2A	3. Folly Hill	Concerns about building within Farnham Park (Grade II listed park), there would be a lot of resistance to putting a path there due to biodiversity, climate change, drainage issues (clay), etc.., and therefore the bridleway alignment should be looked at.	N/A	
55	28/04/2022	Workshop 2A	3. Folly Hill	The wiggly route around the cricket grounds was in the protected area of the park, and it would have too much impact on that space, while the bridleway on the west side was also closer to King Alfred's Way cycle route.	Route has been removed and an alternative alignment is proposed with improved gradient	
56	28/04/2022	Workshop 2A	3. Folly Hill	Bridleway path, whether it was recreational or commuter, and about a possible connection to university.	Can be both recreational and commuting for residents in the Upper Hale area to connect to the town centre and the railway station	
57	28/04/2022	Workshop 2A	3. Folly Hill	The public footpath (FP92) south from Old Park Lane runs for 100m between private fencing/ hedges and is only 2m wide. Further north, on Old Park Lane itself, the lane is narrow with banks either side. On-coming cars force pedestrians and cyclists to pull over and added that coming down along the bridleway there was a section with banks on both sides, and in a situation when there were cyclist coming from each direction it would be a pinch point.	The feasibility of the route will be checked in the next stage of the design and proposals will be included to improve the path	
58	28/04/2022	Workshop 2A	4. Weybourne Road	the scheme was very optimistic proposing segregation north of the signalized junction, and added that flipping infrastructure from one side of the road to another would not work.	A diagonal crossing with a cyclists' separate phase will allow safe transition from one side to another.	
59	28/04/2022	Workshop 2A	4. Weybourne Road	In certain sections there was enough width to provide segregation.	Proposal was amended to provide segregation throughout the link	
60	28/04/2022	Workshop 2A	4. Weybourne Road	Unsuccessful School Street bid, and added that he would want to progress with School Street regardless.	N/A	
61	28/04/2022	Workshop 2A	4. Weybourne Road	The proposed section with two-way track had enough space to provide good quality facility, and also added that the 20mph limit would not work if unsupported by traffic calming.	Additional traffic calming measures to be proposed along with the 20mph speed limit	
62	28/04/2022	Workshop 2A	4. Weybourne Road	Concerned about Scholars Greenway and said that it was a section requiring widening. She also mentioned that the proposed two-way segregation section was most likely do-able, while the mixed traffic link rather unlikely.	N/A	
63	28/04/2022	Workshop 2A	4. Weybourne Road	Talking to the All Hallows School to investigate potential alternative alignment (dashed black line).	Further engagement in the next stage of design	
64	28/04/2022	Workshop 2A	4. Weybourne Road	On the section which would affect existing on-street parking, where there are frequent shop frontages, and many properties have no off-street parking.	Parking removal will be reviewed in the next stage of design following parking surveys to determine the demand.	
65	28/04/2022	Workshop 2A	4. Weybourne Road	Suggested introducing bus cages to deter people from parking where school buses stop.	Bus cages will be proposed	
66	28/04/2022	Workshop 2A	4. Weybourne Road	The mixed traffic proposed section from the All Hallows pedestrian crossing north to the county boundary. Motor traffic levels are at 9k VPD. PCT scenarios show this is the section with the highest potential for cycling, especially for school traffic.	Proposal was amended to provide segregation throughout the link	
67	28/04/2022	Workshop 2A	5. South Street / Station Hill / Centre Car Park	South Street, traffic flows were at 16-18k VPD, again several times the threshold for cycle uptake in mixed traffic.	Due to the available space, it was not possible to provide segregated cycle tracks. An alternative route is provided though the development	
68	28/04/2022	Workshop 2A	5. South Street / Station Hill / Centre Car Park	Getting across the town centre following one-way system if there was no through route would not provide a comprehensive network. South Street was a good direct alignment, but the width was limited for two-way street with mixed traffic arrangement.	N/A	

Further information needed
Item updated
No change
No action required

Comment ID	Date	Meeting	LCWIP reference	Requested Amendment	Atkins Response	Status
69	28/04/2022	Workshop 2A	5. South Street / Station Hill / Centre Car Park	A possibility of a two-way cycle track on the south side, which then would avoid a parallel crossing of Station Hill (adjacent to the Station Approach junction) and link with Abbey Street.	Proposed cycle track shifted to the south side. Proposed parallel crossing will be retained to allow safe transitions for cyclists between the cycle track and mixed traffic section.	
70	28/04/2022	Workshop 2A	5. South Street / Station Hill / Centre Car Park	Asked to remove potential path from Gostrey Meadow where the cyclists would need to go round the war memorial, crisscross the tarmac, etc.., but asked to retain possible alignment along Abbey Street which was a quiet street.	The alternative link through Gostrey Meadow has been removed and an additional connection to Abbey Street has been proposed	
71	28/04/2022	Workshop 2A	5. South Street / Station Hill / Centre Car Park	Concerns about how the two-way traffic was going to work with bus stops.	Bus cages will be proposed on the carriageway	
72	28/04/2022	Workshop 2A	5. South Street / Station Hill / Centre Car Park	The proposed station approach section of the route, saying it would need to be discussed whether the north or south side was preferred, and if there was enough space available for two-way cycle track.	Proposed cycle track shifted to the south side.	
73	28/04/2022	Workshop 2A	6. Waverley Lane	There was a gap between the Routes 5 and 6, the section with level crossing, and therefore it did not offer a comprehensive network.	A proposal have been included to be as long term aspiration following changes at the railway station	
74	28/04/2022	Workshop 2A	6. Waverley Lane	The traffic volumes were slightly above the threshold of 4k, but they were not evenly spread over the day. There were also problems with parking, and parked cars would block new cycle lanes.	Parking to be reviewed in the next stages of design	
75	28/04/2022	Workshop 2A	1. Railway Station CWZ	The locations of proposed parallel crossings, there was no segregated cycle facilities, and added they would be suitable for locations where there was off-road facility on either side of the road.	At the proposed parallel crossings short sections of SUPs will be proposed to allow cyclists to join the crossing to the destination (for example a crossing is proposed to the school and cyclists can use the crossing to directly access the school without dismounting) All proposed facilities will be reviewed in the next stage of design where more data will be available	
76	28/04/2022	Workshop 2A	1. Railway Station CWZ	That there was limited forward visibility at the proposed crossing (1.5) near the nursery, especially on the nursery side.	the crossing was meant to be about 50m away from the location discussed (halfway down the block after the bus stop) and should offer sufficient visibility.	
77	28/04/2022	Workshop 2A	1. Railway Station CWZ	Asked if the sections marked as 1.16 and 1.17 were Lower Bourne area, as the area was already signed as 20mph zone, but there was no traffic calming. The LCWIP therefore would be a good opportunity to make the 20mph zone legal and effective by putting crossings and raised tables.	N/A	
78	28/04/2022	Workshop 2A	1. Railway Station CWZ	South Farnham School (infant school) actively encourage parents to drop children using cars, what made everyone around inhaling fumes. She added that the area had to be approached carefully, as the school would want to retain the drop off system, thinking it was the most effective.	The main access route to the school is proposed as Ped Cycle which will not allow pick up/drop off. Parents using the cars may wait at another point and walk the pupils to the school for the last meters.	
79	28/04/2022	Workshop 2A	1. Railway Station CWZ	Parents dropping off/collecting children create queuing, idling engines, etc., but if the drop off area was removed the cars (drop off/pick up area) would go somewhere else.	The main access route to the school is proposed as Ped Cycle which will not allow pick up/drop off. Parents using the cars may wait at another point and walk the pupils to the school for the last meters.	
80	28/04/2022	Workshop 2A	2. Upper Hale CWZ	In location 2.15 there was already a route though the housing estate	This route is being proposed to be upgraded to improve accessibility	
81	28/04/2022	Workshop 2A	2. Upper Hale CWZ	2.14 was good to improve the footway	N/A	
82	28/04/2022	Workshop 2A	2. Upper Hale CWZ	Asked for more details about what a ped/cycle priority street would involve.	there would be different ways to implement it; timed filters, changed surface or priority chicanes among many, and added that the route should not be fully closed because there were many residents.	
83	28/04/2022	Workshop 2A	2. Upper Hale CWZ	A modal filter without turning head could be introduced but would need to be heavily consulted with residents, and added that it would need to be a case of a full point closure or nothing.	Details of the interventions will be included in the next stage of the design. Further consultation will be undertaken in the next stage	
84	28/04/2022	Workshop 2A	2. Upper Hale CWZ	Commented on the layby outside the school near Tesco, and said it should be removed as people cross directly from the layby to Tesco without using the signalized crossing. Removing the layby would also offer wider footway outside the school.	The lay by at this location is required due to the proximity of the bus stop at the traffic lights. The existing footway is >2m (desirable width). There is a signalized crossing at the location (at the traffic lights) and proposed an uncontrolled crossing at the end of the footway.	
85	28/04/2022	Workshop 2A	2. Upper Hale CWZ	Alarmed by the lighting proposal to 2.12, which was a wild park with reach biodiversity.	the proposal would include discrete, low-level lighting rather than standard lighting columns, and would improve the pedestrian comfort especially in winter months	
86	28/04/2022	Workshop 2A	2. Upper Hale CWZ	2.1 near the university was just a track	N/A	
87	28/04/2022	Workshop 2A	2. Upper Hale CWZ	2.4 in the north was a very popular special protection area	Eco/Arb surveys to be undertaken as part of the next stage	
88	28/04/2022	Workshop 2A	2. Upper Hale CWZ	people in charge of the park would not support any lighting, regardless of the form it would take.	N/A	
89	28/04/2022	Workshop 2A	2. Upper Hale CWZ	2.5 uncontrolled crossing and said there was a bridleway crossing and an equestrian gate, and it was almost impossible to get across that road, maybe extending the speed limit (30mph) and enforcing it with a raised table would be a solution.	A refuge island is proposed to help people crossing in two stages. A raised table may be rejected by the road safety team. Speed limit of 30mph to be extended	
90	28/04/2022	Workshop 2A	2. Upper Hale CWZ	2.5 it was already on the short list of medium-term intervention list but was not sure if many people would support a raised table.	N/A	
91	28/04/2022	Workshop 2A	2. Upper Hale CWZ	The footpath though the developments, adding that the council had not adopted the roundabout yet and the local residents committee had put up signs 'no access expect for residents.	N/A	

