

Farnborough Town Access Plan  
Stage 3 Report  
Final Action Plan of Proposed Access Improvement Options

**Final**

September 2011

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## **1. Introduction**

1.1 The Farnborough Town Access Plan (referred to in the remainder of the document as Farnborough TAP) is a strategy which sets out a shared vision for how access to facilities and services within the town can be improved. Accessibility in the context of the Farnborough TAP refers to the community's ability to access key services and facilities within the built up areas of Farnborough by all transport modes, notably by walking, cycling, public transport and the car.

1.2 The Farnborough TAP will guide transport development within Farnborough over the next 20 years and identifies an action plan of proposals that can be used to direct different funding sources.

1.3 The development of the Farnborough TAP has been undertaken in three work stages. The first stage sought to identify the transport access issues that were important to local residents, commuters, shoppers and visitors to Farnborough. This stage of work was supported by a Stakeholder Consultation event in July 2010. The Stage 1 report was presented to the Member Steering Group and completed in March 2011.

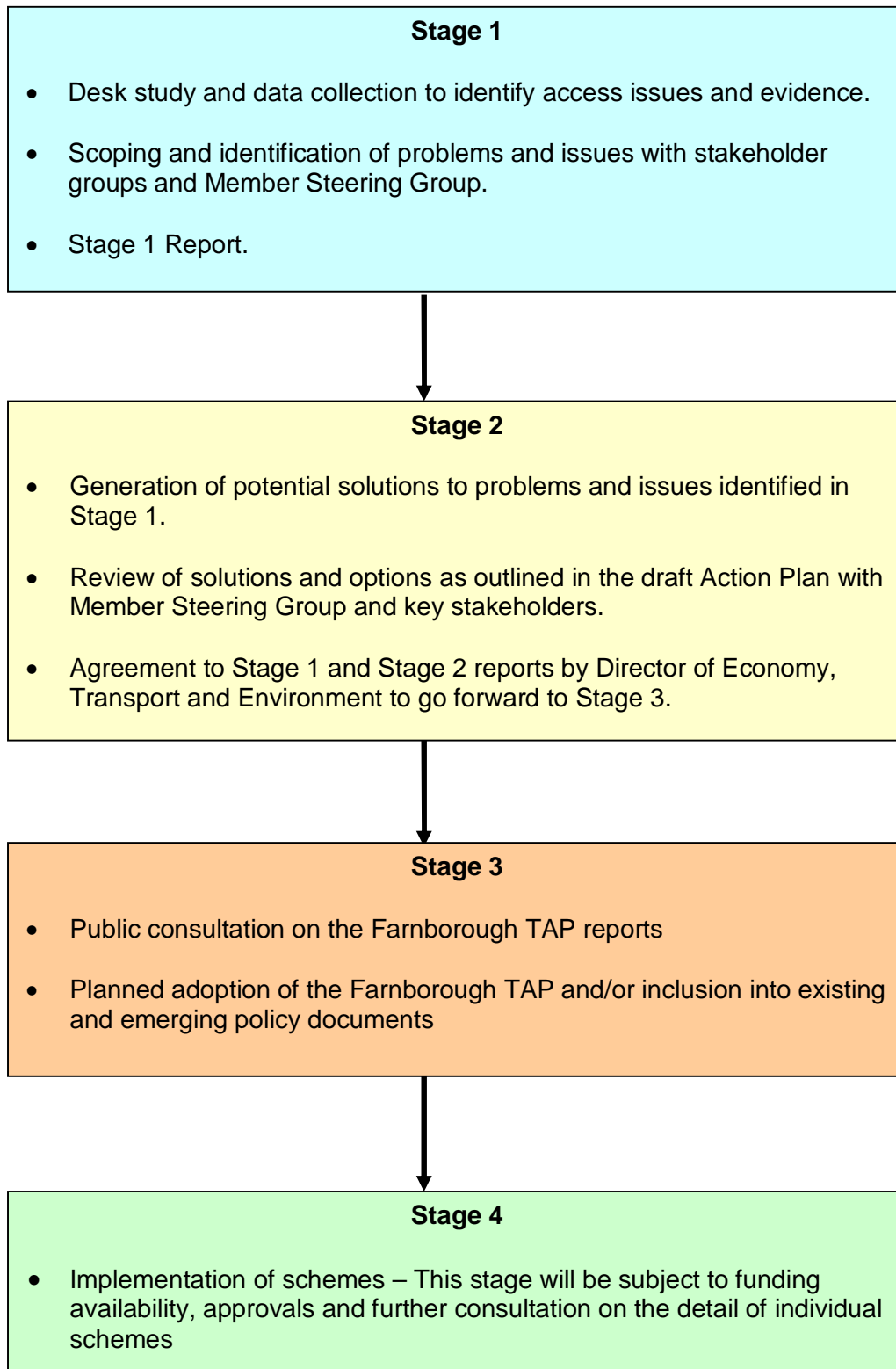
1.4 Building on the review of issues in Stage 1, Stage 2 of the Farnborough TAP developed a draft action plan of potential transport improvement options for Farnborough to help tackle the access issues raised during Stage 1. Stage 2 of the Farnborough TAP was supported by a Stakeholder Consultation in January 2011. Stage 3 of the TAP included a public consultation in May 2011 on the draft action plan and Stage 2 report which was agreed by the Director for Economy, Transport and Environment. The public consultation sought feedback on the improvement options proposed in the draft action plan. Results of the consultation was presented to the Member Steering Group in August 2011.

