

# **Consultation Report**

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**Farnborough Growth Package**

**Public Consultation**

**Date: February 2018**

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## 1.0 Introduction

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

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

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

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

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

## 2.0 Summary of Responses

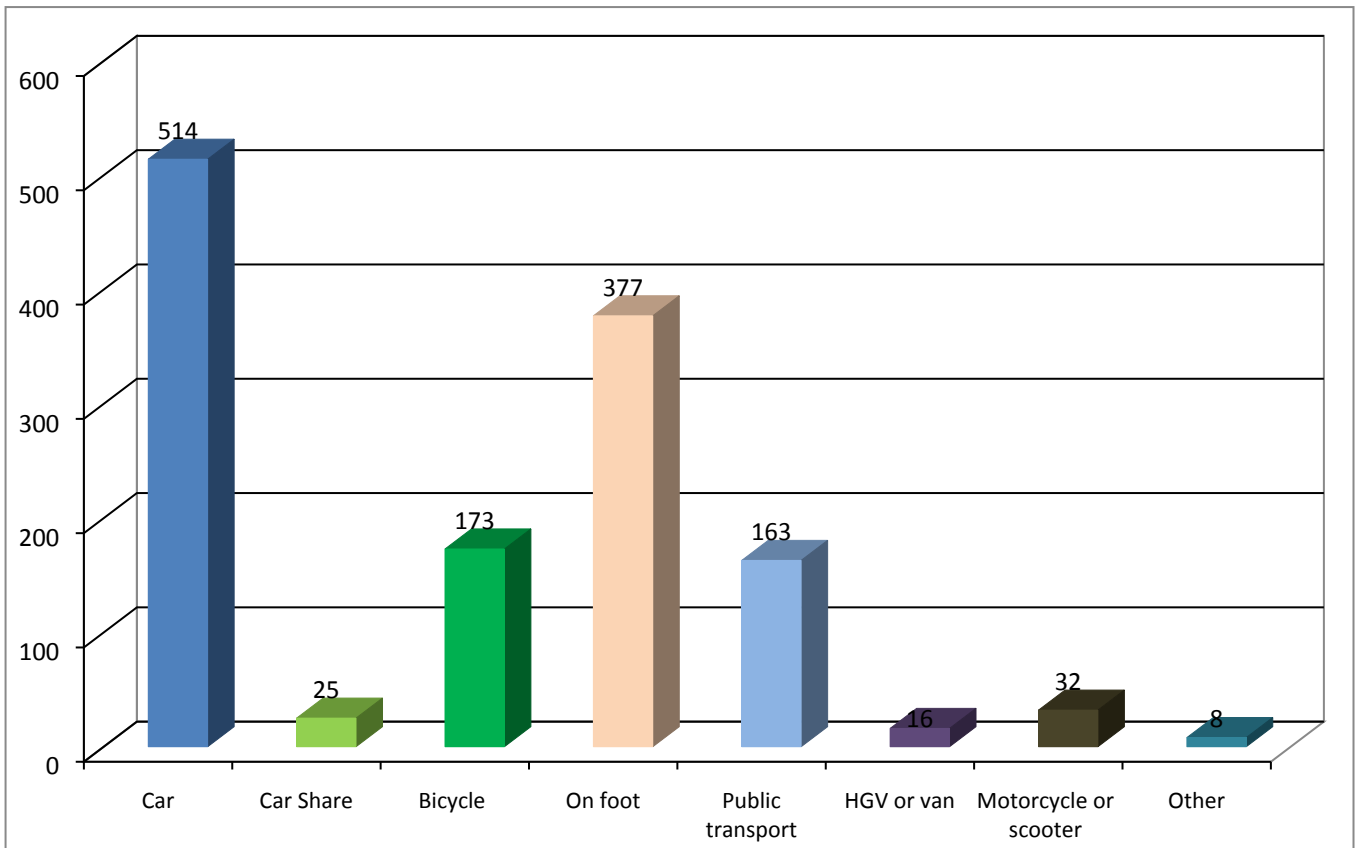
Overall, a total of 583 responses were received by Hampshire County Council's Strategic Transport team. Of these, 240 responses were paper questionnaires and 343 responses were completed online via the scheme's web-site. An additional 17 emails were received and the comments recorded.

## 3.0 Analysis of Questionnaire Responses

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

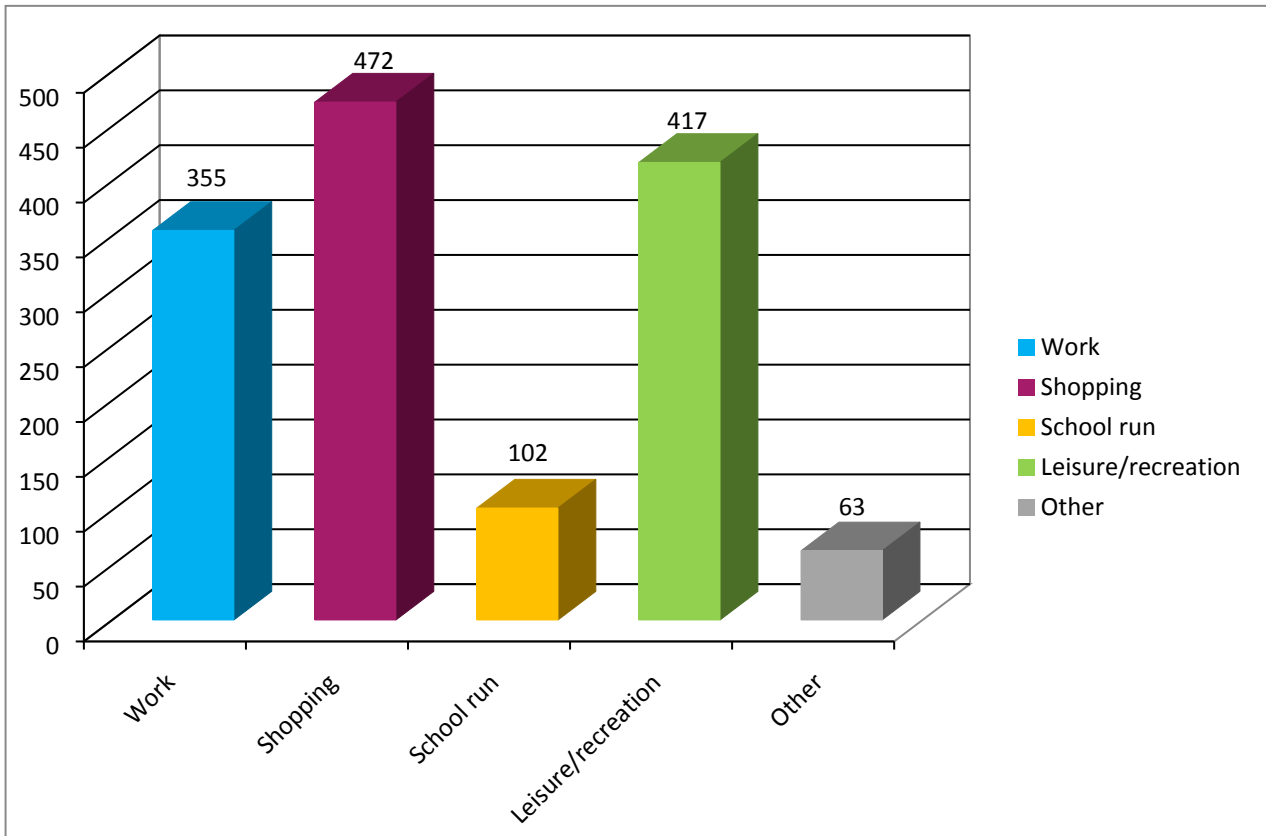
Please note that not all respondents answered every question or provided additional comments and the analysis calculations are based on valid responses made to each question. All additional comments received were recorded as part of this consultation.