Further information needed
Item updated
No change
No action required

Comment ID	Date	Meeting	LCWIP reference	Requested Amendment	Atkins Response	Status
92	28/04/2022	Workshop 2A	2. Upper Hale CWZ	He Is in favour of lower speed but dubious about getting 30mph as far as the roundabout and added that introduction of a raised table would require street lighting (the raised table needs to be illuminated in 30mph but not in 20mph). He added that signing things was not going to help as they needed some form of physical support	The uncontrolled crossing on Odiham Road will be with a refuge island which can operate as a traffic calming measure. Note for the lighting will be added in the report	
93	28/04/2022	Workshop 2A	Walking short list	Slightly disappointed that the school's area around Weydon Lane was not selected as a priority CWZ, as there was a potential to improve walking provision there for many school children. It had a bit of traffic calming but not enough, and it was also a 20mph limit legally but without the signs	the fact certain area was not included in the preferred CWZ did not exclude it from any future interventions, funding dependent.	
94	27/04/2022	Workshop 2B	1. West Street / The Borough	Potters Gate	It is considered as an alternative quiet way the West Street proposal would be limited to mixed traffic with speed reduced to 20mph, while in the town centre there was a different workstream which involved change of circulation. It was also considered to remove some parking.	
95	27/04/2022	Workshop 2B	1. West Street / The Borough	PG asked about a route to the town centre avoiding traffic	Alternative routes are proposed: quiet way to the north, a bridle way route to the south and a segregated track parallel to A31.	
96	27/04/2022	Workshop 2B	Other	The A31 was being looked at as a separate scheme and asked if there was any chance that the new scheme would reduce traffic volumes down from the current 13k.	Other workstream	
97	27/04/2022	Workshop 2B	2. Long Garden / Castle Street / The Hart	Mixed traffic was a fail and anything unsegregated was not good enough. He added that traffic near Waitrose car parks was heavy and should not be mixed with cycles. Upper Hart car park area was busy too.	Proposed as a segregated cycle track.	
98	27/04/2022	Workshop 2B	General	Children should not be sharing roads with cars, and whatever was being proposed should be segregated	Due to the available space, it was not always possible to provide segregated cycle tracks. Alternative routes have been identified where we will be able to recommend segregated cycle tracks. Proposals at this stage are high-level options, and of course subject to feasibility assessment at the next stage (e.g., topographic survey, environmental assessment, etc.)	
99	27/04/2022	Workshop 2B	2. Long Garden / Castle Street / The Hart	Asked if there was not enough width to provide segregation	N/A	
100	27/04/2022	Workshop 2B	3. Folly Hill	The main route in the southern section had large gradient (20%), and the route was located near kids play area. He asked about possible measures to slow down cyclists.	Route has been removed and an alternative alignment is proposed with improved gradient	
101	27/04/2022	Workshop 2B	3. Folly Hill	The gradient of 20% was not ideal	Route has been removed and an alternative alignment is proposed with improved gradient	
102	27/04/2022	Workshop 2B	3. Folly Hill	The bridleway and said that with the development being built there was some developer's contribution to upgrade the northern part of the bridleway, and the intention was to make it more attractive for cycling. There were also some links at the back of the development, at the western boundary of the development, which could provide better permeability.	N/A	
103	27/04/2022	Workshop 2B	3. Folly Hill	It would be good to see how the paths link with the wider network, eastern side of the park	Those were the green routes (medium term interventions) on the plan showed at the beginning of the workshop	
104	27/04/2022	Workshop 2B	4. Weybourne Road	There was a planning application for 65 houses at the southern end of the roundabout (north arm), and a standard priority junction was put but there was an opportunity to provide something better for cyclist (between toucan crossing and Scholars Greenway) what could be paid for by the developer, and the junction could be a Copenhagen style crossing.	Two-way cycle facilities along with priority crossings are proposed	
105	27/04/2022	Workshop 2B	Other	Some local people wanted to see a better use of the Greenway, there was a new development being built close to it, and in general there was quite a lot going on there	N/A	
106	27/04/2022	Workshop 2B	4. Weybourne Road	Pleased to see a two-way track along most of the route	N/A	
107	27/04/2022	Workshop 2B	4. Weybourne Road	The public footpath towards the school could be possibly upgraded	Proposed as alternative alignment	
108	27/04/2022	Workshop 2B	4. Weybourne Road	In the southern section there was a part with very narrow footway, 1m.	Footways will be upgraded to higher standards along with the proposed cycle facilities	
109	27/04/2022	Workshop 2B	4. Weybourne Road	The developers were showing 3m wide shared use paths through the development.	Connections to the development are proposed via alternative alignments	
110	27/04/2022	Workshop 2B	4. Weybourne Road	There should be a major traffic flow to Sainsbury's, with some existing footpaths which by-pass the roundabout in front of Sainsbury's, and a cycle track could be put in front of Sainsbury's, south-west side of the dual carriageway	A cycle route is being proposed in the long list	
111	27/04/2022	Workshop 2B	4. Weybourne Road	There were constraints where there was number 3 in the map. He also asked why there was no segregation suggested to the section of the route which was marked as mixed traffic.	it was a narrow section - Proposed as SUP to be reviewed in the next stage of the design	
112	27/04/2022	Workshop 2B	5. South Street / Station Hill / Centre Car Park	The section shown as mixed traffic was not really acceptable	Due to the available space, it was not possible to provide segregated cycle tracks. An alternative route is provided though the development	
113	27/04/2022	Workshop 2B	5. South Street / Station Hill / Centre Car Park	The Brightwells development was being finished soon and it would be a shame to miss that opportunity	Proposed as alternative route to the South Street	
114	27/04/2022	Workshop 2B	5. South Street / Station Hill / Centre Car Park	It was a good idea to have a segregated cycle track to the train station, but there was no link with Waverley Lane	Due to the level crossing the available space is limited. An aspirational proposal has been included across the railway lines	

Further information needed
Item updated
No change
No action required

Comment ID	Date	Meeting	LCWIP reference	Requested Amendment	Atkins Response	Status
115	27/04/2022	Workshop 2B	5. South Street / Station Hill / Centre Car Park	Commented on Brightwells development and said it was assumed cyclists would go through the site. It would have to be worked out with site management, but it had to happen, as it was the most direct route.	Proposed as alternative route to the South Street	
116	27/04/2022	Workshop 2B	6. Waverley Lane	Commented on the continuous canopy along Waverley Lane, the trees were not very mature, and people might find it more acceptable to remove the trees rather than remove the parking.	Trees to be retained	
117	27/04/2022	Workshop 2B	6. Waverley Lane	The school did not encourage children to cycle to school, as they felt it was not safe for them given the number of cars on roads	N/A	
118	27/04/2022	Workshop 2B	6. Waverley Lane	If there was a physical separation from traffic, cycling to school could be an option. The parking bays were very popular, but the tree saplings were relatively new.	Trees to be retained	
120	27/04/2022	Workshop 2B	1. Railway Station CWZ	Dene Lane traffic flow counts, stating that one end was going into the woods	It is proposed as Ped Cycle route to restrict access to the vehicles visiting Bourne recreation ground, encourage more people to walk/cycle and improve public realm	
121	27/04/2022	Workshop 2B	1. Railway Station CWZ	Dene Lane was not much need to go there -	There is a church by Dene Lane	
122	27/04/2022	Workshop 2B	1. Railway Station CWZ	it was good to propose widening of the footways near school	N/A	
123	27/04/2022	Workshop 2B	1. Railway Station CWZ	The route down to university was a good one and would like to see it as a cycle route as well. He added that the university representatives would not promote any of those routes unless there was lighting.	there would be lighting. She also added that since a new path was proposed to be constructed, it could possibly be made a cycle path as well to increase usage and provide additional natural surveillance	
124	11/05/2022	Email	1. West Street / The Borough	As a route to/from the southwest of the town centre, this route has no clear destination and does not link through to Wrecclesham Village	The route links Coxbridge development and to the existing/proposed facilities at the roundabout	
125	11/05/2022	Email	1. West Street / The Borough	The connection to Coxbridge Business Park, the planned housing development at Coxbridge Farm and to The Chantrys are welcome	N/A	
126	11/05/2022	Email	1. West Street / The Borough	The designation of the route as 'mixed traffic', even with an extended 20mph motor vehicle speed limit, is unlikely to deliver a significant shift from private car use to cycling into the town centre. Traffic counts for West Street of around 13k motor vehicles per day are 2-3 x greater than the threshold for use by all but a few 'hardened' cyclists.	Due to the available space, it was not possible to provide segregated cycle tracks. Alternative routes are proposed: quiet way to the north, a bridle way route to the south and a segregated track parallel to A31.	
127	11/05/2022	Email	1. West Street / The Borough	It should be noted that SCC transport Development Planning officers are negotiating with the Coxbridge Farm housing developers for road space reallocation and pavement widening to accommodate an off-carriageway shared use path at the southwestern end of West Street. We would encourage Atkins to look in detail at similar opportunities northeast along West Street to provide the protection need to significantly greater cycling along this route.	Proposal between roundabouts to be SUP depending on the available widths	
128	11/05/2022	Email	2. Long Garden / Castle Street / The Hart	The linkage from West Street to Beavers Road along Crondall Lane is hampered by the heavy traffic and parked cars.	Alternative alignments proposed to avoid Crondall Lane	
129	11/05/2022	Email	2. Long Garden / Castle Street / The Hart	The narrowness of Beavers Road, combined with line of parked cars is challenging for cycling.	Beavers Lane is proposed as School Street which will allow cyclists' movements during AM/PM peak hours not mixing with traffic and mixed traffic provision for the rest of the day where there will not be high traffic flows	
130	11/05/2022	Email	2. Long Garden / Castle Street / The Hart	The proposed modal filter on Falkner Road, to eliminate through traffic, should improve conditions for pedestrians and cyclists on the Scholars Greenway and around UCA and Potters Gate School.	N/A	
131	11/05/2022	Email	2. Long Garden / Castle Street / The Hart	No traffic counts for The Hart have been provide but anecdotally, this is a busy section of Highway. In addition to the high car usage of Lower and Upper Hart car parks via The Hart, coaches us the southern parking bays with lorries and vans making delivery runs to/from Waitrose.	Proposed as a segregated cycle track	
132	11/05/2022	Email	2. Long Garden / Castle Street / The Hart	The section of Scholars Greenway passing Upper Hart, Lower Hart car park and the Long Garden Way / Falkner Road / The Hart junction generate numerous side road car movements and motor traffic.	Cyclists are proposed to be segregated at the junction & priority crossings to be provided	
133	11/05/2022	Email	Other	No provision at Castle Street is shown. This is the most challenging section along the Scholars Greenway and PCT modelling indicates some of the highest potential cycle flows in Farnham	N/A	
134	11/05/2022	Email	2. Long Garden / Castle Street / The Hart	The eastern entrance to Park Row is a conflict point with private motor vehicles commonly ignoring the Gove Way and cyclist priority. The proposed improvement of the junction with Bear Lane and High Park View is welcome.	Proposed to be closed to traffic: pedestrians, cyclists and residents with permit will have access	
135	11/05/2022	Email	2. Long Garden / Castle Street / The Hart	Include the key link across Castle Street, ensuring continuous, coherent connectivity with the rest of the town centre cycle network.	Comment not clear	
136	11/05/2022	Email	2. Long Garden / Castle Street / The Hart	Review the appropriateness of Dutch -style cycle street proposals for The Hart in the light of traffic counts and traffic type.	Proposed as a segregated cycle track.	
137	11/05/2022	Email	2. Long Garden / Castle Street / The Hart	Look at options to upgrade the Scholars Greenway along the western stretch of Long Garden Way and especially considering a segregated facility north of the entrance to Lower Hart Car Park and the junction to Falkner Road.	Proposed as a segregated cycle track.	
138	11/05/2022	Email	2. Long Garden / Castle Street / The Hart	Consider a short, segregated link, via upgraded (Toucan) crossing, along Crondall Lane to Waynflete Lane. This will provide safer cycle access to Beaver Road and the town centre from the housing west of Crondall Lane, including the new Coxbridge Farm housing development	Proposed as route to link Cocbridge Development to the university	