1.5 The feedback from the consultation has been used to inform and develop the final action plan of improvement options for Farnborough, which has been reviewed and endorsed by the Member Steering Group.

**Figure 1.1** shows the development process for the Farnborough TAP.

1.6 The Farnborough Town Access Plan (TAP) Stage 3 report seeks to bring together the Stage 1 and Stage 2 reports, and present the final action plan of improvement options for the Farnborough TAP study area for adoption.

**Figure 1.1: Farnborough Town Access Plan Development Process**



## **2. Relationship of the Farnborough TAP to Wider Policy and Local Issues**

2.1 The requirement to develop a Town Access Plan for Farnborough was established in Hampshire County Council's second Local Transport Plan 2006-2011 (LTP2) as a means of identifying and tackling "...issues of access to and within these urban areas". The aims and objectives of the Farnborough TAP reflect national, regional, county and district planning policy, guidance and transport documents. Where relevant, the TAP considers and links to other, local transport and planning strategy documents.

### **2.2 Local Transport Plan 3**

2.2.1 At the local level, the Farnborough TAP has fed into the production of Hampshire's Local Transport Plan 3 (LTP3), which covers the period between 2011 and 2031.

2.2.2 The LTP3 sets out a long-term vision for how the transport network of Hampshire will be developed over the next 20 years and includes a three year implementation plan. The vision of the LTP3 is to provide:

'safe, efficient and reliable ways to get around a prosperous and sustainable Hampshire'

2.2.3 The LTP3 sets out three main priorities for transport in Hampshire for the next 20 years. The three main priorities are to:

- Support economic growth by ensuring the safety, soundness, and efficiency of the transport network in Hampshire.
- Provide a safe, well-maintained, and more resilient road network in Hampshire, as the basic transport infrastructure of the County, on which all forms of transport directly or indirectly depend, and the key to continued casualty reduction.
- Manage traffic to maximise the efficiency of the existing network capacity, improving journey time reliability and reducing emissions, and thereby supporting the efficient and sustainable movement of people and goods.

2.2.4 The three main priorities are supported by 14 policy objectives set out under five broad themes of:

- i. Supporting the economy through resilient highways;
- ii. Management of traffic;
- iii. The role of public transport;
- iv. Quality of life and place;
- v. Transport and growth areas.

