

### 5.3 FARNHAM COMMON

GENERAL AAP		
<i>Name</i>	<i>Comment</i>	<i>Response</i>
M Simpson	The paragraphs in each section titled "What we've already done" and "Actions" are nearly all countywide generalisations with no specific actions. Where there are actions they are nearly all along the lines of more studies to be done. In order to produce a credible plan with the title given, you must have specific actions related directly to the Farnham Common area with timescales. Anything less is a waste of council taxpayers money.	The Area Action Plans were only draft and it is recognised that in some areas they were a little generic. The purpose of the Transport Matters events and the consultation period was to collect further information to enable more locally specific Area Action Plans to be revised and developed
C Snowden	The initial reaction is that it appears to be reprogramming matters expected to have been dealt with in recent years but now pushed forward into the distance viz 2011. The document is rich in jargon but very weak on commitment and targets with timescales. It also lacks conviction that it will solve the problems that the A355 Action Group, with the Parish Council and the Farnham Society, have been identifying over the last 5 years.	The real-terms reduction in Government funding has meant we have had to re-prioritise our plans and it is likely that some actions will have to be reprogrammed or deferred. The Area Action Plan will be developed to be more area specific using information collected during the consultation period.
C Snowden	You have had 4 years since your Consultants produced the A355 Strategy document and have since received extensive consultation. It is 3 years and 9 months since Bucks CC approved the A355 Route Strategy, why are the bulk of these proposals now pushed into the misty future of the Second Local Transport Plan?	The real-terms reduction in Government funding has meant we have had to re-prioritise our plans and it is likely that some actions will have to be reprogrammed or deferred.
J Winyard	I am surprised that countless time-consuming surveys have been carried out rather than talking with our elected parish council representatives. Embarrassing mistakes in the document could have been avoided.	Parish Plans and letters from residents were some of the sources used to write the draft Area Action Plans. The Plans will be developed using feedback received to make them more directed to area specific needs.

<b>GENERAL AAP</b>		
<i>Name</i>	<i>Comment</i>	<i>Response</i>
P Carthcart	What is a shared priority?	The shared priority for transport is a joint agreement between Central Government and the Local Government Association that sets out congestion, accessibility, environment, safety and public transport as key issues for local transport authorities to address.
	The A355 is central for Farnham Common, however it is not central to the document. It is missed off the map. You need to understand the geography and protect the community.	The Area Action Plans will be developed in the light of comments received and this issue will be considered when amendments are made.

ACCESSIBILITY		
<i>Name</i>	<i>Comment</i>	<i>Response</i>
M Simpson J Winyard	The area is oddly defined with Farnham Common on the edge of the area. Knowledge of how the area operates in transport terms would reveal that the area to the west of the A355 has much more relevance than Stoke Poges, which you say is the main centre.	It is recognised that the Local Community Areas may not always reflect some local working, travelling or lifestyle patterns but were identified to support local service delivery, in line with other administrative boundaries.
M Simpson	The off peak access plans are incomprehensible - even to a professional in the field.	This weakness in the draft Area Action Plans is recognised and will be addressed when the Area Action Plans are amended.
J Winyard	For the vast majority of those who live in the villages of Farnham Common and Farnham Royal, Burnham Beeches is an integral part of the community. It most certainly does not form a natural part of the conurbation of Burnham and is separated from Burnham by several miles of unpopulated farmland, whereas it is adjacent to and is a full part of the life of Farnham Common village. Traffic trying to avoid the A355 frequently turns off down Egypt Lane which is very much Burnham Beeches territory.	The point is noted and it is recognised that the Local Community Areas may not always reflect some local working, travelling or lifestyle patterns. They were however identified to support local service delivery, in line with other administrative boundaries.
J Winyard	The A355 may be as you say a "key route for linking the community to the M40 and M4" but it as important as a means for villagers to conduct lives business and social locally. This point needs to be made clear in the document too.	This point has been noted and will be considered when the Area Action Plans are amended.

ACCESSIBILITY		
<i>Name</i>	<i>Comment</i>	<i>Response</i>
	<p>The accessibility maps are OK but not reality. Buses are not frequent enough. You wait for 1, and 3 come along at once. Bus timetables and companies need to be updated and they are not user friendly. Accessibility assessment is inaccurate.</p>	<p>The accessibility maps represent a preliminary audit and will be developed over time. We aim to ensure the provision of a half hourly service through Farnham Common throughout the working day; the existing service now meets this standard, but competition between operators results in two buses running together at many times. The County Council is unable to influence this situation owing to the restrictions imposed by the Competition Act 1998.</p>

