

## Deputation North Camp Support Group, 15<sup>th</sup> January 2019

The NCSG ( in addition to The Wavell School) are asking you to defer your decision to widen the Lynchford Road so that we can together plan a solution that allows people to travel to airfield businesses and exhibition centre and for the North Camp Community to thrive. We are not there yet.

The current focus is that the answer to the problem of getting people to the airfield and associated businesses is the Lynchford Road. by widening it from 2 lanes to 4.in most places. With this comes increased road danger not just on the length of Lynchford Road but also on Queen's Avenue to allow traffic into the new Wellesley Development. "The introduction of a new jet lane for traffic turning from Lynchford Road to Queens Avenue" (a long straight good road for speeding in) might sound inviting for those who want to get on with their journey. However three people have lost their lives on the Queens Avenue in the last two years. Queens Avenue has well used sports facilities on either side of it. Traffic needs to be managed on this road..

The risk of a traffic incident is particularly high at the Wavell School Crossing. The school currently pay staff to manage the crossing at peak times and refuse to use the new school gate as they do not think this crossing is fit for purpose. We believe that this focus should change. In the decision report you say *"A design review of the proposed pedestrian crossing outside Wavell School will be carried out before approval is sought to implement later improvements on the St Albans Roundabout to Queens Roundabout section of Lynchford Road, which will also include consideration of equalities impacts."* By the time this review is completed the changes to the eastern section will have started, time will have moved on and it is likely that you will have another push to get your own way to the detriment of the Wavell School. We know that the deputation from the Wavell School Headteacher and its Chair of Governors at their meeting with you on 8<sup>th</sup> January expressed grave concern about the current crossing and our shared view that the risks will worsen if the lanes increase.

As well as increased road danger, more motorised traffic will increase air and noise pollution. The current level of noise pollution makes teaching and learning at the Wavell School more difficult on 2<sup>nd</sup> and 3<sup>rd</sup> floor classrooms. Air pollution can be less obvious and therefore dismissed, so it is even more important that it is measured. The widening of the road will lead to a loss of mature vegetation and take away some of our established green spaces with mature trees with all their environmental importance. A FOI request has revealed that you are in the process of undertaking EIA screening. This will determine whether a full Environmental Impact Assessment will be required. Blackwater Valley Friends of the Earth (BVFoE) would not expect a decision on this proposal to be made until the EIA is evaluated. If HCC have decided that the screening has determined that an EIA is not required, BVFoE will advise North Camp Support Group to appeal to the Secretary of State against the decision.

Some of the solutions to getting people to the airfield businesses and exhibition centre lie outside the triangle created by the A325, A331 and A3011 (Lynchford Road) A FOI request to HCC revealed that the only remit given to Atkins was to widen the Lynchford Road. They did what they were asked.

In the past a route using Ively Road was considered but rejected in favour of the Lynchford Road. This needs further explanation.

The A327 route from Junction 4a was rejected as it would require a "very expensive bridge" to be built over the railway. The A327 bridge over the railway and Fleet Road is relatively new, does not have a weight restriction and is already a busy transport link for motorised vehicles including larger vehicles. The new Bramshott Lane that leads into the airfield has recently been upgraded to take more traffic including HGV's . Please could you investigate this route further as was also requested by the Wavell School deputation on 8<sup>th</sup> January.

The building of a slip road onto the A331 to serve the Wellesley development should be compared with widening of the Lynchford Road, not just in terms of cost but also in terms of reduced congestion and community benefits.

Allison's Road now a 4 lane road is being reduced to two lanes because it will go through a residential area. Whereas the Lynchford road which also goes through a community with the military on the South side and civilian on the North side is being widened. There is an irony here.

The airfield businesses, Farnborough Business Park, the businesses around BAE Systems and Cody Technology Park are not served by a regular bus route. The only choice for much of the work force is to travel by car. Farnborough Business Park do provide a private shuttle bus service. This could be extended to serve North Camp, Ash Vale and Aldershot train stations. We recommend that a public bus service is created to provide regular public transport from train stations and maybe a park and ride facility that directly takes the passenger through the airfield business areas to allow for choice.

We have done some calculations that reveal that: At a speed of 30 mph a mile of carriageway holds about 52 cars (say one bus load).