2.2.5 The Local Transport Plan 3 (2011-31) seeks to continue the delivery of TAPs as an important mechanism for helping to secure and prioritise transport improvements at the local level. Specifically, they are seen as helping to meet a number of the policy objectives outlined in the LTP, with the most relevant being:

*Policy Objective 4:* Work with bus and coach operators to grow bus travel, seek to remove barriers that prevent some people using buses where affordable and practical, and reduce dependence on the private car for journeys on inter- and intra-urban corridors;

*Policy Objective 8:* Improve co-ordination and integration between transport modes through better local interchanges, for example at rail stations;

*Policy Objective 10:* Contribute to achieving local targets for improving air quality and national carbon targets through transport measures, where possible and affordable;

*Policy Objective 12:* Invest in sustainable transport measures, including walking and cycling infrastructure, principally in urban areas, to provide a healthy alternative to the car for local short journeys to work, local services or schools; and work with health authorities to ensure that transport policy supports local ambitions for health and well-being.

2.2.6 The North Hampshire transport chapter states that the key priority for the area is to support economic prosperity and carbon reduction with an increased emphasis on sustainable transport.

2.2.7 Specific proposals in the LTP3 for Farnborough include:

- Targeted measures to improve capacity at congestion bottlenecks and optimise management of the highway network
- Investment in developing walking and cycling routes
- Enhancement of existing Quality Bus Partnerships and development of new ones
- Mitigation of the travel impacts arising from new development, particularly the Aldershot Urban Extension
- Measures to reduce peak time congestion, such as promotion of travel planning and more flexible working arrangements
- Continued development of Farnborough Main station into a bus/rail interchange
- Encouragement of greater use of smaller rail stations in the Blackwater Valley for local journeys

2.2.8 The development of the Farnborough TAP action plan carefully considered and incorporated the LTP3 proposals for Farnborough, as and where appropriate. The delivery of the Farnborough TAP is also identified as a specific proposal in the LTP3.

### 2.3 Rushmoor District Statement

2.3.1 Currently, in areas not covered by TAPs, it is considered there is a lack of robust current transport policy linking the strategic policies conveyed within the third Local Transport Plan (LTP) to local level issues and aspirations. Amongst other issues, this can result in an increased risk of challenges from developers when Section 106 contributions are being sought. The aim of District Statements is to fill that policy vacuum in the non-TAP areas by covering whole districts encompassing TAP and non-TAP areas alike.

2.3.2 The development of District Statements is currently in its infancy, however, the Farnborough TAP will significantly influence and feed into the development of the Rushmoor District Statement.

## 2.4 Farnborough Town Centre Supplementary Planning Document

2.4.1 The Farnborough Town Centre SPD builds on the Farnborough Town Centre Strategy and provides guidance for development within Farnborough Town Centre and forms part of the Rushmoor Local Development Framework.

2.4.2 The SPD emphasises the need to enhance the offer of Farnborough, including the provision of a high quality network of streets and spaces to create an attractive town centre which supports self-containment and economic vitality.

2.4.3 The improvement proposals proposed by the town centre SPD have been a key consideration in the development of the Town Access Plan, specifically those proposals directly related to improved transport access including:

- An enhanced transport interchange at Farnborough Main station;
- Creation of a route along Farnborough Road North from Farnborough Main station to the town centre and beyond which is attractive and safe for pedestrians;
- Clearer pedestrian routes to/from the station including gateway treatments on Victoria Road and new signage;
- Clearer links to residential areas and the Business Park;
- Clearer pedestrian routes from the Civic Quarter to Princes Mead;
- Highway improvements, including the conversion of roundabouts to junctions with traffic signals; and
- A new north-south bus link connecting Victoria Road to Meudon Avenue via Solartron Road.

2.4.4 The Farnborough Town Centre SPD provides an overview for the direction of development in Farnborough town centre. The Farnborough TAP will aim to build on the Town Centre SPD. However, given the current economic climate and funding constraints realising some of the major infrastructure proposals outlined in the SPD may not be possible, particularly in the short and medium term.



## 2.5 Aldershot Urban Extension and East of Aldershot Study

2.5.1 The Aldershot Urban Extension (AUE) is a planned development of up to 4,500 new dwellings situated to the north of Aldershot town centre and the south of Basingstoke Canal. It is also planned that some community facilities, schools, local centres and leisure facilities will also be provided on the site.

2.5.2 In light of planned major housing growth in the area over the next few years, particularly at the AUE site, and its potential future impact on the surrounding local highway network, further consideration of future access strategies and improvement options for the Aldershot area is being considered through the East of Aldershot study.