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

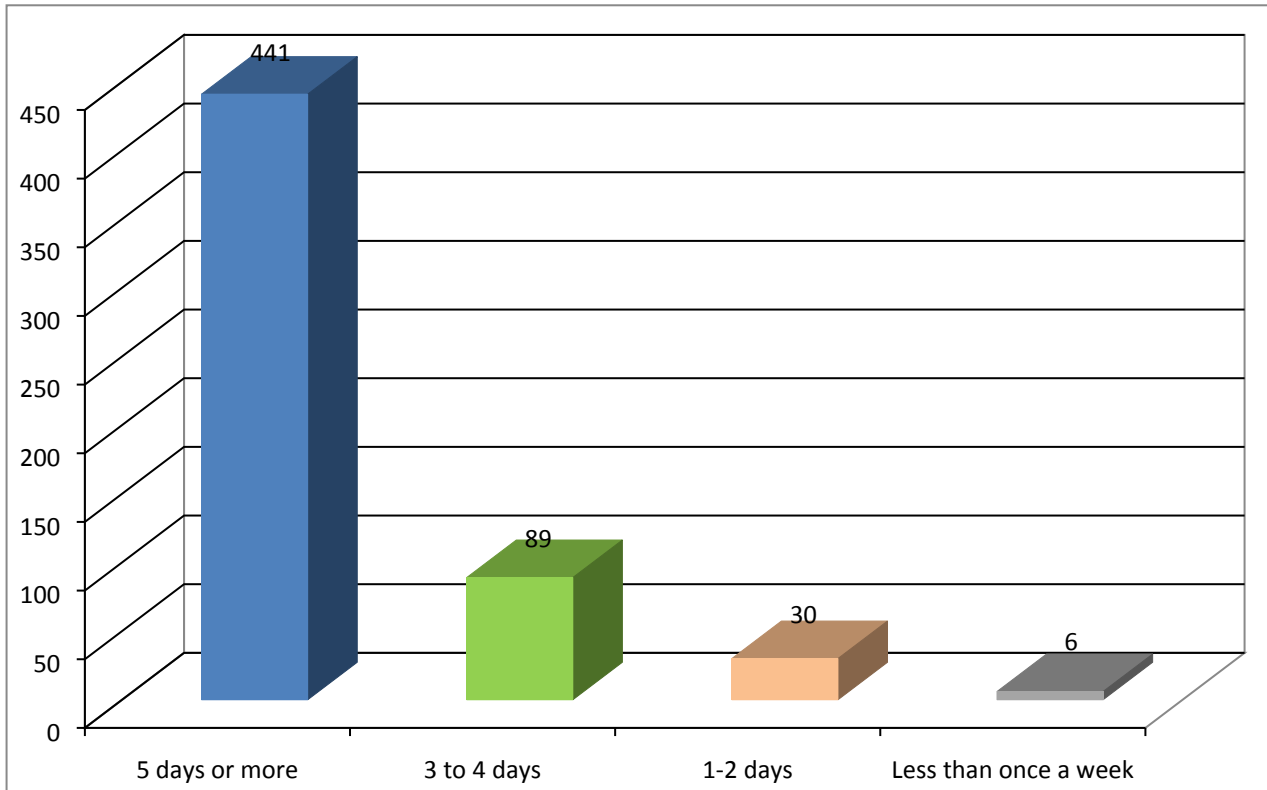


The highest number of journeys are made by car and further analysis of the data shows that 90% of those responding use this mode. Walking is the next most popular mode. Analysis of the data shows that nearly 90% of people walking, cycling or using public transport also travel by car, and of the people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

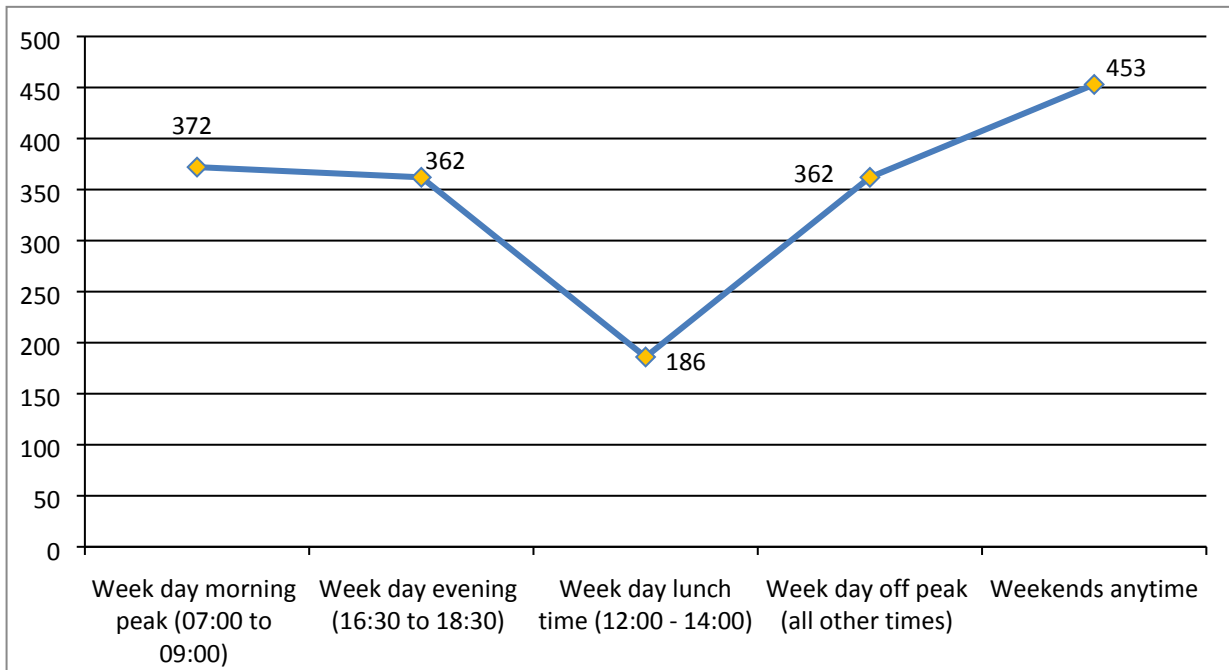
**Question 2: What's usually the reason for your journey? (please tick all that apply)**



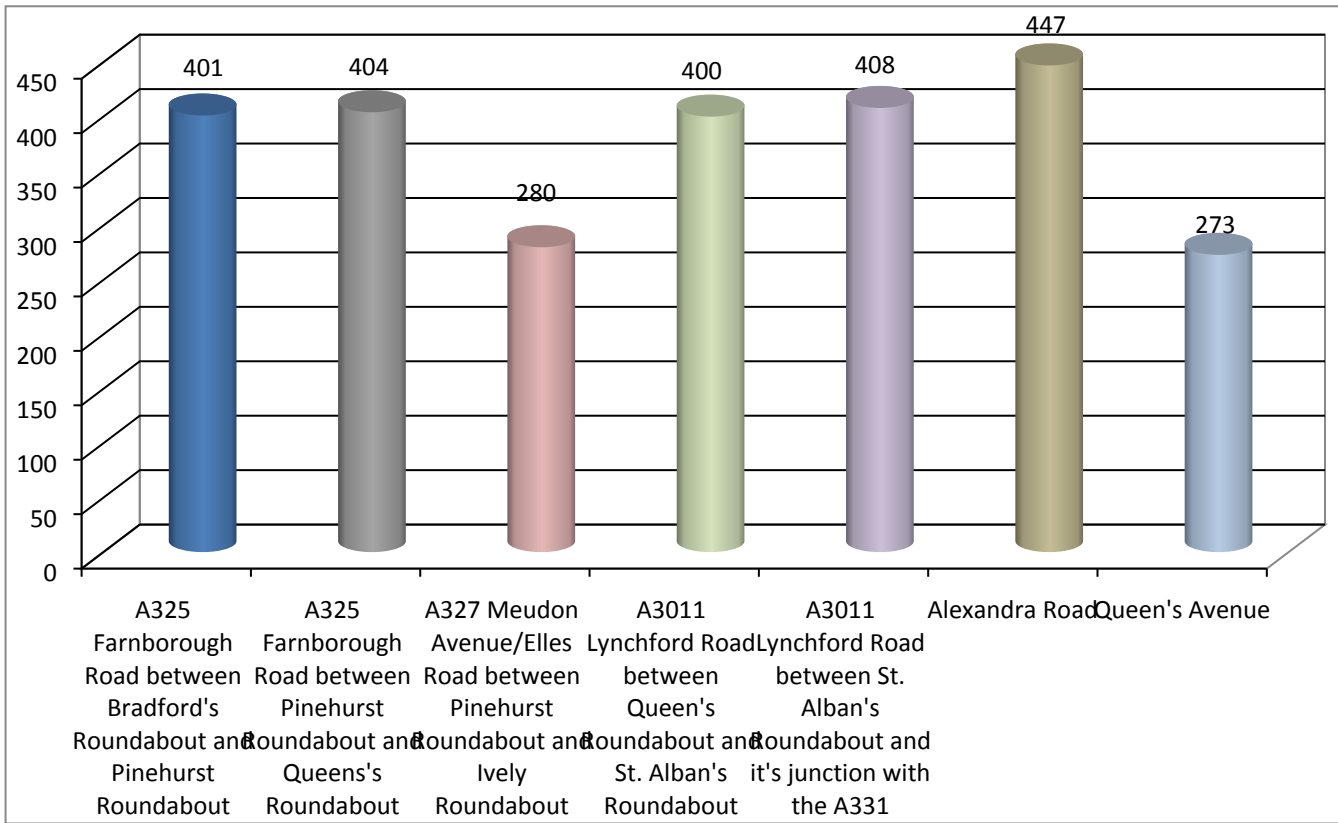
**Question 3: How many days in an average week do you travel in Farnborough?**