CONGESTION		
Name	Comment	Response
M Simpson	On page 9 you identify the only congestion hot spot to be the junction between Templewood Lane and the Grange. This is so nonsensical that it undermines any credibility the document may have had.	A Transportation Survey is carried out annually. Residents of the county were asked where they believe congestion is an issue and the results were used to create the perceived congestion hotspot maps.
C Snowden	Signage will not transfer HGVs onto the Motorway Box. The bulk of traffic is regular users of the A355. Implementing the A355 Strategy proposals is fine so long as the end objective is achieved. You have had 4 years to prepare an Environmental Weight Limit scheme, tell us in this new document when you plan to implement the restriction of HGVs.	The County Council is lobbying the Highways Agency for improvements to the 'Motorway Box' to provide a viable alternative for HGV's and enable us to consider if other additional measures are required.
C Snowden M Simpson J Winyard P Carthcart	The document does not mention the recently approved Motorway Service Area (MSA). You have had 4/5 years to plan what you would do if it were given approval. Why is your 2 <sup>nd</sup> LTP silent on the matter of the impact of the MSA on the Villages? The residents will expect a detailed plan implementable before the MSA opens – that will include taking the HGVs out of the villages of Farnham Common and Farnham Royal.	Whilst we have been aware of the MSA for a period of time, it is only very recently that the developer has made contact with the relevant authorities to discuss plans. The County Council and District Council are working together to ensure that the MSA impacts are minimised. If additional information is available it will be included in the amended Area Action Plan.
	Ideally a Farnham common <u>Bypass</u> should be built but as this is a costly idea why cannot the road from The Fox and Pheasant on the B416 (Collum Green Road) leading through to the A355 at the Yew Tree be developed to take more traffic away from the A355 through Farnham Common. This is an alternate route many people use already from or through Slough to the M40 at the Beaconsfield Junction.	This would simply move traffic onto even less suitable roads through Stoke Poges.

<b>CONGESTION</b>		
<i>Name</i>	<i>Comment</i>	<i>Response</i>
J Snowden	We are frustrated that it has taken so long to develop actions to tackle congestion. There are positive measures to improve the A355 that have been put forward by speed limit reviews, so why is it taking so long? Is there a money issue? The A355 route strategy started 3 years ago, still nothing has happened.	All speed limits around the county are being reviewed and altered to ensure that they are consistent and appropriate. The process is therefore very time consuming and costly. Area 5 will be completed by the end of April 2006 and Area 6 will be completed in summer 2006.
R Royston	Is the One Pin Lane traffic signal going in with the A355 strategy?	Proposals for this are in place.
J Snowdon	Satellite Navigation on HGVs is causing a problem; new environmental weight limits are needed. We have spoken to firms and they have stated that they will use the A355 unless there is a legal requirement.	The County Council is lobbying the Highways Agency for improvements to the 'Motorway Box' to provide a viable alternative for HGV's and enable us to consider if other additional measures are required.

ENVIRONMENT		
<i>Name</i>	<i>Comment</i>	<i>Response</i>
A Barnard	<p>The document mentions under 'actions to improve the environment' on page 11, that BCC will:</p> <ul style="list-style-type: none"> <li>• 'Continue to jointly explore adverse effects of traffic on Burnham Beeches with the Corporation of London and English Nature</li> <li>• Implement the actions of the A355 strategy.</li> </ul> <p>I simply wish to point out that these two bullet points are inextricably linked and that indeed the implementation of the A355 Strategy relies, at least in part, upon mitigating its effects on Burnham Beeches. Additionally, the Appropriate Assessment that is the tool for 'exploring the adverse effects' is likely to have several action points related to environmental monitoring. As such your commitment to merely 'explore the effects' should be strengthened and amended to reflect this link as well as the implementation of any action points arising.</p>	<p>The Appropriate Assessment is the initial scoping stage of exploring the adverse effects on Burnham Beeches. By identifying these effects we are beginning to collate environmental baseline monitoring which will then help to monitor and correlate the data. This can then help produce action plans that could mitigate the affects of transport on the Beeches.</p>

ROAD SAFETY		
<i>Name</i>	<i>Comment</i>	<i>Response</i>
C Snowden	Can I confirm a commitment made by officers to implement the Speed Limit changes by next summer viz 2006? The very latest that the change will be completed would be before the children return to school after the summer holidays. You have wasted four years and I sincerely hope that no one is injured on the A355, due to speeding, before the changes are implemented otherwise resignations will be demanded.	Work has been proceeding on the SLR since 2003. It is a long, complex and time-consuming process. Areas 2, 3 and 4 have been completed and Area 5 will be complete by the end of April 2006. Public consultation for Area 6 is taking place in April 2006 and the speed limits for this area will be in place during summer 2006.
	One Pinn Lane needs a 30mph speed limit and no parking on it if we want children to walk to school.	One Pin Lane is proposed as a 30mph speed limit and this is being advertised for public consultation from 30 <sup>th</sup> March 2006 to 2 <sup>nd</sup> May 2006. The new speed limit should be in place during Summer 2006.