2.5.3 The development and implementation of measures within the TAP action plan will recognise the East of Aldershot Study and its outcomes, particularly any implications this may have for proposed access improvements at Queen's Roundabout and on Lynchford Road.

2.5.6 In addition, the AUE site developers will be required to prepare a comprehensive transport assessment which outlines the measures to mitigate the impact of the development on the surrounding local transport network and which states how access to and from the site, by all modes, will be secured. It is intended that the Farnborough TAP can be used for reference by the AUE developers and officers to ensure that the access objectives for Farnborough are met within the context of the AUE development.

## 2.6 Other Local Town Access Plans

2.6.1 The Farnborough TAP forms a locally specific transport planning strategy document for the TAP study area. However, given the interwoven nature of travel and proximity of settlements in the Blackwater Valley and Hart, the Farnborough TAP recognises the need to consider the influence of key travel attractors in neighbouring settlements and the potential implications of the outputs of other local transport policy and town access plans.

2.6.2 Through regular review, the Farnborough TAP will endeavour to ensure that, where appropriate, links are made to other relevant local transport policy and plans

such as the Fleet and Aldershot town access plans, and the emerging Camberley Town Access Plan.

### **3. Consultation Process**

3.1 The Farnborough TAP has a duty to ensure its recommendations provide a fair and equal access to the town centre regardless of age, race ethnicity, religion, disability, gender, sexual orientation, mobility and social and geographical exclusion (e.g. people on low incomes and those living with poor transport links). Preparing the improvement proposals involved assessing the local population and understanding their varied access needs.

3.2 Co-ordination of the TAP has taken place through the Member Steering Group which included local councillors from the County Council and Borough Council. Hampshire County Council has also consulted with key local stakeholders and the public throughout the development of the TAP.

3.3 The Stage 1 work sought to identify existing transport access issues in the study area, through desk top analysis of existing data, site visits, and through engaging with local councillors and stakeholders. This included a stakeholder consultation 'drop-in' event attended by borough councillors and representatives of local groups and organisations. The event sought to ensure that the relevant transport access issues in Farnborough had been identified by providing stakeholders with the opportunity to review the work which had been prepared and provide feedback and additional information. Feedback provided at the consultation event was considered carefully and fed into the final Stage 1 report findings. A summary of the feedback received at the Stage 1 stakeholder consultation event can be found in the Stage 2 report, August 2011.

3.4 Stage 2 of the Farnborough TAP included a stakeholder consultation to seek views on the proposed access improvement options for Farnborough contained within the action plan. The consultation took the form of a drop-in event, similar to the event held for the Stage 1 consultation. Subsequently, revisions were made to the draft action plan as a result of the feedback received, which were included in the final Stage 2 report.

3.5 Following agreement with the Director of Economy, Transport and Environment to the draft Stage 2 report, the Stage 3 public consultation was held in a local shopping centre for two days and was supported by an online consultation

accessed through the Hampshire County Council website. In addition, hard copies of the consultation materials were made available at Rushmoor Borough Council offices and Farnborough Library. The public consultation was held between the 21<sup>st</sup> May 2011 and the 10 June 2011 and sought views on the proposed improvement options outlined in the draft action plan.

3.7 In general, the public consultation found that most people supported a transport strategy for Farnborough in the form of the Town Access Plan. However, there were a small number of more specific comments on proposed measures which have been considered more fully in a review of the TAP action plan. A summary of these comments and how they relate to the Action Plan is shown in **Table 3.1**.