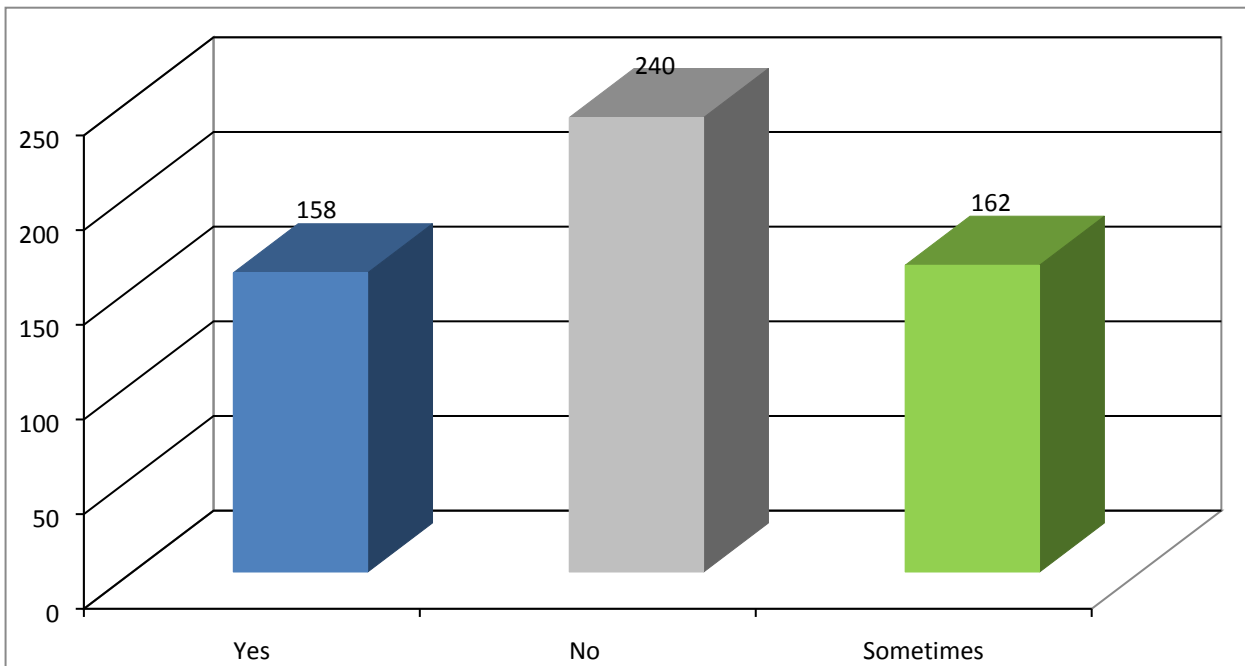
**Question 4: At what time do you usually travel? (please tick all that apply)**



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



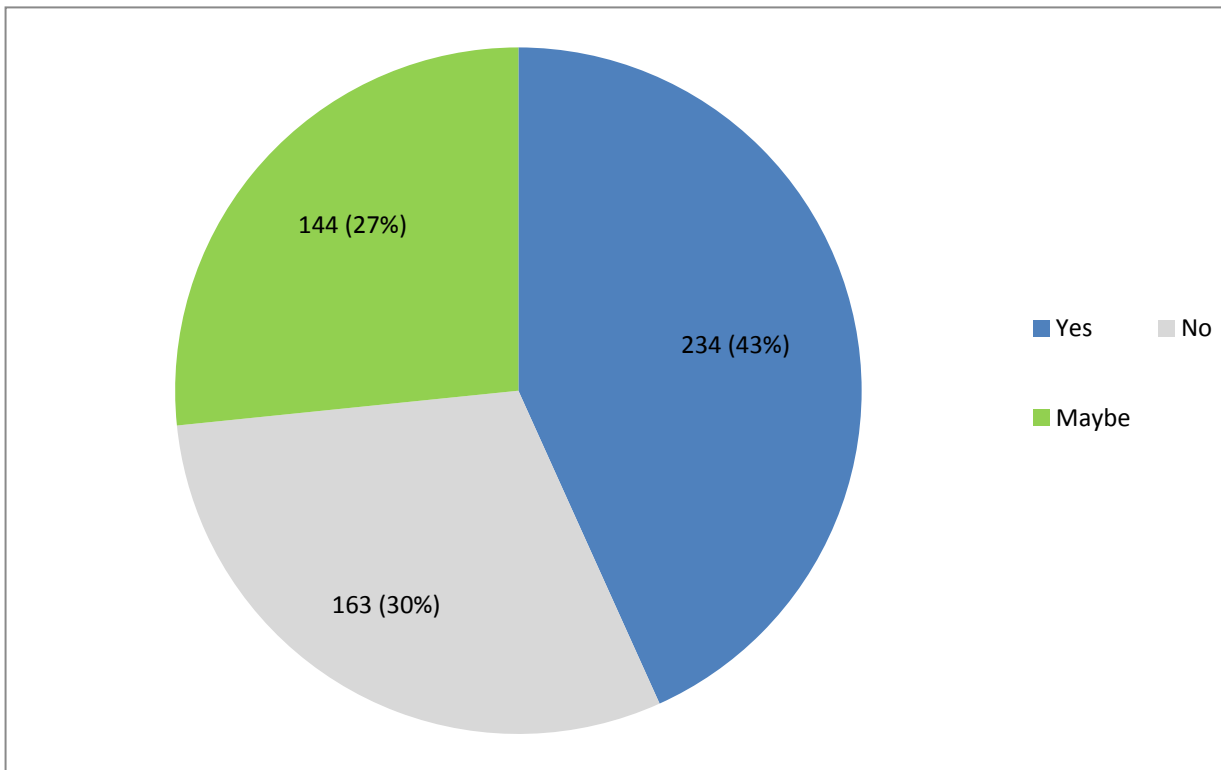
**Question 6: Do you currently use an alternative route to avoid congestion along main roads in Farnborough?**