With a 2 sec gap between vehicles only 60 cars pass in 2 minutes, so a bus every 2 minutes will carry nearly the same amount of people. A bus every 5 minutes from the A331 junction to the airfield could remove around 40% of commuting cars. All that is needed is a park and ride facility in the right place. There maybe some land available by the Blackwater Valley River Path close to North Camp Station for example.

Has a transport study been done to assess how people get to airfield businesses? Have visitors and the workforce been encouraged or incentivised to make choices beyond travel by car? Are the businesses aware of the cost to local residents created by their travel choices? Do they know where North Camp is?

The exhibition centre boasts free parking on a secure and private site. In the instruction on how to travel to the centre they only consider motorised vehicle drivers. "*Follow the Farnborough signs on all major routes. SatNav users should enter GU14 6AZ for directions to the nearby Queens Roundabout,*" There is no mention of public transport and why should there be? There isn't any. The regular number 1 bus from Farnborough Main Station does not go close enough to the exhibition centre. Another point is that most exhibitions start after peak travel hours so journeys to function will be after periods of congestion or maybe at weekends.

The North Camp Community must not carry the whole weight of getting people to and from airfield businesses, Wellesley and the Exhibition Centre. They must take some ownership. For example the exhibition centre could give incentives to the use of public transport by giving price reductions for those that make that choice. Have you spoken to any of those businesses who benefit from the widening of the Lynchford road about travel plans and encouraging sustainable choices?

We are pleased that a high quality mini Holland active travel corridor is to be created between the Queens Hotel and the A331 (in particular North Camp East Scheme) This corridor will help people make the choice to cycle or walk rather than drive which will lessen the demand for capacity on the Lynchford Road. If high quality cycling and walking infrastructure is coupled with good public transport connections, and park and ride facilities then the road would not need to be widened. If the road is widened to increase capacity because of induced demand any benefits will be temporary. The net result will be that at peak times traffic will be stacked side by side rather than in a single line.

Single occupancy cars (one person sitting in an armchair alongside an empty one with one or two sofa's behind them) are the least efficient use of land for transport and that other options which would not require widening the carriageway should be exhausted first. The cycleway will make cycling more attractive than driving for up to say 3 miles, but something like a park and ride would enable more people to be moved from the A331 to the airfield than now.

We need further discussion regarding the closure of the exit from St Alban's Roundabout into Old Lynchford Road to improve safety and increase capacity. This is a popular route into North Camp for those that drive a motorised vehicle. The planned new entry access into Old Lynchford Road from Lynchford Road east of St Alban's Roundabout to provide access to and from the local centre faces the North Camp pub and will impact on the new pedestrian space. This pedestrian space is a real asset and could become more so, to pubs and restaurants, but not if there is a road going through it. In addition, to access this entrance traffic will have to stay on Lynchford Road, travel around St Alban's Roundabout thus adding to congestion. One suggestion is for traffic to enter the North Camp area via Peabody Road and Peabody Road car park. Peabody Road Car Park could be better signed to direct the public to the shops.

We doubt the validity of the survey data in allowing for decisions. The sample size was small and some of the questions led to false positives. We know that the Wavell deputation also queried the validity of the survey data. With our survey methods which included leaflet drops, two pavement surveys, a public meeting, visits to local businesses and multiple conversations with stakeholders and members of the community. We have found that very few of our community are in favour of the widening of the road because of the negative impact on North Camp and the disruption that it will cause as the road is widened.

**Shaping our future together Hampshire Sustainable Community Strategy 2008–18** is a well written thought out document In the document You ask, **what sort of place people want Hampshire to be?** We agree with your answers: **safe and strong communitites, good Health and Well being, Economic prosperity and lifelong learning a decent Environment with good Infrastructure and Transport including high-quality, accessible and local public services providing value for money and responsive to communities' needs.**

As said by one of your team *"This is about doing the right thing, there is no pressure to spend money, there is no pressure of time"* We asked you to defer the decision, as did the Wavell School, until you have responded to the issues raised in this deputation and further investigated examples of good practice with reference to guidance, You are aware that we are prepared to work with you to get the best solution for North Camp.