Further information needed
Item updated
No change
No action required

Comment ID	Date	Meeting	LCWIP reference	Requested Amendment	Atkins Response	Status
139	11/05/2022	Email	2. Long Garden / Castle Street / The Hart	Consider additional measures at the junction of Park Row and Bear Lane to enforce cycle priority.	Park Row: Proposed to be closed to traffic: pedestrians, cyclists and residents with permit will have access Bear lane proposed as contra flow facility with measures to accommodate safe transitions for cyclists	
140	11/05/2022	Email	3. Folly Hill	Steep gradients - concerns about SUP	Route has been removed and an alternative alignment is proposed with improved gradient	
141	11/05/2022	Email	3. Folly Hill	Several mature trees - concerns about available width	Eco/arb surveys to be undertaken in the next stage of the design	
142	11/05/2022	Email	3. Folly Hill	Widen existing path passed cafe/pavilion	Added in the proposal	
143	11/05/2022	Email	3. Folly Hill	It is worth noting that the primary requirement for a crossing at the Folly Height roundabout is north-south on the eastern side of Folly Hill, not east-west into the Folly Heights development.	N/A	
144	11/05/2022	Email	3. Folly Hill	Traffic counts for Folly Hill are around 16-18k motor vehicles per day, over 3x the threshold for to most people to cycle in mixed traffic. The proposed section of mixed traffic north of the Folly Heights roundabout therefore breaks route continuity, effectively isolating most Folly Hill Estate and Sandy Hill Estate residents from cycle access to the town centre.	Section north of Drovers Way/Folly Hill roundabout is narrow and no segregation can be provided	
145	11/05/2022	Email	3. Folly Hill	The route section designated for mixed traffic is noted as a pinch point however the highway (carriageway and eastern footway) along this stretch is over 8.5m wide. This should be sufficient for a 2.5m-3m shared use path adjacent to a 5.5m-6m wide carriageway. The road space reallocation and narrowing would additionally deter the speeding that occurs, particularly on the southbound, downhill lane.	Section is a bus route and narrow c'way widths would not be desirable. Proposed interventions to widen the footways have been included in the CWZ. A SUP cannot be proposed due to the available width	
146	11/05/2022	Email	3. Folly Hill	An alternative reallocation of road space could create a footway on the western side of this section of Folly Hill, though this would only service 9 properties.	Footway widening is being proposed at Upper Hale CWZ	
147	11/05/2022	Email	Other	Improving and extending the Scholars Greenway to the county boundary is a high priority route with combined school and commuting Propensity to Cycle Tool estimates of over 1000 journeys per day (see below). The route provides strategic links north with the Rushmoor cycle network and south west linking Weybourne to Farnham Hospital and the town centre, via the Scholars Greenway in Farnham Park.	Route part of the Medium Term Interventions. The LCWIP is proposing connections to the route for both pedestrians and cyclists	
148	11/05/2022	Email	4. Weybourne Road	The 2-way cycle track along Hale Road and Weybourne Road to the junction with Weybourne Lane is appropriate given the 9k vehicle per day motor traffic volume on Weybourne Road[4]. Improvements to simplify the toucan crossing of Hale Road adjacent to the Six Bells Roundabout and raised table (Copenhagen crossing?) junction improvements along Weybourne Road will also improve cyclist and pedestrian priority, safety and route continuity.	N/A	
149	11/05/2022	Email	4. Weybourne Road	The parallel crossing shown on Hale Road in the vicinity of the petrol station may also have to take account of the proposed 'Hawthorns' housing development opposite.	Connections to the development are proposed via alternative alignments	
150	11/05/2022	Email	4. Weybourne Road	The proposal for cycling in mixed traffic on Weybourne Road north of All Hallows School should be revisited. Motor traffic levels are double the threshold at which most users would be excluded. As noted earlier, this is a strategically important section of the route with high potential for increased cycle usage and modal shift from private cars. It needs to be fit for secondary school pupil usage.. Highway widths along this section appear sufficient (see maps above and below) for an off-carriage way segregated and/or shared use cycle path, 3m wide, adjacent to a 6m wide carriageway after road space reallocation. Along the north western side of the section of Weybourne Road from the pedestrian crossing at All Hallows School to Ayling Lane at the county boundary, 3 mature trees have been identified (outlined as red circles with green fill). In each case, carriageway and (western) footway widths exceed 9m. At the narrowest section, around Woodbourne to The Laurels, the combined western footway and carriageway width is slightly below 9m, indicating shared use path widths of 2.5-3m may have to be used for short stretches.	Proposal was amended to provide segregation throughout the link	
151	11/05/2022	Email	4. Weybourne Road	Design consideration of the connectivity to other cycle network routes would be welcomed to future proof the route. Specifically, the Badshot Lea safe route to schools route via FP 103 (and Green Lane) and the main Badshot Lea cycleway via Monkton Lane	N/A	
152	11/05/2022	Email	5. South Street / Station Hill / Centre Car Park	The corridor from Castle Street and Bear Lane, connecting south to Farnham railway station is key to meeting this vision. A route north-south across the town centre, connecting the north and central Farnham cycle network to the south Farnham cycle routes is also key. Without this linchpin connection, Farnham will lack a town-wide coherent, continuous cycle network	N/A	
153	11/05/2022	Email	5. South Street / Station Hill / Centre Car Park	The contraflow cycle sections at Park Row and Bear Lane need to be shown to connect to Castle Street and the (upgraded) Scholars Greenway west along Long Garden Way (route 2) and east through Farnham Park (linking to route 4).	Section at Castle Street to be mixed traffic	
154	11/05/2022	Email	5. South Street / Station Hill / Centre Car Park	The treatment at the Royal Deer junction will need to take account of future works on East Street related to the Brightwells Yard development.	N/A	
155	11/05/2022	Email	5. South Street / Station Hill / Centre Car Park	Connectivity to Brightwells Yard, a major retail destination and housing development, is not shown. Why are the cycle routes around Brightwells not incorporated and instead the road access to the construction site is?	Connections will be presented	