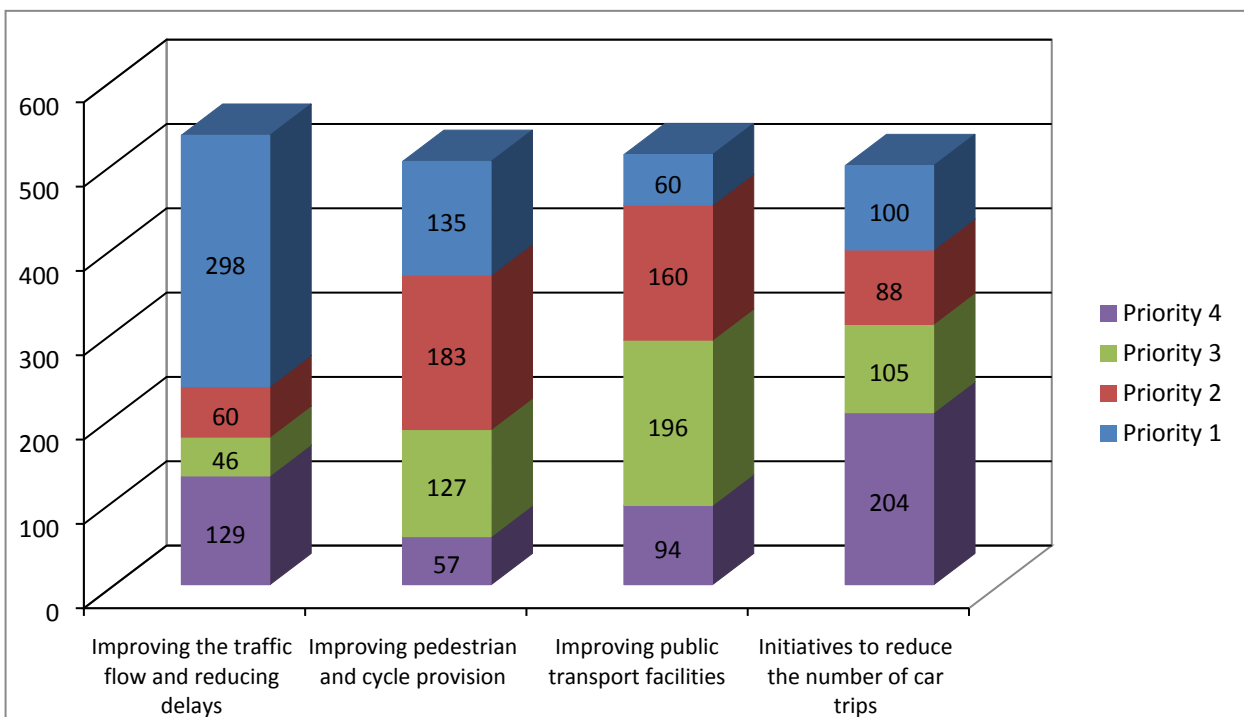


## Your views on the proposals for the A3011 Lynchford Road

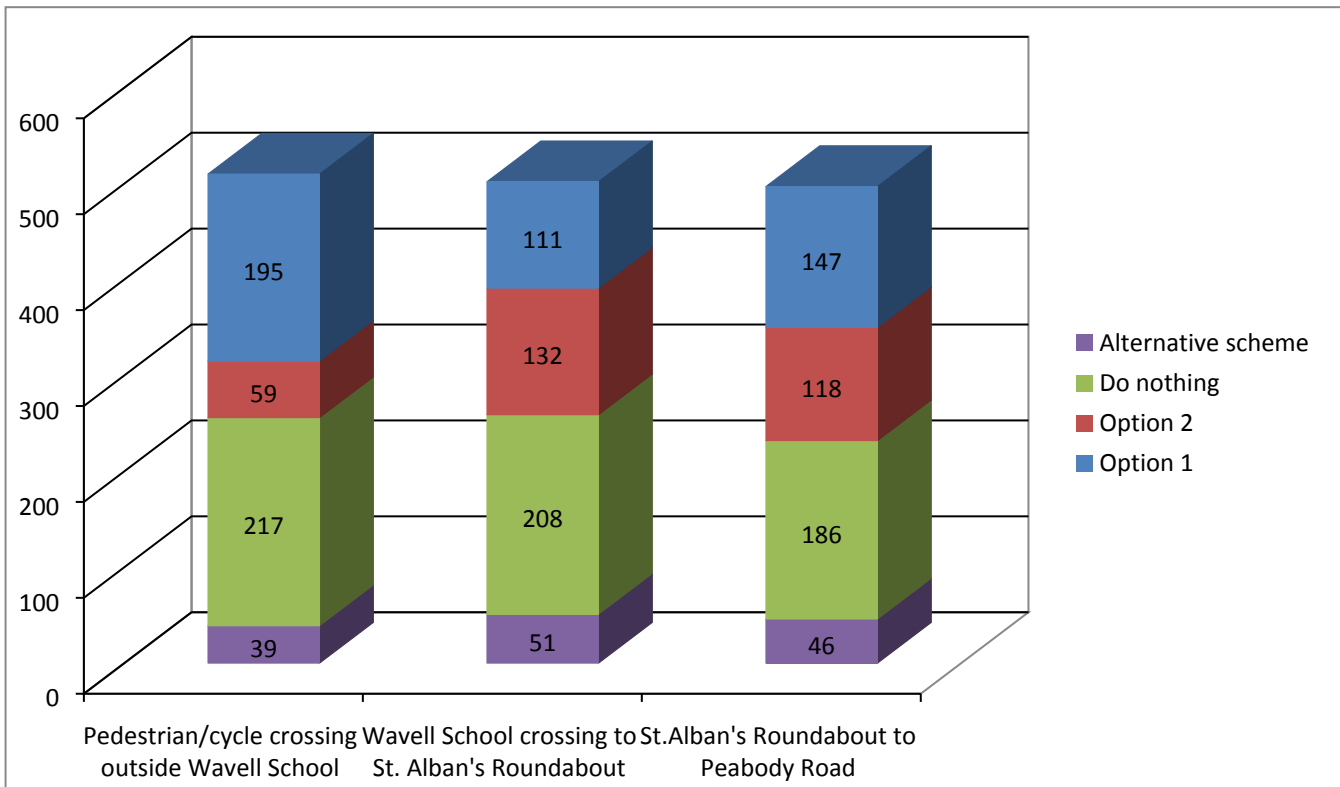
**Question 7: Do you support the principle of improvements to the A3011 Lynchford Road?**



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

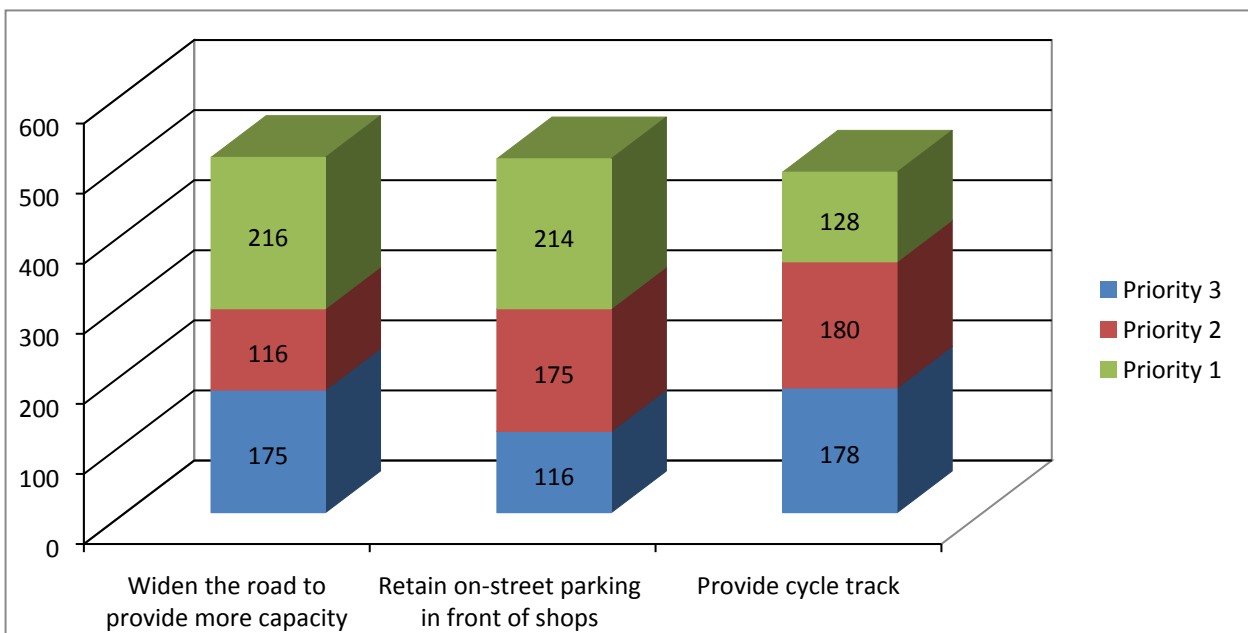


**Question 9: Starting at Queen's Roundabout and heading east to the A331, what are your preferred suggested improvement options along the A3011 Lynchford Road? Please refer to the consultation material for details on the suggested options**