**Table 3.1: Key Comments and Emerging Themes**

Consultation Feedback	Action
<p><b>General Comments</b></p> <ul style="list-style-type: none"> <li>• The Farnborough TAP is a valuable strategy for the development of transport improvements in Farnborough</li> <li>• There needs to be better recognition of, and integration with, the Fleet Town Access Plan</li> </ul> <p><b>Walking and Cycling</b></p> <ul style="list-style-type: none"> <li>• Pedestrian crossing improvements are needed at the Clockhouse Roundabout, particularly to assist access/egress at Concept House.</li> <li>• The current arrangements in Alexandra Road for pedestrians and cyclists are creating user conflict</li> <li>• Pedestrian links to the town centre, particularly from Farnborough Main station via Union Street and Elm Grove Road, should be improved.</li> <li>• More visible, attractive, joined-up and convenient pedestrian routes are needed from Farnborough Main station, Farnborough Business Park/IQ and east Farnborough to the town centre.</li> <li>• Improved pedestrian signage and wayfinding tools are particularly important for improving town centre access and access to business parks</li> <li>• A more comprehensive, connected cycle route network, particularly along key routes serving the town centre is needed</li> <li>• Shared use paths can be perceived as unsafe for pedestrians and a source of conflict between pedestrians and cyclists</li> <li>• Pedestrian crossing points along the A327 Ively Road need to be improved, particularly at Ively Roundabout and the golf course</li> <li>• The presence of bus lanes along the A325, particularly at Bradford’s roundabout, should be reviewed with a focus on the potential for their removal</li> </ul>	<ul style="list-style-type: none"> <li>• The Stage 3 report will draw stronger links with cross-boundary planning policies including the Fleet TAP.</li> </ul> <ul style="list-style-type: none"> <li>• CW7 proposes to improve pedestrian crossing facilities at Clockhouse Roundabout.</li> <li>• CW39 proposes to review pedestrian and cycle facilities in Alexandra Road</li> <li>• CW19 looks to improve the pedestrian link from Farnborough Main rail station to the town centre via Elm Grove Road. This was also a measure proposed in the successful Local Sustainable Transport Fund bid</li> <li>• CW46 proposes to develop a pedestrian wayfinding strategy and improve pedestrian signage. This was also a measure proposed in the successful Local Sustainable Transport Fund bid</li> <li>• CW45 proposes to identify priorities for cycle route improvements through the Rushmoor Cycle Routes Review</li> <li>• Local consultation on the detailed design of a proposed cycle route in Farnborough and the safety/appropriate use of a shared use path would be considered at the detailed design stage.</li> <li>• CW48, CW49,CW50 are proposed to be added to the action plan, focusing on pedestrian crossing improvements on the A327 Ively Road</li> </ul>

<b>Key Comments and Emerging Themes</b>	
<b>Consultation Feedback</b>	<b>Action</b>
<p><b>Public Transport</b></p> <ul style="list-style-type: none"> <li>• The routes and times of services 2 and 73 should be extended to improve access for commuters</li> <li>• Buses should be given priority at roundabouts and junctions as these can be a cause of congestion and delay for buses</li> <li>• A bus service connecting Farnborough Main rail station, Farnborough North rail station and North Camp rail station is important for improving public transport integration</li> <li>• The Route 1 Goldline bus service should serve the forecourt of Frimley Park Hospital There is a lack of evening and Sunday bus services within Farnborough which limits access to social activities and necessitates car ownership</li> <li>• Bus passenger waiting facilities could be improved across Farnborough and would benefit from real time information</li> </ul> <p><b>Roads and Traffic</b></p> <ul style="list-style-type: none"> <li>• Arrangements for car traffic at Bradford's Roundabout should be reviewed to reduce congestion and delay.</li> </ul>	<ul style="list-style-type: none"> <li>• Whilst the importance of Sunday and evening bus services is recognised, the current funding constraints and the consequent reduction in the levels of subsidies awarded limits the potential to extend and expand services beyond those which are commercially viable.</li> <li>• PT1 proposes to review the operation of bus lanes at Bradford's Roundabout. The position of bus lanes at Pinehurst are being reviewed as part of the Pinehurst Roundabout study</li> <li>• PT17 proposes to improve bus connections between the three rail stations within the TAP study area (funding constraints may limit the potential for this option in the short term)</li> <li>• PT10 proposes to endeavour to enable the Route 1 service to serve Frimley Park Hospital forecourt. This will require continued liaison with Surrey County Council and Stagecoach</li> <li>• PT18 proposes to review and where necessary improve bus passenger waiting facilities. This will include the provision of real time information.</li> <li>• RT1 proposes to review the traffic operation and circulation at Bradford's Roundabout</li> </ul>

#### 4. Final Action Plan

4.1 The Farnborough TAP Action Plan sets out the potential transport access improvement options for Farnborough for walking and cycling, public transport, and roads and traffic, subject to funding availability and further feasibility assessments.