Further information needed
Item updated
No change
No action required

Comment ID	Date	Meeting	LCWIP reference	Requested Amendment	Atkins Response	Status
156	11/05/2022	Email	5. South Street / Station Hill / Centre Car Park	Similar observation to sections of Routes 1, 3 and 4: daily motor vehicle rates are several times (3-4x) above the threshold for most users to take up cycling in mixed traffic. The 300m long mixed traffic section shown along South Street will likely pre-lude significant cycle usage and effectively separate the north Farnham cycle network from Farnham Station and south Farnham.	Due to the available space, it was not possible to provide segregated cycle tracks. An alternative route is provided though the development	
157	11/05/2022	Email	5. South Street / Station Hill / Centre Car Park	The northern 200m of South Street are currently one-way and will remain one-way if the town centre Option A highway improvements are selected for implementation. How will north-bound cycle traffic be accommodated in this situation?	The proposals will be reviewed. If South Street remains one-way space will be available to propose two-way cycle track	
158	11/05/2022	Email	5. South Street / Station Hill / Centre Car Park	A formal cycle and pedestrian crossing point at the junction of South Street and Union Road is required. This will improve connectivity from South Street Car Park to the new Drs surgery at Wey Court.	Proposed crossings as part of the Town Centre scheme	
159	11/05/2022	Email	5. South Street / Station Hill / Centre Car Park	The link shown into Gostrey Meadow may be problematic as this greenspace is already urbanized with several surfaced paths, includes a playground and is often host to (crowded) town events. Note: Gostrey Meadow is in the process of being transferred from WBC to FTC ownership and control	The alternative link through Gostrey Meadow has been removed and an additional connection to Abbey Street has been proposed	
160	11/05/2022	Email	5. South Street / Station Hill / Centre Car Park	The current plan does not show connectivity to the final, town centre, alignment of NCN 22. This will cross South Street from Borelli Walk towards The Maltings and Red Lion Lane (potentially via a small detour up Abbey Street).	Proposal shown in the updated design	
161	11/05/2022	Email	5. South Street / Station Hill / Centre Car Park	The potential link to Abbey Road (effectively an LTN) is not shown connected to the cycle route, despite adequate space for a segregated, marked cycle track.	Proposal shown in the updated design	
162	11/05/2022	Email	5. South Street / Station Hill / Centre Car Park	The route shown to the east side of Hickleys Corner involves 4 signal-controlled crossings vs. 3 signal-controlled crossing on the west side.	Proposed cycle track shifted to the south side.	
163	11/05/2022	Email	5. South Street / Station Hill / Centre Car Park	Carry out, and share, route selection assessment with comparison against the existing use of the one-way system and also against an alternative alignment that avoids the heavy traffic volumes (of South Street).	RST assessment has been undertaken	
164	11/05/2022	Email	5. South Street / Station Hill / Centre Car Park	Consider shifting the 2-way cycle track from Borelli Walk to the railway station from the east side of South Street / Station Hill to the west side. This would provide: better network connectivity via Abbey Street (e.g. to potential cycle routes to the west side of the town centre, Firgrove Hill and NCN 22); reduce the number of signal-controlled crossings to negotiate at Hickleys Corner; avoid creating a parallel crossing on Station Hill (and consider one crossing South Street at Borelli Walk).	Proposed cycle track shifted to the south side.	
165	11/05/2022	Email	6. Waverley Lane	This cycle route needs to demonstrate connectivity to the rest of the cycle network, in particular Route 5 on Station Hill and the railway station itself.	A proposal have been included to be as long term aspiration following changes at the railway station	
166	11/05/2022	Email	6. Waverley Lane	Referring back to LTN 1/20, Figure 4,1, the traffic volume of about 4k motor vehicles per day on Waverley Lane[4] are at the threshold for use of cycle lanes by most people.	N/A	
167	11/05/2022	Email	6. Waverley Lane	In reality, this average daily volume of motor traffic hides peak levels at the school drop-off / pick-up times and commuters driving to/from Farnham station.	Traffic calming measures and proposals within the CWZ and the proposed cycle facilities will encourage more people walk/cycle to the school	
168	11/05/2022	Email	6. Waverley Lane	It would take a concerted effort (hard infrastructure and soft measures) to create the modal shift from private cars to significantly reduce the motor traffic volumes at these peak times.	Traffic calming measures and proposals within the CWZ and the proposed cycle facilities will encourage more people walk/cycle to the school	
169	11/05/2022	Email	6. Waverley Lane	Considering the loss of on-street car parking – how many spaces are involved, do you know who parks here currently, is it residents or those getting free car parking for the station?	Parking to be reviewed in the next stages of design	
170	11/05/2022	Email	6. Waverley Lane	Even with the removal of parking bays, high numbers of school drop-off / pick-up car movements might effectively block the cycle lanes at the peak times when they would need to be most effective.	Traffic calming measures and proposals within the CWZ and the proposed cycle facilities will encourage more people walk/cycle to the school	
171	11/05/2022	Email	1. Railway Station CWZ	Are the wayfinding interventions included in the current FIP wayfinding project or will they entail additional work and updates?	The proposed wayfinding locations are indicative and will be reviewed as part of the next stage of the design. Further discussions should follow with the wayfinding team at the locations within the town centre	
172	11/05/2022	Email	1. Railway Station CWZ	1.3 If achievable, the package of measures prosed for Waverley Lane would support walking along this school and commuter corridor.	N/A	
173	11/05/2022	Email	1. Railway Station CWZ	1.4 Could the formalizing of the current lollipop school crossing be made to include (parallel crossing) cycle access with a link to the Alfred Road pedestrian and cycle priority street (1.5)? The carriageway + western footway width is over 9m on this section of Tilford Road.	Agreed - will be proposed as parallel crossing	
174	11/05/2022	Email	1. Railway Station CWZ	1.5Residents on Alfred Road have complained of motor vehicle speeding which a priority pedestrian / cycle street would help address.	N/A	
175	11/05/2022	Email	1. Railway Station CWZ	1.7How will the school street proposal for Menin Way be integrated with the proposals for a Dutch-style cycle street on Waverley Lane?	A raised junction will be proposed to allow safer transition between the cycle lanes and the school street. Details of the design will be reviewed in the next stage	
176	11/05/2022	Email	1. Railway Station CWZ	1.11This is a strategically important and well used connection from south to central Farnham. The toucan crossing proposed will improve safety, increase connectivity and encourage active travel to/from southwest Farnham and Wrecclesham. Does it integrate with the A31 corridor proposals?	There were discussions with the A31 design team and the proposal have been presented.	
177	11/05/2022	Email	1. Railway Station CWZ	1.13 As with 1.4, a parallel crossing of Firgrove Hill to Manor Road would support cycle access to the 6th Form College at this junction.	Agreed - will be proposed as parallel crossing	
178	11/05/2022	Email	1. Railway Station CWZ	1.14 / 1.15 Would these proposals be compatible with a later Frensham Road / Firgrove Hill cycle route linking Lower Bourne to the town centre / railway station?	Yes, these proposals do not affect the geometry of the road, Only improve the accessibility for pedestrians along the corridor`	

Further information needed
Item updated
No change
No action required

Comment ID	Date	Meeting	LCWIP reference	Requested Amendment	Atkins Response	Status
179	11/05/2022	Email	2. Upper Hale CWZ	Has a cross check been carried out against the cycle and mobility access measures proposed for Upper Hale (and Heath End) to ensure synergistic opportunities are not missed or precluded?	N/A	
180	11/05/2022	Email	2. Upper Hale CWZ	The blue-grey 'other workstreams' route linking from Farnham Park to the Upper Hale CWZ should link via Shady Nook instead of Hampton Road.	There is an existing footpath /PROW parallel to Shady Nook that links to Hampton Road and Trinity Hill that is proposed to be utilized	
181	11/05/2022	Email	2. Upper Hale CWZ	The blue-grey 'other workstreams' route linking from Farnham Park to the Hale Road is out of scope.	N/A	
182	11/05/2022	Email	2. Upper Hale CWZ	2.1 Is the central section of this walking route correctly labelled as 'off-carriageway' where it follows Old Park Lane?	These sections are bridleways, motorized traffic is not permitted - Residents only may have access with permit	
183	11/05/2022	Email	2. Upper Hale CWZ	2.3 A raised table at the northern end of Lawday Link would facilitate walking and cycle access, as well as contribute to the Upper Hale Road 20mph zone..	A raised table will be added	
184	11/05/2022	Email	2. Upper Hale CWZ	2.4 Extending this path west will link to the well-used entrance to the heathland north of Odiham Road (opposite the Shell filling station / Waitrose mini-store). Making this shared use would also support cyclists accessing the heathland and Folly Hill via measure 2.3 (Lawday Link).	Improvements for cyclists will be proposed as part of the aspirational route via Odiham Lane. Pedestrians have access to the Heathland via the existing footway on the south side and the crossings (existing and proposed)	
185	11/05/2022	Email	2. Upper Hale CWZ	2.5 The uncontrolled crossing here will need to be suitable for equestrians and cycles accessing the heath via BW139. This is also the Odiham Road crossing point for the King Alfred Way national off-road cycle route.	Note will be added in the report	
186	11/05/2022	Email	2. Upper Hale CWZ	2.6 Improvement of the crossing from Spring Lane to Folly Lane North is needed given the poor sight lines. Has the alternative of avoiding this junction with an uncontrolled crossing of the Upper Hale Road from BW143 been considered?	An additional uncontrolled crossing with a refuge island will be proposed	
187	11/05/2022	Email	2. Upper Hale CWZ	2.7 Has synergistic cycle access to Hale School been considered, for instance upgrading the proposed Zebra to a Parallel crossing?	Updated to propose parallel crossing and section has been added to propose SUP on the north side of the footway to access the school	
188	11/05/2022	Email	2. Upper Hale CWZ	2.11 Currently this is a dangerous crossing pit wit very poor sightlines crossing Upper Hale Road northwards. Will a raised table at the northern end of this proposed pedestrian / cycle priority street on its own be sufficient to mitigate the dangers at this junction?	Additional 20mph speed limit is proposed on Upper Hale Road. The raised table will include widening of the existing footways to reduce the crossing distance or pedestrians which may improve the visibility	
189	11/05/2022	Email	2. Upper Hale CWZ	2.15 Has the widened off-carriageway path been considered in the context of an off-carriageway cycle link connecting the pedestrian / cycle priority street at Heath Lane to Willow Way / South Avenue?	The footpath is not proposed to be widened, it is proposed to be resurfaced to be more accessible. If the width of the footpath is sufficient to accommodate cyclists, a SUP will be proposed in the next stage of the design	
190	11/05/2022	Email	2. Upper Hale CWZ	2.16 Has mobility access past the Willow Way shopping parade been considered?	Improvements on Willow Way have been proposed as part of walking corridors to link Upper Hale to the schools	
191	11/05/2022	Email	2. Upper Hale CWZ	2.17 Has footway widening been considered in the context of a segregated / shared use cycle link from North Avenue to the Heath End school street (2.18)?	Improvements for cyclists will be proposed as part of the aspirational route via Farnborough Road	
192	11/05/2022	Email	Cycle long list	Show on a map which routes are on PROW and which are on highway	Map will be produced as part of the report	
193	11/05/2022	Email	Cycle long list	Suggestions for off-road paths and alternative alignments	Sections of the proposed routes have been included in the proposals as alternative alignments	
194	11/05/2022	Email	Cycle short list	Alternative off-road alignment between Weybourne Road and Hail Trail Path	Proposed route to be reviewed as part of the Hale Trail Study	
195	11/05/2022	Email	2. Long Garden / Castle Street / The Hart	Beavers Road This is not a quiet road is it is one of the primary routes to Potters Gate School and UCA it also have very narrow sections. 4.84m with narrow pavement on one side only	Beavers Lane is proposed as School Street which will allow cyclists' movements during AM/PM peak hours not mixing with traffic and mixed traffic provision for the rest of the day where there will not be high traffic flows	
196	11/05/2022	Email	1. West Street / The Borough	West Street Proposed route has heavy traffic and has very narrow sections with no ability to extend (<5m) Need a majority off road route	Alternative routes are proposed: quiet way to the north, a bridle way route to the south and a segregated track parallel to A31.	
197	11/05/2022	Email	5. South Street / Station Hill / Centre Car Park	Removal of parking from this area would essentially close the shops as there is no alternative. Please advise if you have identified and alternative	On-street parking demand will be reviewed in the next stage of design.	
198	11/05/2022	Email	1. West Street / The Borough	Proposed alternative route parallel to the A31	Alternative routes are proposed: quiet way to the north, a bridle way route to the south and a segregated track parallel to A31.	
199	11/05/2022	Email	2. Long Garden / Castle Street / The Hart	Alternative off road route along FP300 and part of FP7 --- North of Beavers Road	Cascade way proposed as an alternative alignment	
200	11/05/2022	Email	2. Long Garden / Castle Street / The Hart	Roads surrounding Potters Gate Primary School. Parts of this road are extremely narrow <4m with only a narrow pavement on one side. This is not a quiet street when schools are dropping off or picking up. It is no entry at the south end, but is a two way road. This is not a quiet road is it is one of the primary routes to Potters Gate School and UCA it also have very narrow sections. 4.84m with narrow pavement on one side only. Plus potential that short section is private – needs to be checked. Significant section of private road, is it proposed to adopted this road. Road is also extremely narrow and leads to Farnham Town FC carpark. This is not a quiet road it is already a rat run Would like to see traffic data from TomTom or similar	Potters Gate & Beavers Lane is proposed as School Street which will allow cyclists' movements during AM/PM peak hours not mixing with traffic and mixed traffic provision for the rest of the day where there will not be high traffic flows	
201	11/05/2022	Email	1. West Street / The Borough	Crosby Way: Viable but cannot see workable connection to network to the North or East	It is a quiet route to link the proposed off-carriageway facilities to West Street and the residential areas	

