

Deputation to the Executive Member for Environment and Transport, Hampshire County Council,
13 March 2018

1. This deputation is the response of the North Camp Community to the recommendations in the Farnborough Growth Package as they affect North Camp village.

2. North Camp is a historic, thriving community of shops, businesses, homes, five churches, three schools, quality restaurants, and many other facilities, mainly situated immediately to the north of Lynchford Road. It provides a diverse range of facilities for work and leisure.

The community was acknowledged by HCC and RBC in 2002 when major works were carried out and the title North Camp Village was created.

A new road (the A3011) was built to the south of the middle section of the old Lynchford Road to take through traffic away from the shops, businesses and homes. The old Lynchford Road is now a local thoroughfare where residents and visitors stroll to the shops, visit cafes and bars and socialise. Small, popular areas of parking are provided. We have a fairground community and a regular Fair at Napier Gardens, situated between the old and new roads, and containing a wildlife and leisure area with a pond. A monument created by local craftsmen and school children stands at the end of the main shopping street.

Through traffic is thereby separated from community functions.

If more lanes are added to Lynchford Road, there is a danger that, as well as adversely affecting North Camp, major facilities along Queens Avenue towards Aldershot, will become less accessible. These include Napier Gardens, the Military museum, the world class Army sports and green space facilities, the Aldershot Health Centre, and the Wellesley Development.

As a result of meetings and a pavement survey, our community association defined our core values as:

1. Retain the amenity and environment of North Camp
2. Protect and establish local growing business
3. Oppose changes that will produce more pollution and more noise.
4. Oppose changes that compromise the safety of the community, in particular children, those with disability and the elderly.

3. The stated purpose of the consultation and report

Is to support economic growth in Farnborough.

There is no recognition of *any other primary purpose*,

We ask the County Council to adopt the following additional criteria for judging these recommendations.

- The Department of Transport Manual for Streets 2007
- HCC own Manual for Streets 2010

North Camp fits the definition of a “Quality Place” as defined in both those documents. They both *place greater emphasis in street design on ‘people and place’ than on traffic movement.*

- The Public Service and Social Value Act 2012

This requires people who commission public services to think about how they can also secure wider social, economic and environmental benefits and find new and innovative solutions to difficult problems.

4. Comments on the Decision Report

Deliverability By the report’s own criteria, the scheme for Lynchford Road is very unlikely to be deliverable.

Paragraph 4.31 states (quote) “*the Aldershot Garrison and Defence Infrastructure Organisation (DIO) have specifically objected to the proposals to widen Lynchford Road in front of Lille Barracks as this would require the Garrison to cede land on this northern boundary*”.

Paragraph 5.5 states that (quote) “*there is no guarantee at this stage that a solution can be found to secure land to deliver improvements to this section of Lynchford Road. Without securing MOD land here, any widening elsewhere on Lynchford Road is likely to be of limited benefit*”.

This means that there is no certainty and no timescale, and any works based on the widening of Lynchford Road are likely to be a waste of money and have a very adverse effect on the community in terms of disruption and loss of amenity.

Environment and Pollution Paragraph 5.4 points out that the A331 Blackwater Valley Relief Road, where vehicles access and leave Lynchford Road, has been identified by DEFRA as exceeding air quality standards.

Any widening of Lynchford Road will result in increased use of the road, with more traffic hold-ups and more pollution from standing traffic, not only on Lynchford Road, but also on the A331.

5. Comments on details of the Decision Report

Paragraph 4.12 Asked if they support the principle of improvements to the A3011 Lynchford Road? 57% answered No or Maybe.

Paragraph 4.14 People were asked if they agree with the proposal to implement the suggested improvements at Invincible Road and the A3011 first. This conflated two separate parts of the proposals and is confusing because 74% favour work to Invincible Road, and only 43% favour work to Lynchford Road. People were more concerned with solving the problems on the A325

The most frequently noted alternative priorities include not undertaking improvements to Lynchford Road.

Paragraph 4.15 People were asked to rank 4 suggested aims of the improvements.

The options should not be ranked, for example improving public transport facilities will automatically reduce the number of car trips.

Paragraph 4.15 states that there is a 50/50 split between one of the scheme options and Do nothing. “As an individual category, Do nothing secured more votes than any proposed scheme option”.

6. Views on the Decision Report

We recognise that:

Farnborough is a Growth town, and Lynchford Road is one route onto and from the A331, itself already congested at the same times, and already suffering from pollution problems.

There are perceived congestion problems at peak times on Lynchford Road, and there is a need to provide for more free-flowing traffic along this road.

Traffic is currently slowed on Lynchford Road by access and egress to and from side roads at Alexandra Road, Peabody Road and Park Road.

7. Our concerns

We believe that widening Lynchford Road will not alleviate the problems, but will cause more.

Enlarging the roundabouts along the road will slow traffic flow, not increase it, as has been demonstrated at the Queens roundabout.

There will still be slowing and congestion beyond Peabody Road, where there is no possibility of any more than one lane each way.

We also point out that every two years there is an international Air Show in Farnborough. The traffic around the whole of Rushmoor is managed on a much larger scale than required by our normal activities. Traffic moves freely using all major routes, including the A325 and the A327. We ask HCC to liaise with the Air Show to consider adopting some of their traffic solutions.

8. Our conclusions

We support the principle of improvements to Lynchford Road to increase traffic flow, however

We ask HCC to defer any plans to widen of Lynchford Road, or major works (such as roundabouts) to its junction with side roads, until further consideration can be given to the social and environmental criteria previously mentioned , and to viable and innovative alternatives to widening the road

We draw attention to the Consultation Report itself, paragraph 7.4, which states that (quote)

Lynchford Road should be identified as a priority scheme, and further feasibility design work should be undertaken to identify a deliverable scheme, taking account of the identified constraints. The work should be undertaken in partnership with the local community.

A major aim should be to save our community from losing its unique character as a quality place to live and work. Once we lose it, we will never get it back.

There are many ideas suggested by the public and in responses from local organisations such as the North Camp Community, the Cycling Forum, and the Wavell School.

Providing an Active Travel Corridor along Lynchford Road, as opposed to widening it, would help with the free flow of traffic.

We particularly ask that an impact assessment be carried out for local businesses.

9. We recognise and support the proposals relating to other parts of Farnborough.

Thanks We should like to thank Phillip Marshall and his team for his help in extending the deadline for the North Camp Community to submit its response to the consultation.

Also for their comprehensive Decision Report and in particular for recording in great detail the huge number of comments and ideas from residents.