4.2 The improvement options outlined in the action plan seek to address the access issues identified during Stage 1 of the Farnborough TAP.

4.3 Following the Stage 3 public consultation events, the action plan was revised in light of the feedback received and presented to the Member Steering Group for endorsement. In addition, the public consultation provided an indication as to the relative priority of the improvement options outlined in the action plan.

4.4 As a result of the public consultation and a review by the Member Steering Group, the following key revisions made to the action plan were:

- The addition of improvement options CW48, CW49, CW50, CW51
- The addition of an action to investigate the potential for a pedestrian crossing near the Plough and Horses pub, Fleet Road
- The potential to provide lighting in rail underpasses is investigated as part of action CW18
- Minor amendments and/or clarification for actions PT17, CW20 and CW35

4.5 The final Farnborough TAP Action Plan is available in **Table 4.1**.

**Table 4.1: Farnborough Town Access Plan Action Plan**

Mode	Area/Corridor	Location	Issue/Objective	Proposed Improvement	Reference
Walking and Cycling	A325 from Bradford's Roundabout to the Ham and Blackbird Gyratory	A325 North/Frimley Business Park	Severance for pedestrians and cyclists	Improvements to pedestrian and cycle facilities in the vicinity of Frimley Business Park	<b>CW1</b>
		Blackwater Valley Retail Park	Closed/incomplete pedestrian and cycle network	Review and plan for better pedestrian and cycle links <b>Link: RT1, PT1</b>	<b>CW2</b>
		Highgate Lane/A325 junction	Severance/ difficult for pedestrians and cyclists to cross	Consider options for crossing improvements in the vicinity of the junction <b>Link: RT18</b>	<b>CW3</b>
		Ham and Blackbird Gyratory	Cycle links	Cycleway improvements <b>Link: CW45, PT2, RT3</b>	<b>CW4</b>
	A325 from Ham and Blackbird Gyratory to Pinehurst Roundabout	A325 from Ham and Blackbird Gyratory to Pinehurst Roundabout	Severance and difficulties crossing A325. Poor environmental quality. Through traffic	Consider options for crossing improvements on the A325 between the Ham and Blackbird Gyratory and Pinehurst Roundabout. Environmental enhancements	<b>CW5</b>
			Narrow footpath/ proximity to traffic (east side)	Consider enhancements to existing pedestrian facilities	<b>CW6</b>



		Clockhouse Roundabout	No pedestrian crossing on north or south approach. Pedestrian crossing arrangements and amount of pedestrian guard rail results in pedestrians walking in carriageway.	Review pedestrian crossing arrangements and consider options for improvement <b>Link: RT6</b>	<b>CW7</b>
A325 Pinehurst Roundabout to Queen's Roundabout		Pinehurst Roundabout	Severance, diversion and quality of pedestrian network	Environmental enhancements, improved pedestrian signage and lighting <b>Link PT3, RT4, RT6</b>	<b>CW8</b>
		Queen's Roundabout	Pedestrian and cycle severance	Consider options for crossing improvements. <b>Link: RT5, RT6</b>	<b>CW9</b>
		A325/Church Road	Pedestrian and cycle severance	Consider options for crossing improvements	<b>CW10</b>
		North of Queens Roundabout/ junction with Netley Street	Pedestrian and cycle severance, missing cycle link between Queensgate and Queens roundabout	Consider options for crossing improvements and improvements to cycle links <b>Link: CW9, RT5, RT6</b>	<b>CW11</b>
		A325 Bradford's Roundabout to Queen's Roundabout	High proportion of injury accidents involving cyclists	Investigate road safety improvement measures. Review signing of bus lane and facilities for cyclists in bus lanes	<b>CW12</b>
A325 Corridor					