Further information needed
Item updated
No change
No action required

Comment ID	Date	Meeting	LCWIP reference	Requested Amendment	Atkins Response	Status
202	11/05/2022	Email	2. Long Garden / Castle Street / The Hart	The Hart: This is the main entrance into UCA and an area of high pedestrian traffic. Need to protect and improve pedestrian routes. Suggest is reviewed with UCA in detail. UCA is critical to the economy of our town. This route is a primary route to UCA, the Hart Car Parks, Waitrose and various businesses. What is the current traffic usage on this route? Really want to see more detail to check that this is feasible the current build out was added to improve pedestrian east / west safety but creates other issues for road users and hasn't been particularly successful. Needs detailed discussion. Key pedestrian crossing point east / west to Potters Gate school. Permit holder parking, will need to ensure agreement to use car park instead on similar terms	The Hart is proposed as a segregated cycle track.	
203	11/05/2022	Email	2. Long Garden / Castle Street / The Hart	Castle Street: How is this connectivity (i.e. Park Row - Long Garden Walk) to be resolved? Part of Town Centre scheme? Crossing point needs to be for pedestrians and cyclists	Crossing will be added at the exit of Long Garden Wal as part of the Town Centre scheme	
204	11/05/2022	Email	2. Long Garden / Castle Street / The Hart	Bear Lane: How does this link with Option B? If South Street allows North Bound traffic is there a risk that having this a vehicle route North to South it will become an increased rat run for vehicles going North?	Bear lane proposed as contra flow facility with measures to accommodate safe transitions for cyclists	
205	11/05/2022	Email	Other	This section of the scholars greenway is currently completely inappropriate and dangerous as a shared pedestrian and cycling route, ideally an alternative should be found for cyclists as it is heavily used by pedestrians or it needs to be significantly widened, with the appropriate consideration of how to minimize the ecological value and land purchase	Route part of the Medium Term Interventions. The LCWIP is proposing connections to the route for both pedestrians and cyclists	
206	11/05/2022	Email	4. Weybourne Road	Alternative off main road routes. Strongly recommend alternative alignment is considered with other off road routes to avoid narrower / busier parts of Weybourne Road However, off road route will require a survey as parts of the footpath are very narrow and it is a steep slope to the railway	Alternative alignments are proposed to link the route with other destinations	
207	11/05/2022	Email	4. Weybourne Road	Manor Road: This road has a lot of residential parked cars and goes pass the hospital it is not really a quiet street	Aknowledged	
208	11/05/2022	Email	4. Weybourne Road	SUP section: There are no alternative locations for the residents of these houses to park and even if the parked cars were removed the carriageway width is too narrow for two lanes of traffic, a pavement and a shared use path	Parking removal will be reviewed in the next stage of design following parking surveys to determine the demand. The proposal will be further assessed in the next stage of design where more information will become available	
209	11/05/2022	Email	4. Weybourne Road	Northern Section: Traffic data doesn't seem to account for housing development in Aldershot, believe the number is going up	Aknowledged	
210	11/05/2022	Email	5. South Street / Station Hill / Centre Car Park	Bear Lane - south section: Believe this means one way vehicle traffic plus a wider shared space pedestrian / cycle path. Where does cycle parking go? Woolmead?	Part of the Twon Centre scheme proposals	
211	11/05/2022	Email	5. South Street / Station Hill / Centre Car Park	Bear Lane - north section: Does this mean vehicle going north only and bicycles going both ways? Narrowest section of Park Row is 2.4m	Contra flow means traffic will be one-way and cyclists can move both ways	
212	11/05/2022	Email	5. South Street / Station Hill / Centre Car Park	South Street: Will be two way traffic as part of Option B Narrowest section of road currently <6m Has this been checked Is this viable? Move to the south side and link to Abbey Street and A31 crossing Consider controlled crossing linked to Hinkley's corner lights.	Part of the Twon Centre scheme proposals. Proposed cycle track shifted to the south side.	
213	11/05/2022	Email	5. South Street / Station Hill / Centre Car Park	Move to the south side and link to Abbey Street and A31 crossing Consider controlled crossing linked to Hinkley's corner lights. Shops here rely on parking – off road route for cyclists would be better	Proposed cycle track shifted to the south side.	
214	11/05/2022	Email	5. South Street / Station Hill / Centre Car Park	Proposed alternative route parallel to South Street	An alternative route is provided though the development	
215	11/05/2022	Email	6. Waverley Lane	There are multiple users of the on street parking here, including the schools and the Phyliss Tuckwell Hospice This will need to be replaced no convinced it is possible to this with parking into the verges between the trees or on other roads.	Parking will not be affected on Phyllis Tuckell Hospice. Proposals will include parking bays along the wide verge where parking has high demand which will be assessed in the next stage of the design.	
216	11/05/2022	Email	6. Waverley Lane	Western section: What is the reason for this? This is a very narrow section of road on a steep hill. The Waverley LCWIP identifies this as a potential route to Tilford and Elstead (20). However, this route doesn't seem likely to have a good potential to upgrade	Proposal extends up to Old Compton Lane - to be linked with Waverley LCWIP	
217	11/05/2022	Email	Cycle long list	Link to Waverley LCWIP - alternative alignment	The proposed route via Old Compton Lane & Moor Park Way has been included in the Waverley LCWIP	
218	11/05/2022	Email	6. Waverley Lane	Bus pull in must be maintained	Bus cages will be retained	
219	11/05/2022	Email	6. Waverley Lane	Where else with cars visiting shop park? Needs to be resolved before can consider removal	Parking to be reviewed in the next stages of design	
220	11/05/2022	Email	6. Waverley Lane	Support new crossing	N/A	
221	11/05/2022	Email	6. Waverley Lane	Parking Must be retained to support Phyliss Tuckwell unless part of relocation to a larger site elsewhere	Parking will not be affected on Phyllis Tuckell Hospice. Proposals will include parking bays along the wide verge where parking has high demand which will be assessed in the next stage of the design.	
222	11/05/2022	Email	General	Obtain schools catchment areas	Information to be provided in the next stage of design	
223	11/05/2022	Email	6. Waverley Lane	New Zone, ideally including the residential streets to the west of Tilford Road as well, particularly around the Sixth Form College	20mph zone will be proposed as an aspirational proposal	
224	11/05/2022	Email	6. Waverley Lane	Review options for parking bays in verges where there are no trees and potential for Dutch Style treatment in much smaller section. However, please note that with the current demographic pedestrian facilities are heavily used and valued and must not be compromised	Proposals will include parking bays along the wide verge where parking has high demand which will be assessed in the next stage of the design.	
225	11/05/2022	Email	1. Railway Station CWZ	Long Bridge Completely support new pedestrian crossing	N/A	
226	11/05/2022	Email	1. Railway Station CWZ	1.12 – Firgrove Hill Definitely support more crossings on this road	N/A	