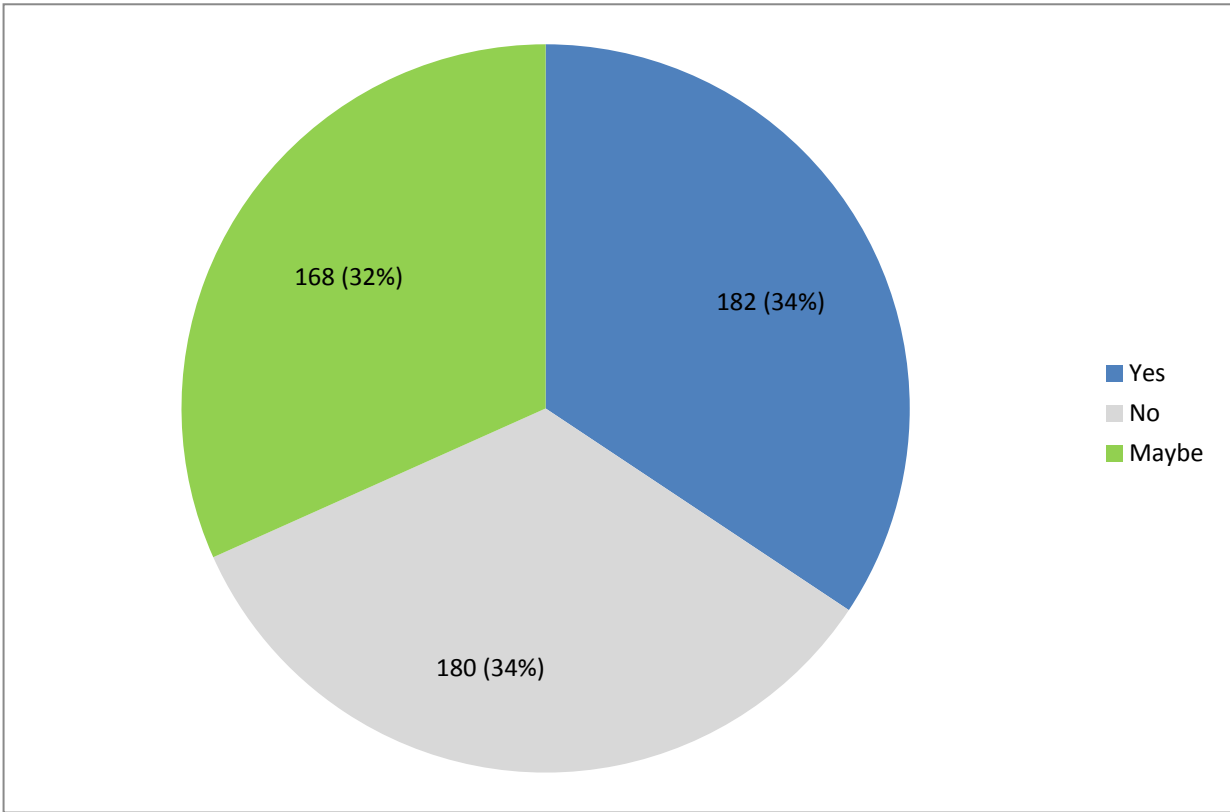


**Question 10: A3011 Peabody Road to A331 (long-term option)**

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

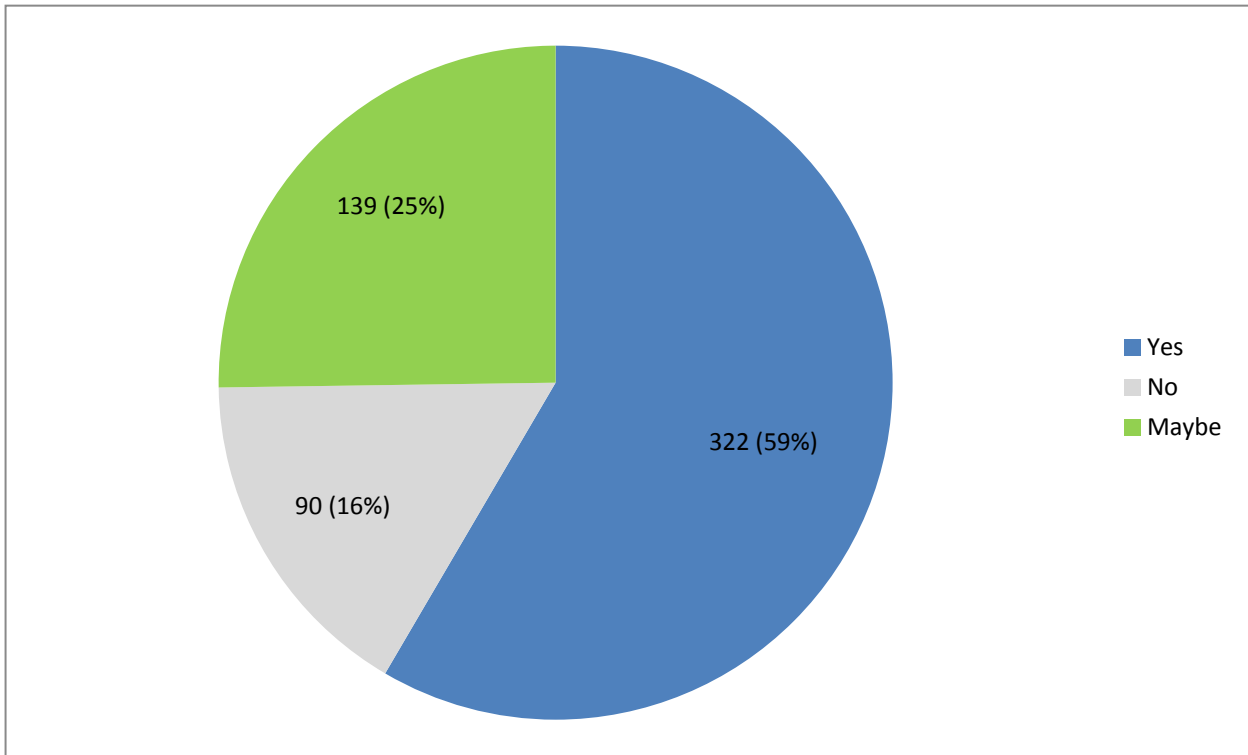


**Question 11: A3011 Peabody Road to A331 (short-term option). Do you support the proposed short term improvements to this section of Lynchford Road?**