	A327 Corridor	Meudon Avenue	Severance/ difficult for pedestrians and cyclists to cross	Review potential to provide improves pedestrian links on, and in the area of, Meudon Avenue <b>Link: CW14, RT4, RT8, RT9</b>	<b>CW13</b>
		Sulzers Roundabout to Pinehurst Roundabout	Missing pedestrian links to subways. Safety concerns regarding cycle crossing west of Sulzers Roundabout	Consider completing missing links and implementing new footways. Review cycle crossing arrangements <b>Link: CW13, CW9, RT8, RT9</b>	<b>CW14</b>
		Pedestrian links and underpasses around Civic Quarter (library/recreation centre)	Legibility, clarity and quality	Review and plan for better pedestrian and cycle links <b>Link: CW8, CW13, CW14</b>	<b>CW15</b>
		Summit Avenue	Poor pedestrian and cycle permeability between residential areas and business parks	Review pedestrian and cycle links in the area <b>Link: RT10</b>	<b>CW16</b>
	M3 Corridor	M3 Corridor	Pedestrian and cyclist severance with limited crossing points	Review permitted uses of subways and other crossing points to ensure, where possible, safe and attractive access is granted to pedestrians and cyclists	<b>CW17</b>

	South West Main Line	South West Mainline (length of line through Farnborough)	Pedestrian and cyclist severance. Perceived safety of, and ability to use, underpasses	Review permitted uses of underpasses and other crossing points to ensure, where possible, safe and attractive access is granted to pedestrians and cyclists including underpass at Trunk Road, Holly Road and Prospect Road. Investigate potential for the provision of lighting	<b>CW18</b>
	Town Centre	Farnborough Main Rail Station to Town Centre	Pedestrian and cycle route provision	Develop options for an improved pedestrian route between Farnborough Main rail station and town centre, including potential traffic free routes	<b>CW19</b>
		Farnborough Main Rail Station to Farnborough North Rail Station	Pedestrian access	Consider options for improved pedestrian access between the stations e.g. wayfinding tools	<b>CW20</b>
		Union Street	Crossing to Elm Grove Road from Farnborough Main rail station to reach town centre	Consider need and options for pedestrian crossing to Elm Grove Road. Pedestrian and cycle link improvements	<b>CW21</b>
		Elm Grove Road	Streetscape quality and footway width (clutter)	Environmental enhancements, pedestrian and cycle link improvements	<b>CW22</b>

	Victoria Road /Elm Grove Road	Difficult for pedestrians to cross, conflicting traffic manoeuvres	Consider options for crossing improvements in the vicinity of the junction <b>Link: RT12</b>	<b>CW23</b>	
	Queensmead	Streetscape, public realm and activity	Environmental enhancements <b>Link: PT6</b>	<b>CW24</b>	
	Cove to Town Centre	Limited pedestrian and cycle links/permeability resulting in circuitous routes	Investigate opportunities for improved and additional pedestrian and cycle links/ signage	<b>CW25</b>	
	Westmead and Northmead	Pedestrian and cycle links	Links from Princes Mead to Civic Quarter	<b>CW26</b>	
	Farnborough Business Park to Civic Quarter	Pedestrian links/cycle links	Links from Business Park to Civic Quarter	<b>CW27</b>	
	B3014 Victoria Road Clockhouse Roundabout to Prospect Road	Rat running and pedestrian and cycle links	Pedestrian improvements and cycleway links <b>Link CW22, RT12</b>	<b>CW28</b>	
	North Farnborough	Rectory Road Rail Underpass	Narrow footpath/ proximity to traffic	Consider increasing provision for pedestrians including widening of footways <b>Link: RT13, RT14</b>	<b>CW29</b>
		Ship Lane	Missing and narrow footways	Consider options for completing missing footway and improving existing footways <b>Link: CW32</b>	<b>CW30</b>