Further information needed
Item updated
No change
No action required

Comment ID	Date	Meeting	LCWIP reference	Requested Amendment	Atkins Response	Status
227	11/05/2022	Email	1. Railway Station CWZ	1.5 – Alfred Road Support pedestrian and cycle priority but at the moment it is used as a rat run when there are issues at the crossing, will need to be linked to improvements in and around the station to be sustainable	Will add a note in the report. Additional traffic calming measures will be proposed to support the proposal	
228	11/05/2022	Email	1. Railway Station CWZ	1.13 – Firgrove Hill Support new zebra crossing to improve pedestrian safety using off carriageway path	To be proposed as parallel crossing as per comment	
229	11/05/2022	Email	1. Railway Station CWZ	1.9 – Old Farnham Lane Support pedestrian and cycle priority but at the moment it is used as a rat run to go south avoiding the lights. Perhaps leave two way but don't allow entry from the Southern end	Note will be added - additional traffic calming measures to be proposed to support the proposal	
230	11/05/2022	Email	1. Railway Station CWZ	1.8 – Old Farnham Lane Support widening pavements along this section, but there are some mature trees along that route which will need to be carefully considered	Eco&arb surveys will be undertaken in the next stages of design. Note will be added in the report	
231	11/05/2022	Email	1. Railway Station CWZ	1.8 / 1.14 Lights support improvements for pedestrians	Note for additional lighting will be added in the report	
232	11/05/2022	Email	1. Railway Station CWZ	1.14 crossing Support additional crossing between Church and Bourne Club should also slow traffic	N/A	
233	11/05/2022	Email	1. Railway Station CWZ	Existing shared pedestrian and cycling route to the south of the A31, should be upgraded and tied in to the rest of the network	Route will be shown on the map	
234	11/05/2022	Email	1. Railway Station CWZ	1.10 – Red Lion Lane Completely support, see earlier notes on revised cycle routes including this road	N/A	
235	11/05/2022	Email	1. Railway Station CWZ	1.11 Completely support new crossing and pedestrian route improvements	N/A	
236	11/05/2022	Email	1. Railway Station CWZ	1.7 – Menin Way Support the idea of a school street, however, the entrance to Phyliss Tuckwell is also on that road, visitors and patients need unrestricted access, need to consider how that would work	There is access on Waverley Lane that can operate during the hours of the street closure. Emergency vehicles may have access all day	
237	11/05/2022	Email	1. Railway Station CWZ	New lights Believe these are part of Option B. Are they planned to be installed outside of this option?	The new traffic lights are being proposed as part of the Town Centre proposal - Option B. In the LCWIP the more aspirational proposal is included. The works will be undertaken as part of the Town Centre study - note will be added in the report	
238	11/05/2022	Email	1. Railway Station CWZ	1.1 As per comments on cycling, the cycling should be two way and taken out of the road width on the south west side of South Street (see previous comments). Support crossing improvements	Cycle facility to be proposed on the south side - Type of facility to be confirmed in the next stage of design - proposed as Two-way cycle track	
239	11/05/2022	Email	1. Railway Station CWZ	1.2 As per comments on cycling, the cycling should be off road and two way (see previous comments for route)	Cycle facility to be proposed on the south side - Type of facility to be confirmed in the next stage of design - proposed as Two-way cycle track	
240	11/05/2022	Email	1. Railway Station CWZ	Any improvements in pavements should not close of parking as that shops rely on it unless alternative free provision can be made	On-street parking on the South Street is proposed to be restricted to accommodate the proposed cycle facilities and potential of footway widening. Alternative parking locations are provided at the railway station	
241	11/05/2022	Email	1. Railway Station CWZ	New Crossing Support new crossing will help with safe access to schools and new nursery and slow the traffic down	N/A	
242	11/05/2022	Email	1. Railway Station CWZ	Support new crossings will help with safe access to schools and new nursery and slow the traffic down. Need to protect Bus pull in areas though	Bus cages will be provided at all bus stops	
243	11/05/2022	Email	1. Railway Station CWZ	1.3 – Waverley Lane These proposals seem at odds with the cycling ones for the same route (see previous comments) I am concerned generally about the number of raised tables given the negative feedback from bus companies and ambulances, particularly given this is a primary route to Phyliss Tuckwell	Raised tables are proposed at the side roads to provide continuous pedestrian environment and will not affect traffic along Waverley Lane. A raised junction is proposed at Waverley Lane/Menin Way junction to accommodate the proposals for a school street and offer a better transition for cyclists	
245	11/05/2022	Email	1. Railway Station CWZ	1.15 Support new crossings will improve pedestrian experience and slow the traffic down	N/A	
246	11/05/2022	Email	1. Railway Station CWZ	1.16 School Lane – Private Road The School currently operates a drop off system from cars, this is not supported by all parents / guardians but it is definitely supported by some and some Councilors. This does however result in those that do chose to walk / cycle needing to use a narrow footpath next to stationary traffic often with the engine running. Will need to work closely with the school to see if there is support for this change and what is the strategy to deal with the road being private? Adopting the road?	The main access route to the school is proposed as Ped Cycle which will not allow pick up/drop off - additional traffic calming measures will support the proposals. Parents using the cars may wait at another point and walk the pupils to the school for the last meters. Design has been amended to not cover the private road. Further discussions with the school should be undertaken in the next stage of the design	
247	11/05/2022	Email	1. Railway Station CWZ	1.17 Dene Lane – Private Road This is also a private road, is the proposal to adopt the road	Section of the road being proposed as a ped & cycle does not seem to be private road. If private road then discussion with the owners will need to be undertaken in the next stage of design	
248	11/05/2022	Email	1. Railway Station CWZ	Footpath Recommend signposting and improving footpath to encourage walking to school	Will be added in the report as a note	
249	11/05/2022	Email	General	Please generate a map that overlays pedestrian and cycling improvements	Will be provided as part of the report	
250	11/05/2022	Email	2. Upper Hale CWZ	2.1 Please consider making this a combined offroad cycling and pedestrian route See earlier comments on cycling Cala Roundabout Please talk with Richard Cooper at SCC, I have already been trying to get multi way crossing improved at this roundabout, particularly the one at the top of Drovers Way Folly Hill Footpath	Improved crossings are proposed at the roundabout	
251	11/05/2022	Email	2. Upper Hale CWZ	Please consider upgrading this much loved and used footpath that runs between the road and the park. This should not be used for cycling that should be a separate route along 2.1 Heathyfields	N/A	
252	11/05/2022	Email	2. Upper Hale CWZ	Some of this road is private and some is SCC. It would in my opinion be beneficial to adopt the private section to allow improved pedestrian and cycling provision	N/A	
253	11/05/2022	Email	2. Upper Hale CWZ	2.5 Completely support improvements to these lights to allow crossing into Caesars Camp	N/A	
254	11/05/2022	Email	2. Upper Hale CWZ	2.12 shared use This section of path absolutely should not be used for cycling. It is very steep and that area of the Grade II listed Farnham Park has lots of sensitivity	N/A	

Further information needed
Item updated
No change
No action required

Comment ID	Date	Meeting	LCWIP reference	Requested Amendment	Atkins Response	Status
255	11/05/2022	Email	2. Upper Hale CWZ	2.12 - This section of footpath could definitely benefit from improvement however, much of this area of the park is very sensitive and requires careful early review for viability and design. Definitely no lighting	Eco/Arb surveys to be undertaken for the proposed improvements on the route	
256	11/05/2022	Email	2. Upper Hale CWZ	Generally I am concerned by the number of raised tables as feedback from bus operators and ambulances is not positive. Can you please review alternatives and advise	Raised tables are proposed at the side roads to provide continuous pedestrian environment and will not affect traffic on the main bus routes	
257	11/05/2022	Email	2. Upper Hale CWZ	2.4 Completely support new footway	N/A	
258	11/05/2022	Email	2. Upper Hale CWZ	2.6 – I think most of these crossings are existing. Please can you review and identify any that are new, I know the one nearest the Cala roundabout is as the residents would prefer a proper crossing at the top of Drovers Way but Highways has said no.	The proposal include improvements to the existing uncontrolled crossings with added refuge island to provide safer crossings	
259	11/05/2022	Email	2. Upper Hale CWZ	2.3 Lawday Link Completely support Pedestrian and cycling priority route. It is currently often used as a rat run to cut off the corner and avoid the lights going to Folly Hill South. Is there some way to make residents only for vehicles? This would significantly reduce the traffic, which is already one way	All ped/cycle corridors will allow access to residents with permit and emergency vehicles	
260	11/05/2022	Email	2. Upper Hale CWZ	2.2 Folly Hill Completely support footway widening where it is possible but some sections are extremely narrow with pavements only on one side There are also plans to build a new bus stop and do some pavement works as part of the Cala Development please talk with Richard Cooper	Footway widening is proposed by reallocating space from the carriageway (hatched median) and verge	
261	11/05/2022	Email	2. Upper Hale CWZ	UHR / Farnborough Road / Hale Road Lights To my knowledge this is the narrowest part of the Major Road Network in the whole of Surrey which is deliberating two way traffic between two Grade II listed buildings. The pavement is less than 1m wide at the narrowest point and only on one side	Aknowledged	
262	11/05/2022	Email	2. Upper Hale CWZ	2.8 Completely support improvements but here the detail really matters, please can we review together	N/A	
263	11/05/2022	Email	2. Upper Hale CWZ	New Upgrade of informal path to back of Hale School would be very beneficial Off road route, please prioritize	N/A	
264	11/05/2022	Email	2. Upper Hale CWZ	2.14 Heath Lane – narrow with no footpaths – consider making the top no exit on to Alma Lane with marked shared cycling and pedestrian route on this top section with one road traffic lane. Please consider for 20mph. Also see proposed cycle route detailed earlier	All ped/cycle corridors will be 20mph. Access restrictions will be reviewed in the next stage of the design	
265	11/05/2022	Email	2. Upper Hale CWZ	2.11 Unadopted road, partly on common land, already no entry on to the Upper Hale road, support creating as a pedestrian and cycling route Need to review access in and out of Nutshell Lane, as there have been incidents when there have been blockages at the junction of Upper Hale Road when telecoms and electric works are on-going essentially leaving no way in or out of the whole area. Please consider whole area for 20mph as part of extension along	Note 20mph zone will be added	
266	11/05/2022	Email	2. Upper Hale CWZ	Upper Hale Road. Also see proposed cycle route detailed earlier	N/A	
267	11/05/2022	Email	2. Upper Hale CWZ	2.9 Not clear what is proposed, please can we review	Proposal includes improvements to the crossings and added crossings. Removal of the guardrail to increase footways' effective width	
268	11/05/2022	Email	2. Upper Hale CWZ	2.7 Zebra crossing here would definitely help. Improvements to the pedestrian crossing here would be beneficial. 2.7 Assume this is footway to the south and would involve road narrowing. Please can you review and advise 2.7 Consider using the layby as additional Pedestrian space for parent / guardians and children	Reallocate space from hatched median. Additional removal of the guardrail to increase the effective width	
269	11/05/2022	Email	2. Upper Hale CWZ	Please consider moving the lights away from the narrow point (Farnborough Road)and going with one route at a time traffic movements to allow for a wider pavement or provide alternative pedestrian route as suggested at the North Farnham LLF in Feb last year	To be reviewed in the next stage of the design which will estimate the impact on queuing traffic	
270	11/05/2022	Email	2. Upper Hale CWZ	2.13 Complete support the extension of the 20mph down to Oast House Lane, would also like a much wider area including the residential roads A zebra crossing here is very much needed, ideally need one near and one around Oast House Lane, both are already heavily used pedestrian crossing points	Poor visibility and frequent driveway do not allow adequate space for zebra crossing. Proposal to be reviewed in the next stage of the design	
271	11/05/2022	Email	2. Upper Hale CWZ	2.15 If this route can be improved and made lower maintenance that would be very beneficial for its on-going use	N/A	
272	11/05/2022	Email	2. Upper Hale CWZ	2.16 Please can you explain what is proposed it isn't clear	Existing foodways are of adequate width. Proposal includes raised junctions to improve the crossings at the road with added tactile information	
273	11/05/2022	Email	2. Upper Hale CWZ	2.18 and 2.21 Completely support school streets, not sure why the bid was lost but would like to look at lower cost but effective options that can be implemented soon	N/A	
274	11/05/2022	Email	2. Upper Hale CWZ	2.17 Completely support footway widening on Eastern side of road. Please consider adding a zebra crossing, we need to do all we can to slow the traffic down prior to the school in this high pedestrian use environment	Signalized crossings are provided at both ends of the section. An additional uncontrolled crossing is proposed to accommodate the footpath. If the existing crossings require relocation this will be reviewed in the next stage of the design	
275	11/05/2022	Email	2. Upper Hale CWZ	2.20 Completely support new off road. Would like to maximize benefits by seeing if it is possible to use for William Cobbett and Heath End – please can you review route below is only to William Cobbett	Route updated	
276	11/05/2022	Email	2. Upper Hale CWZ	2.19 Parking on pavements is a significant issue in this area. If there is any possibility to provide off road parking to protect the pavements that would really help pedestrians and those with pushchairs, wheelchairs and particularly the blind	Proposal to include new parking bays which will be for residents only following a parking survey in the next stage of the design	