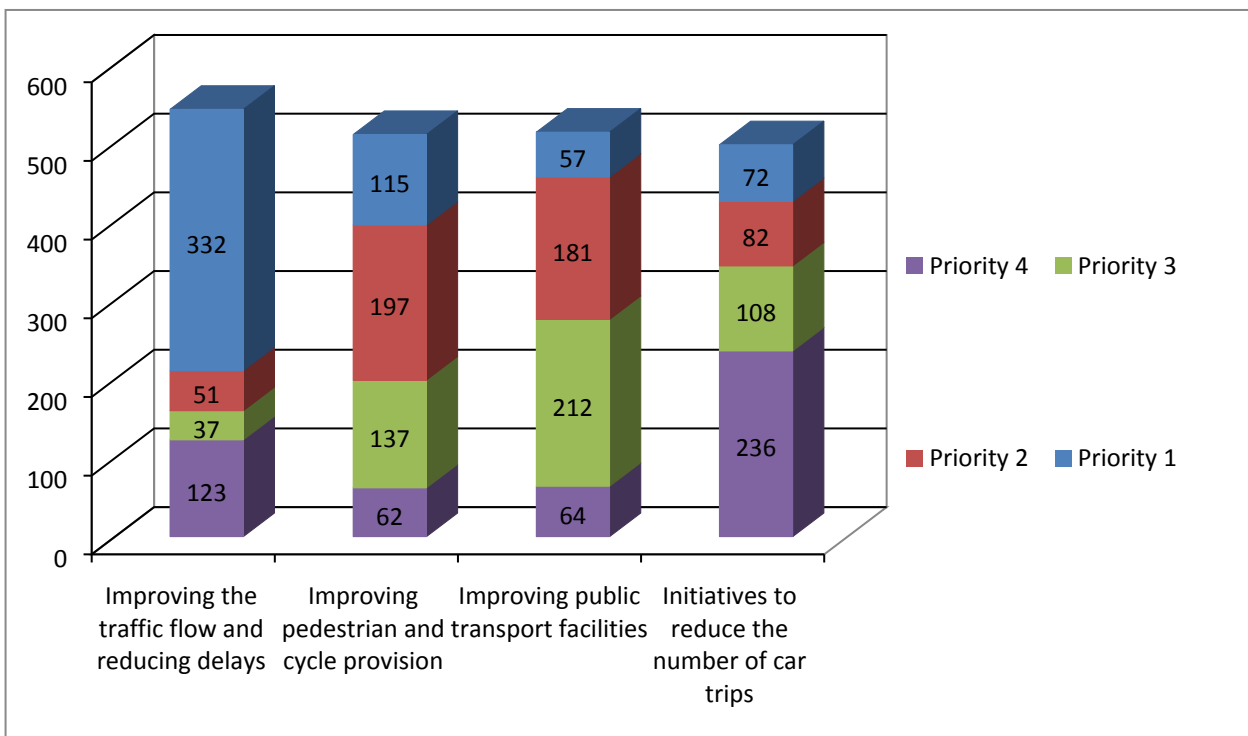


## Your views on the proposals for the A325 Farnborough Road

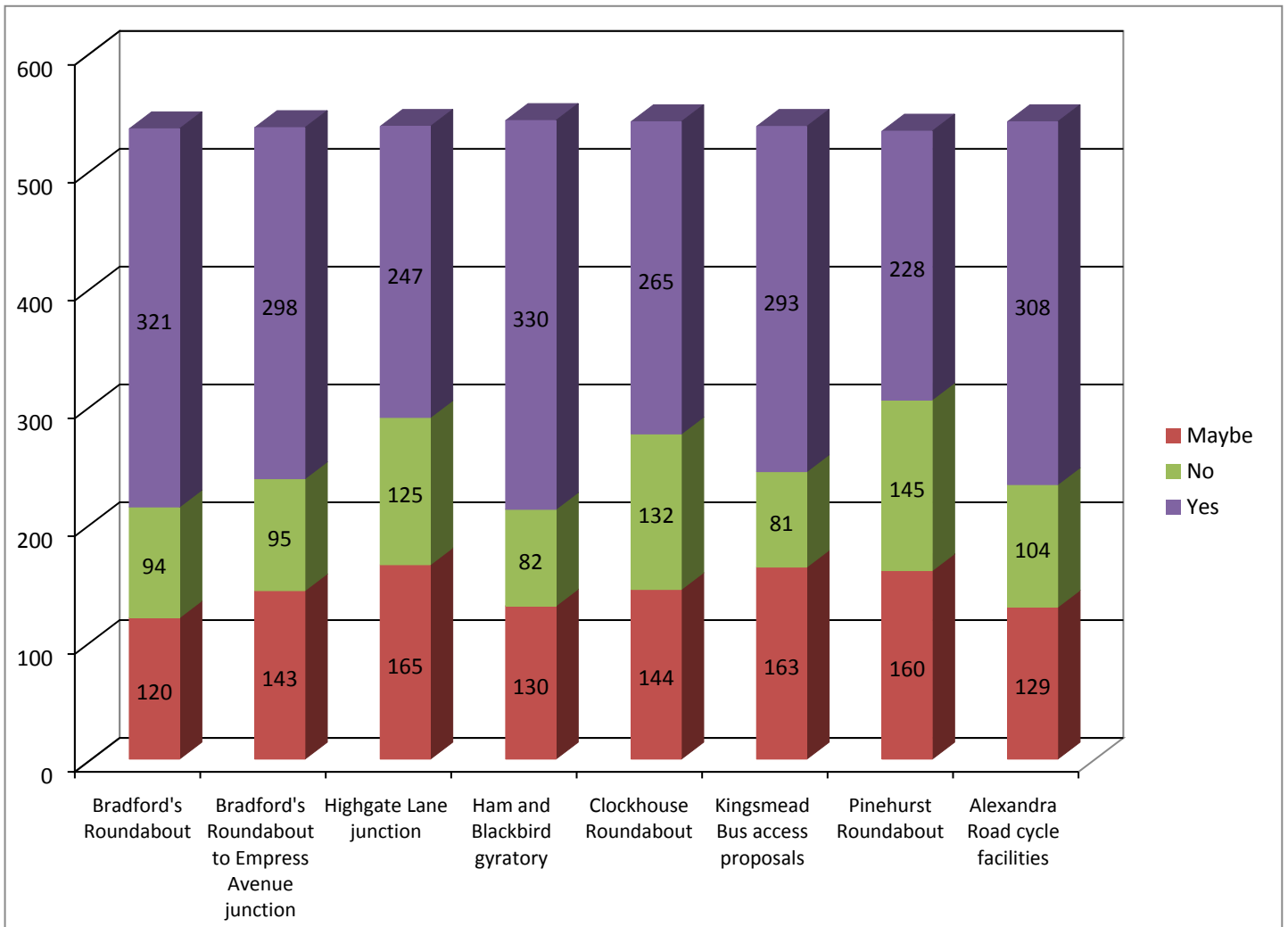
**Question 12: Do you support the principle of improvements to the A325 Farnborough Road?**



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

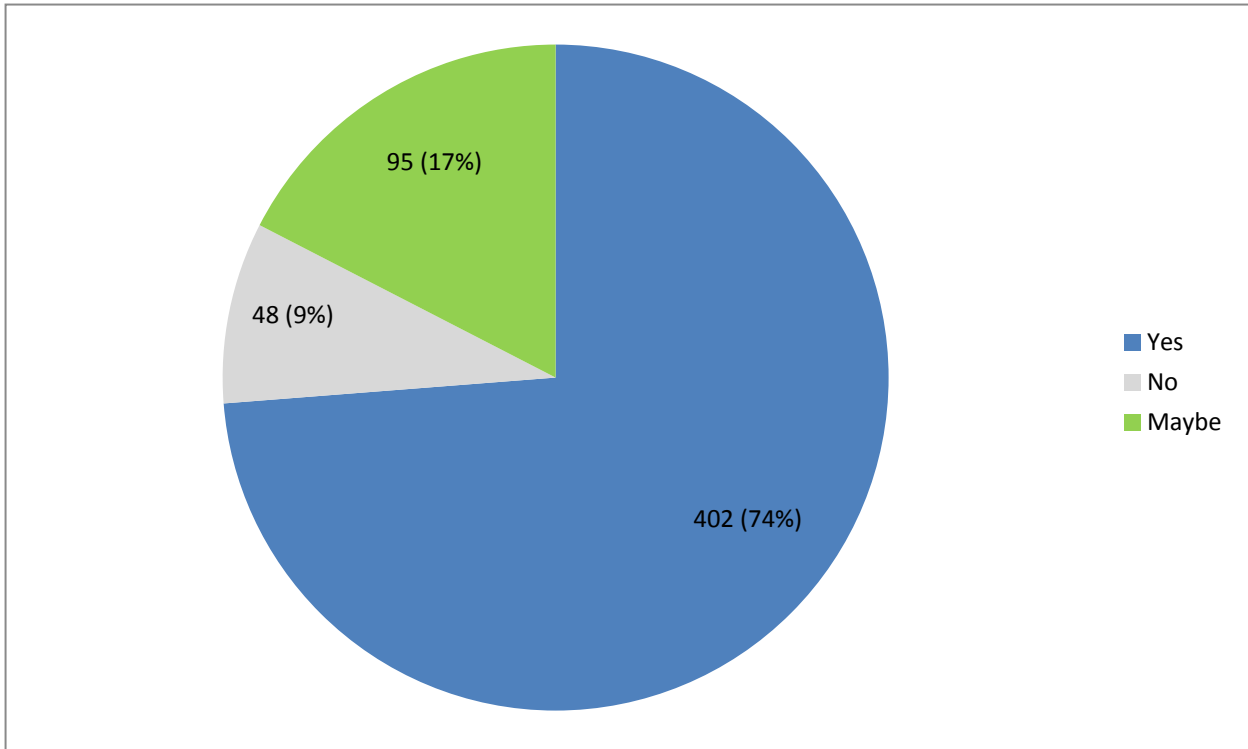


**Question 14: Do you support the suggested improvement options/areas of study at the following junctions and links along the A325 Farnborough Road? (please tick one option in each row**