Further information needed
Item updated
No change
No action required

Appendix 7: SCC, WBC and FTC Councillors Meeting

ID	LCWIP reference	Requested Amendment	Atkins Response	Status
1	Farnham Park	Cycling in North Farnham (see diagram in email): Need good link to Weybourne Road that is all downhill on way south, children will not go downhill to then go back up again if they don't need to - this route would be almost all off road and would not impact on ancient woodland near river and avoid crossing river	Routes have been assessed as part of the LCWIP. Proposed routes via Farnham Park (Hale Trail) are included in the Medium Term Interventions	
2	4. Weybourne Road	Cycling in North Farnham (see diagram in email): Need good off road route through Badshot Lea, main road route proposed by Atkins isn't feasible, roads are very narrow and lots of terrace housing with no off road parking.	Proposed route link to schools	
3	2. Long Garden / Castle Street / The Hart	Cycling Route 2, Long Garden/Castle St/The Hart – page 17. The volume of traffic too high on The Hart as main access to Hart and Upper Hart car parks. Beavers Road very narrow with parked cars and having to allow priority for oncoming vehicles – alternative through FP300 which was rerouted through Cascade Way.	The Hart is proposed as a segregated cycle track. Beavers Lane is proposed as School Street which will allow cyclists' movements during AM/PM peak hours not mixing with traffic and mixed traffic provision for the rest of the day where there will not be high traffic flows	
4	6. Waverley Lane	Cycling Route 6 – Waverley Lane – page 24. The volume of traffic is high due to schools. Trees planted on verge as part of a SCC street trees scheme! Further discussions have taken place on the details I have not been party to. Does this need to extend beyond Old Compton Way (to join existing national cycle network).	Connections to Old Compton Way have been proposed	
5	3. Folly Hill	Concerns about building within Farnham Park (Grade II listed park), there would be a lot of resistance to putting a path there due to biodiversity, climate change, drainage issues (clay), etc.., and therefore the bridleway alignment should be looked at.	Further investigations will be undertaken in the next stage of the design	
6	Other	Concerned about Scholars Greenway and said that it was a section requiring widening. She also mentioned that the proposed two-way segregation section was most likely do-able, while the mixed traffic link rather unlikely.	N/A	
7	4. Weybourne Road	Talking to the All Hallows School to investigate potential alternative alignment (dashed black line).	Further engagement in the next stage of design	
8	2. Long Garden / Castle Street / The Hart	The linkage from West Street to Beavers Road along Crondall Lane is hampered by the heavy traffic and parked cars.	Alternative alignments proposed to avoid Crondall Lane	
9	1. Railway Station CWZ	1.3 If achievable, the package of measures prosed for Waverley Lane would support walking along this school and commuter corridor.	N/A	
10	Cycle short list	Alternative off-road alignment between Weybourne Road and Hail Trail Path	Proposed route to be reviewed as part of the Hale Trail Study	
11	2. Long Garden / Castle Street / The Hart	Beavers Road This is not a quiet road is it is one of the primary routes to Potters Gate School and UCA it also have very narrow sections. 4.84m with narrow pavement on one side only	Beavers Lane is proposed as School Street which will allow cyclists' movements during AM/PM peak hours not mixing with traffic and mixed traffic provision for the rest of the day where there will not be high traffic flows	
12	1. West Street / The Borough	West Street Proposed route has heavy traffic and has very narrow sections with no ability to extend (<5m) Need a majority off road route	Alternative routes are proposed: quiet way to the north, a bridle way route to the south and a segregated track parallel to A31.	
13	5. South Street / Station Hill / Centre Car Park	Removal of parking from this area would essentially close the shops as there is no alternative. Please advise if you have identified and alternative	On-street parking demand will be reviewed in the next stage of design.	
14	1. West Street / The Borough	Proposed alternative route parallel to the A31	Alternative routes are proposed: quiet way to the north, a bridle way route to the south and a segregated track parallel to A31.	
15	2. Long Garden / Castle Street / The Hart	Alternative off road route along FP300 and part of FP7 --- North of Beavers Road	Cascade way proposed as an alternative alignment	
16	2. Long Garden / Castle Street / The Hart	The Hart: This is the main entrance into UCA and an area of high pedestrian traffic. Need to protect and improve pedestrian routes. Suggest is reviewed with UCA in detail. UCA is critical to the economy of our town. This route is a primary route to UCA, the Hart Car Parks, Waitrose and various businesses. What is the current traffic usage on this route? Really want to see more detail to check that this is feasible the current build out was added to improve pedestrian east / west safety but creates other issues for road users and hasn't been particularly successful. Needs detailed discussion. Key pedestrian crossing point east / west to Potters Gate school. Permit holder parking, will need to ensure agreement to use car park instead on similar terms	The Hart is proposed as a segregated cycle track.	
17	2. Long Garden / Castle Street / The Hart	Castle Street: How is this connectivity (i.e. Park Row - Long Garden Walk) to be resolved? Part of Town Centre scheme? Crossing point needs to be for pedestrians and cyclists	Crossing will be added at the exit of Long Garden Wal as part of the Town Centre scheme	
18	2. Long Garden / Castle Street / The Hart	Bear Lane: How does this link with Option B? If South Street allows North Bound traffic is there a risk that having this a vehicle route North to South it will become an increased rat run for vehicles going North?	Bear lane proposed as contra flow facility with measures to accommodate safe transitions for cyclists	

Further information needed
Item updated
No change
No action required

ID	LCWIP reference	Requested Amendment	Atkins Response	Status
19	4. Weybourne Road	Alternative off main road routes. Strongly recommend alternative alignment is considered with other off road routes to avoid narrower / busier parts of Weybourne Road However, off road route will require a survey as parts of the footpath are very narrow and it is a steep slope to the railway	Alternative alignments are proposed to link the route with other destinations	
20	5. South Street / Station Hill / Centre Car Park	South Street: Will be two way traffic as part of Option B Narrowest section of road currently <6m Has this been checked Is this viable? Move to the south side and link to Abbey Street and A31 crossing Consider controlled crossing linked to Hinkley's corner lights.	Part of the Town Centre scheme proposals. Proposed cycle track shifted to the south side.	
21	5. South Street / Station Hill / Centre Car Park	Move to the south side and link to Abbey Street and A31 crossing Consider controlled crossing linked to Hinkley's corner lights. Shops here rely on parking – off road route for cyclists would be better	Proposed cycle track shifted to the south side.	
22	5. South Street / Station Hill / Centre Car Park	Proposed alternative route parallel to South Street	An alternative route is provided though the development	
23	6. Waverley Lane	There are multiple users of the on street parking here, including the schools and the Phyliss Tuckwell Hospice This will need to be replaced no convinced it is possible to this with parking into the verges between the trees or on other roads.	Parking will not be affected on Phyllis Tuckell Hospice. Proposals will include parking bays along the wide verge where parking has high demand which will be assessed in the next stage of the design.	
24	6. Waverley Lane	Bus pull in must be maintained	Bus cages will be retained	
25	6. Waverley Lane	Parking Must be retained to support Phyliss Tuckwell unless part of relocation to a larger site elsewhere	Parking will not be affected on Phyllis Tuckell Hospice. Proposals will include parking bays along the wide verge where parking has high demand which will be assessed in the next stage of the design.	
26	General	Obtain schools catchment areas	Information to be provided in the next stage of design	
27	6. Waverley Lane	Review options for parking bays in verges where there are no trees and potential for Dutch Style treatment in much smaller section. However, please note that with the current demographic pedestrian facilities are heavily used and valued and must not be compromised	Proposals will include parking bays along the wide verge where parking has high demand which will be assessed in the next stage of the design.	
28	1. Railway Station CWZ	Long Bridge Completely support new pedestrian crossing	N/A	
29	1. Railway Station CWZ	1.12 – Firgrove Hill Definitely support more crossings on this road	N/A	
30	1. Railway Station CWZ	1.5 – Alfred Road Support pedestrian and cycle priority but at the moment it is used as a rat run when there are issues at the crossing, will need to be linked to improvements in and around the station to be sustainable	Will add a note in the report. Additional traffic calming measures will be proposed to support the proposal	
31	1. Railway Station CWZ	1.9 – Old Farnham Lane Support pedestrian and cycle priority but at the moment it is used as a rat run to go south avoiding the lights. Perhaps leave two way but don't allow entry from the Southern end	Note will be added - additional traffic calming measures to be proposed to support the proposal	
32	1. Railway Station CWZ	1.8 / 1.14 Lights support improvements for pedestrians	Note for additional lighting will be added in the report	
33	1. Railway Station CWZ	1.14 crossing Support additional crossing between Church and Bourne Club should also slow traffic	N/A	
34	1. Railway Station CWZ	Existing shared pedestrian and cycling route to the south of the A31, should be upgraded and tied in to the rest of the network	Route will be shown on the map	
35	1. Railway Station CWZ	1.10 – Red Lion Lane Completely support, see earlier notes on revised cycle routes including this road	N/A	
36	1. Railway Station CWZ	1.11 Completely support new crossing and pedestrian route improvements	N/A	
37	1. Railway Station CWZ	1.7 – Menin Way Support the idea of a school street, however, the entrance to Phyliss Tuckwell is also on that road, visitors and patients need unrestricted access, need to consider how that would work	There is access on Waverley Lane that can operate during the hours of the street closure. Emergency vehicles may have access all day	
38	1. Railway Station CWZ	1.2 As per comments on cycling, the cycling should be off road and two way (see previous comments for route)	Cycle facility to be proposed on the south side - Type of facility to be confirmed in the next stage of design - proposed as Two-way cycle track	
39	1. Railway Station CWZ	1.15 Support new crossings will improve pedestrian experience and slow the traffic down	N/A	
40	2. Upper Hale CWZ	2.1 Please consider making this a combined offroad cycling and pedestrian route See earlier comments on cycling Cala Roundabout Please talk with Richard Cooper at SCC, I have already been trying to get multi way crossing improved at this roundabout, particularly the one at the top of Drovers Way Folly Hill Footpath	Improved crossings are proposed at the roundabout	
41	2. Upper Hale CWZ	2.12 shared use This section of path absolutely should not be used for cycling. It is very steep and that area of the Grade II listed Farnham Park has lots of sensitivity	N/A	
42	2. Upper Hale CWZ	2.4 Completely support new footway	N/A	
43	2. Upper Hale CWZ	2.2 Folly Hill Completely support footway widening where it is possible but some sections are extremely narrow with pavements only on one side There are also plans to build a new bus stop and do some pavement works as part of the Cala Development please talk with Richard Cooper	Footway widening is proposed by reallocating space from the carriageway (hatched median) and verge	