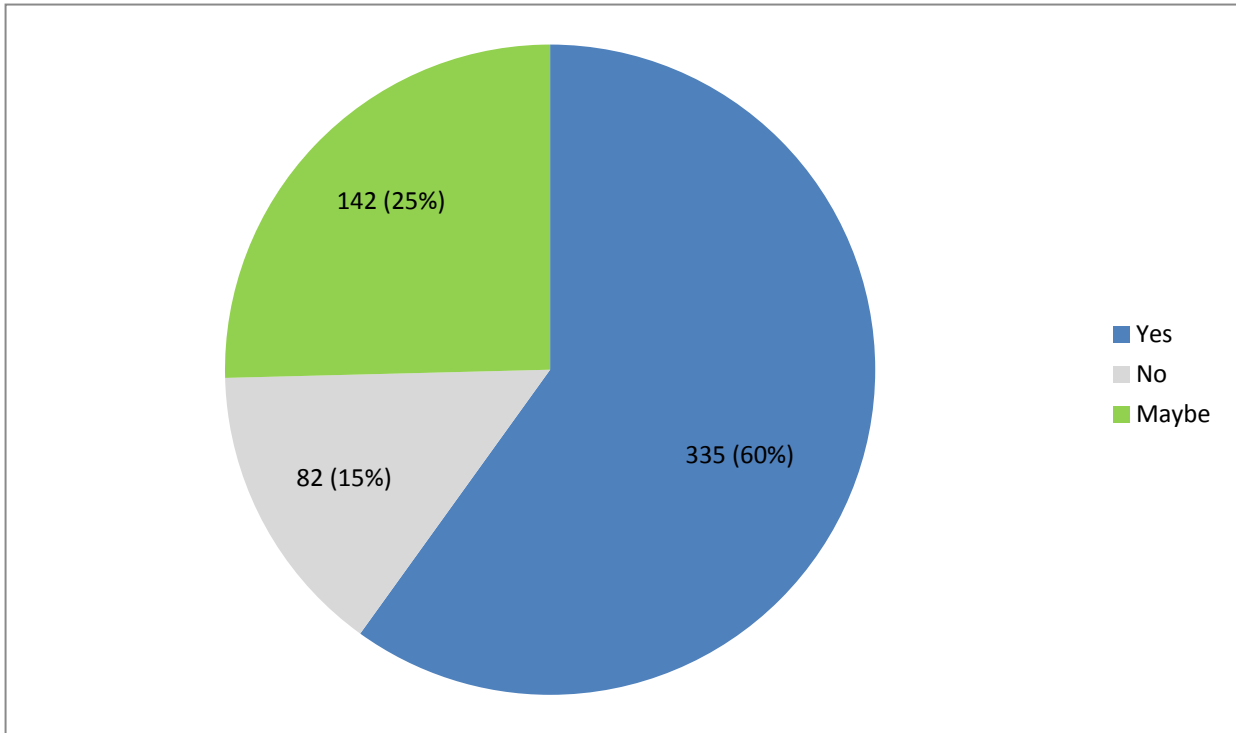
## Your views on the proposal for Invincible Road

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

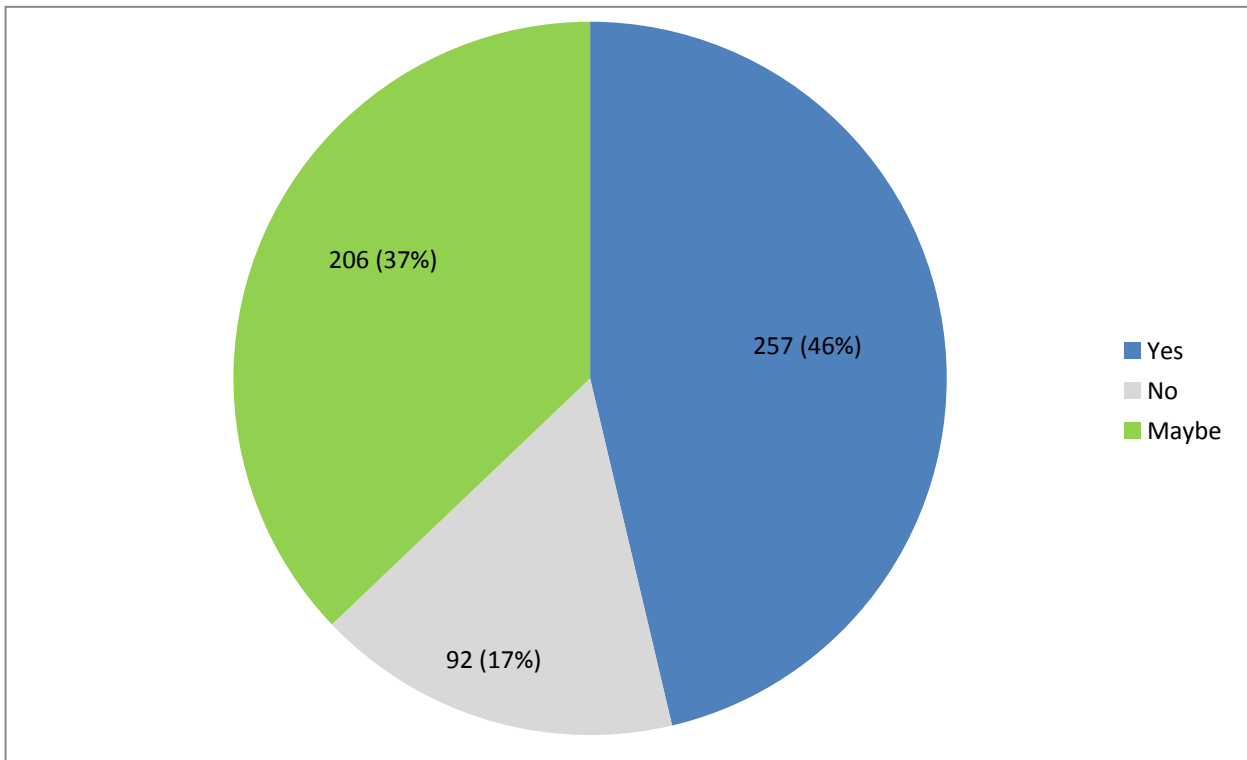


## Your views on Blackwater Valley Gold Grid?

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

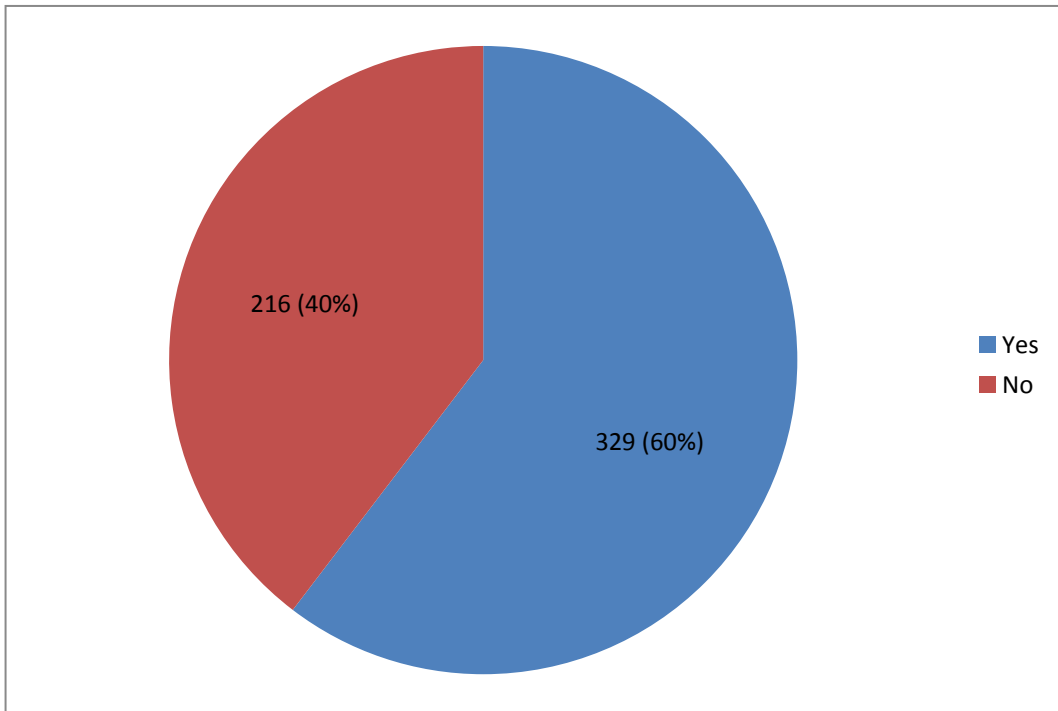


**Question 17: Do you support the principle of other improvements to the Gold Route bus corridor?**



## Your views on the priorities for implementation

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

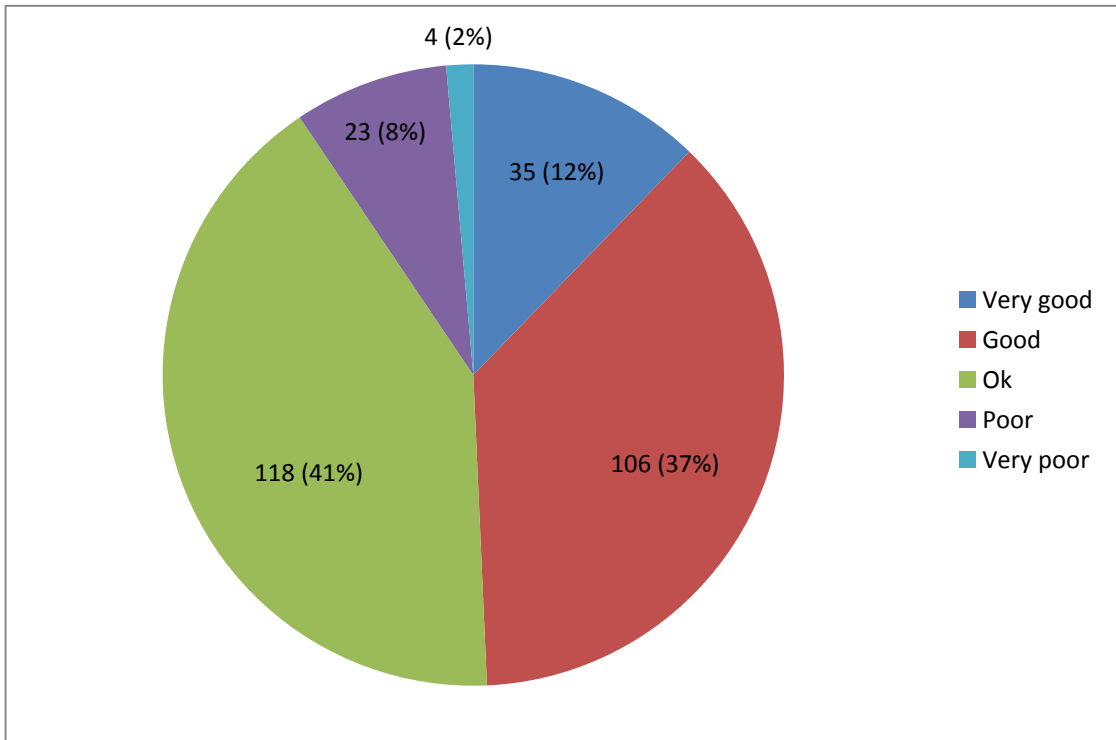


In terms of suggestions for alternative priorities, the following were the most frequently noted:

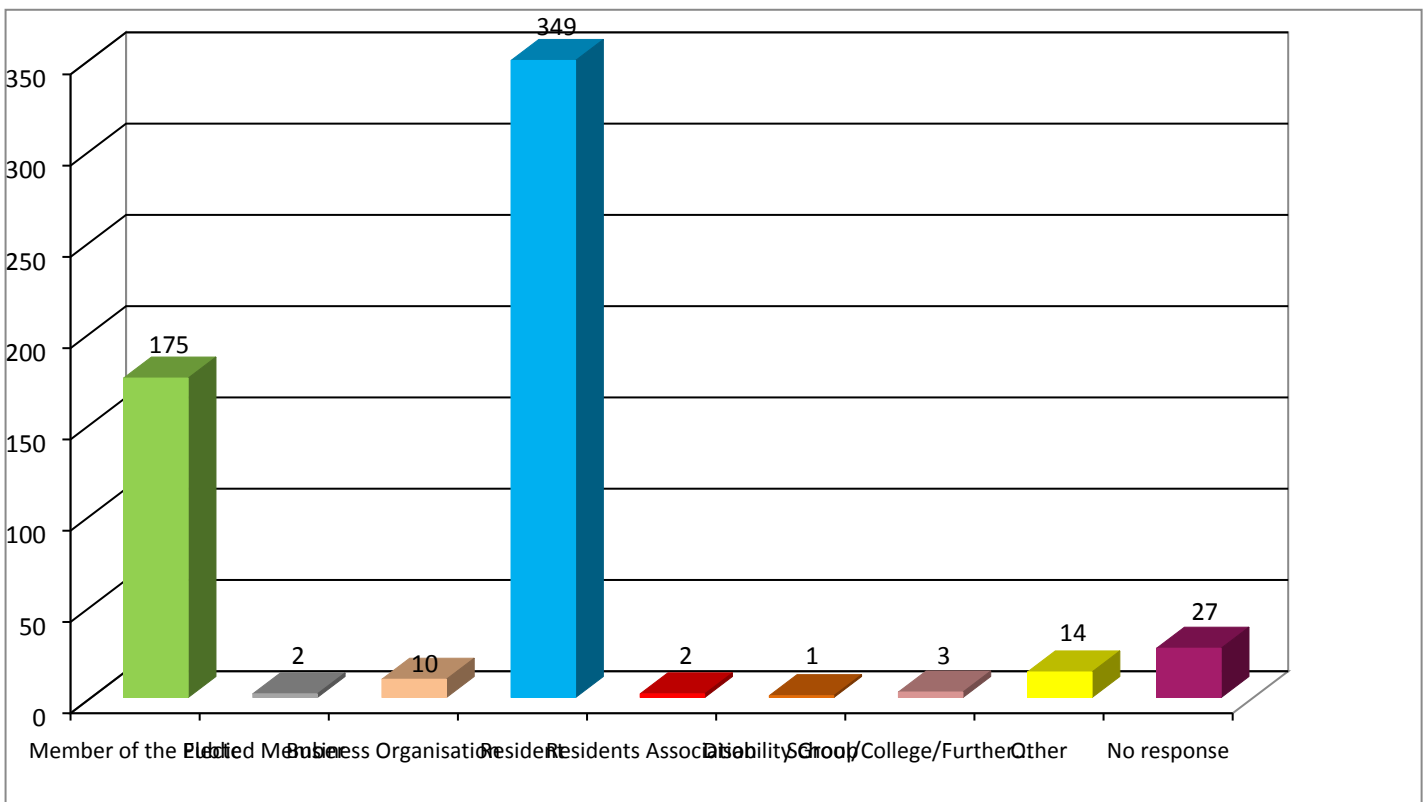
- A325 Farnborough Road or specific schemes on this route, including Bradford's Roundabout, Clockhouse Roundabout, Pinehurst Roundabout, Ham & Blackbird and Farnborough Gate;
- Public transport, walking and cycling;
- Not undertaking improvements to Lynchford Road
- Alternative access to A331 for Wellesley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



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



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



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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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