Further information needed
Item updated
No change
No action required

ID	LCWIP reference	Requested Amendment	Atkins Response	Status
44	2. Upper Hale CWZ	UHR / Farnborough Road / Hale Road Lights To my knowledge this is the narrowest part of the Major Road Network in the whole of Surrey which is deliberating two way traffic between two Grade II listed buildings. The pavement is less than 1m wide at the narrowest point and only on one side	Acknowledged	
45	General	It needs to be recognised that the existing road layout of Farnham along with other geographical and spatial factors is such that this places restrictions on what can be achieved within the existing infrastructure	Improvements complement and enhance the character of urban and rural environment. The high-level concepts developed in the LCWIP should be suitable for the setting, and design guidance should be adapted to fit the local context and space constraints.	
46	General	Pedestrian routes should be prioritised	Pedestrians are prioritised over cyclists	
47	General	Shared routes between cycling and pedestrians should be avoided	As proposed cycle improvements are advanced, design stages utilise the latest best practice design guidance and standards available, such as: Cycle Infrastructure Design (LTN 1/20) which promotes segregated facilities where feasible	
48	General	Wherever possible designated cycling routes should be off road / segregated from motorised vehicles	As proposed cycle improvements are advanced, design stages utilise the latest best practice design guidance and standards available, such as: Cycle Infrastructure Design (LTN 1/20) which promotes segregated facilities where feasible	
49	General	All major new developments, both residential and commercial, should be designed to encourage active travel (cycling, walking) with provision of designated routes for both cyclists and pedestrians designed in such a way to avoid any potential conflict between pedestrians and cyclists	Out of the LCWIP scope	
50	1. West Street / The Borough	Some S106 available for footpath improvements, concern about impact of cycling on Bishop's Meadow	Not an LCWIP proposal	
51	1. West Street / The Borough	A31 alternative Section A – New crossing	Included in the proposals	
52	1. West Street / The Borough	A31 alternative Section B – New two way section of segregated cycle path parallel to A31 on SCC land	Included in the proposals	
53	1. West Street / The Borough	Section C – New two way section of segregated cycle path parallel to A31 on SCC with footpath upgrade	Proposed as Phase 3	
54	1. West Street / The Borough	Section D – Red Lion Lane designated as Cycling and Pedestrian priority	Included in the proposals	
55	1. West Street / The Borough	Section E – New traffic calming crossing appropriately designed for conservationarea	Included in the proposals	
56	1. West Street / The Borough	Section F – Abbey Street designated as Cycling and Pedestrian priority	Proposed as Phase 3	
57	2. Long Garden / Castle Street / The Hart	Long Garden Walk: Essenatially a shared use path, very narrow in places	Aknowledged	
58	1. West Street / The Borough	This is regarded as a useful route, will allow the Coxbridge Development & Wrecclesham to access the town centre and the station off road. Will also allow the town centre to access Wrecclesham / Weydon School	Aknowledged	
59	2. Long Garden / Castle Street / The Hart	Consensus that this is not one of the top 4 cycling routes for improvement	Aknowledged, however the University is considered as a key trip attractor and improvements for cyclists have high demand	
60	1. West Street / The Borough	Route through Cascade Way not supported as a cycle route and should be retained as a footpath	Proposed as alternative	
61	5. South Street / Station Hill / Centre Car Park	Bear Lane: How does this link with Option B? If South Street allows North Bound traffic is there a risk that having this a vehicle route North to South it will become an increased rat run for vehicles going North?	Bear lane proposed as contra flow facility with measures to accommodate safe transitions for cyclists	
62	5. South Street / Station Hill / Centre Car Park	Generally support parts of the route 5A and 5B	Proposed alignment diverts cyclists from the desire line and requires land aqcuisition. To be investigated further in the next satges of the design	
63	5. South Street / Station Hill / Centre Car Park	Should be covered by the A31 / Hickley's Corner and station redesign – therefore not top 3 as standalone LCWIP as need to know what is proposed there but a route across the A31 is considered to be very important	Discussions with other workstreams to include pedestrian and cycle provision in the proposals	
64	5. South Street / Station Hill / Centre Car Park	Extension beyond Old Compton Lane What is the reason for this? This is a very narrow section of road on a steep hill. The Waverley LCWIP identifies this as a potential route to Tilford and Elstead (20). However, this route doesn't seem likely to have a good potential to upgrade. Alternative off road route is preferrable	Existing NCN route along Moor Park is promoted	
65	5. South Street / Station Hill / Centre Car Park	This route is not supported, the alternative route in line with the WBC proposal preferred – see below including mark up on National Regional Cycle Trails map shared by Thomas Lancaster	Aknowledged, however the alternative alignment does not provide direct connection to key destinations (schools, and the railway station) and the residential area. During the analysis of the background information Waverley Lane was identified as a corridor of high demand and potential use	

Further information needed
Item updated
No change
No action required

ID	LCWIP reference	Requested Amendment	Atkins Response	Status
66	5. South Street / Station Hill / Centre Car Park	Waverley LCWIP Aspirational routes – different route proposed	Final propsoed routes on Waverley LCWIP align with Farnham LCWIP and WBC aspirations	
67	3. Folly Hill	Proposed modified cycle route - Can also link to other part funded routes Section A – Lawday Link designated as Cycling and Pedestrian priority Section B – New traffic calming crossing Section C – Heathyfields and Upper Old Park Lane (part private and part SCC) low traffic roads – designate as Cycling and Pedestrian routes Section D – Bridleway 185 – some funding available for improvements Section E – Footpath 92 – improve into footpath and cycleway	Route propsoed as alternative to Folly Hill	
68	3. Folly Hill	Sections of this road are very narrow, without pavements on one side. Question whether this route is feasible	Further investigations will be undertaken in the next stage of the design	
69	3. Folly Hill	Existing footpath along side the park is relatively narrow and has established trees along the route. Question whether it would be feasible or appropriate to make into a share cycle route. This is a well used pedestrian route	Further investigations will be undertaken in the next stage of the design	
70	3. Folly Hill	Proposed route 3 not supported	Aknowledged, however Folly Hill is the most direct north south corridor to link Upper Hale to the town centre and has high demad for improvements	
71	3. Folly Hill	Alternative route 3 supported as one of top 3 cycling routes for funding bid	Aknowledged and included as alternative alignment	
72	Other	There are significant environmental and ecological concerns about a full blown cycle route through the area in the pink circle, please look at alternative routes and concern leaving as is and making shared space	Routes have been assessed as part of the LCWIP. Proposed routes via Farnham Park (Hale Trail) are included in the Medium Term Interventions	
73	4. Weybourne Road	Route is very narrow in places with lots of parked cars due to limited off road parking for houses in the area and the hospital. Propose build new route on parallel to existing roads using verges and extend along A31 into town centre and train station	Alternative alignments included	
74	4. Weybourne Road	In principal agree that a route from the Surrey / Hampshire Border towards Town Centre would be a useful route and would be one of the top 3 cycling routes to put forward for funding, subject to the feedback below	Aknowledged	
75	4. Weybourne Road	Support route 4 from Six Bells Roundabout to Weybourne Traffic lights at junction of Weybourne Road with Upper and Lower Weybourne Lanes, however need alternatives to be considered for routes	Alternative alignments included	
76	4. Weybourne Road	Should also consider linking with cycling route along Monkton Lane	Connection proposed	

SNC·LAVALIN

ATKINS
Member of the SNC-Lavalin Group

OFFICE
Nova North
11 Bressenden Place - London
SW1E 5BY