		Fox Lane/Fernhill Road/Chapel Lane	Poor quality pedestrian and cycle link. Overall environmental quality	Consider improvements to pedestrian and cycling facilities linking to local facilities and environmental enhancements	<b>CW31</b>
		Prospect Estate	Legibility of pedestrian links through the estate and the nature/quality of these links encouraging anti-social behaviour	Need to identify and promote/encourage the use of key pedestrian routes. Environmental enhancements including review of street lighting	<b>CW32</b>
		Farnborough Sixth Form College	Travel Plan - links to North Farnborough rail station	Footway/cycleway links to Farnborough North rail station <b>Link: CW29</b>	<b>CW33</b>
		Sandy Lane	Pedestrian and cyclist safety	Pedestrian improvements and cycleway links	<b>CW34</b>
		Sand Hill/Cherrywood Road/Mayfield Road/Prospect Road	Safety and parking	Investigate potential traffic management measures	<b>CW35</b>
	South Farnborough	Pedestrian and cycle link from North Camp to North Camp Rail Station via Lynchford Road	Perceived safety, poorly maintained, poor quality route	Engage with Surrey County Council and consider environmental and streetscape enhancements, improved maintenance and lighting <b>Link: RT7</b>	<b>CW36</b>

	A3011 Lynchford Road Toucan crossing near The Wavell School	Potentially confusing crossing arrangements/signals for pedestrians and cyclists causing perceived safety issue	Review crossing arrangements <b>Link: RT7</b>	<b>CW37</b>
	Park Road	Quality of streetscape and pedestrian and cycle environment. Driver behaviour/traffic speed	Environmental quality and streetscape enhancements	<b>CW38</b>
	Alexandra Road	Safety, pedestrian and cycle links	Pedestrian improvements and cycleway links	<b>CW39</b>
West Farnborough	Cove Brook	North-south off-road cycle links connecting residential with local schools and employment areas	Consider the provision of an off-road north-south cycle link within the vicinity of Cove Brook and links to local schools and employment areas including links to Curly Wurly bridge	<b>CW40</b>
	B3014 Fleet Road	Pedestrian and cycle links. (Chiltern Farm Park area)	Investigate potential to provide a pedestrian crossing point in the vicinity of Chiltern Farm Park and the Plough and Horses pub.	<b>CW41</b>
		Narrow footway and fast moving traffic. Safety concerns	Investigate potential safety improvement measures	<b>CW42</b>

		Cove/Cove Road/Cove Green	Pedestrian and cyclist safety, environmental quality	Environmental enhancements, road safety improvements and traffic management measures	<b>CW43</b>
		Minley Road (Parsonage Farm School)	Pedestrian safety and crossing	Consider options for the provision of a pedestrian crossing within the vicinity of Nightingale Close and Marlborough View	<b>CW44</b>
	Area wide	Area wide	Disconnected cycle routes and some instances of sub-standard or missing provision	Longer-term strategic routing improvements identified in the Rushmoor Cycle Routes Review: <b>Link CW4</b>	<b>CW45</b>
			Town legibility and pedestrian/cyclist wayfinding	Develop a legibility/signage strategy to improve pedestrian and cycle route signage including Farnborough Main rail station to the town centre	<b>CW46</b>
		Pinewood Infants School, Guillemont School, Fernhill Junior School, Fernhill Infants School, Cove Junior School, Cove Infants School	Pedestrian and cycle improvements through Safer Routes to School	Safer Routes to School (See Rushmoor Transport Improvements List September 2009)	<b>CW47</b>

	A327 Corridor (Proposed new action)	Ively Roundabout	Pedestrian and cyclist crossing	Consider options for pedestrian crossing improvements within the vicinity of the roundabout	<b>CW48</b>
		Ively cottages/golf course	Pedestrian and cyclist crossing	Consider options for improving existing crossing or provision of enhanced/new crossing facilities	<b>CW49</b>
		Old Ively Road	Pedestrian access	Explore the possibility of utilising the old Ively Road, now under MOD control, as a publicly accessible walking and cycling route	<b>CW50</b>
	Cove	Cove	Continuation of the Fleet TAP PC12 route into Cove and Farnborough	Work with Fleet TAP to explore the possibility of extending proposed PC12 route to Cove and Farnborough.	<b>CW51</b>



<b>Public Transport</b>	A325 from Bradford's Roundabout to the Ham and Blackbird Gyratory	Bradford's Roundabout	Traffic management and bus priority issues.	Continue to review operation of bus lanes <b>Link: CW2, RT1</b>	<b>PT1</b>
		Ham and Blackbird Gyratory	Variability in journey times and potential delay to bus services en-route to Farnborough Main rail station	Review signal timings and potential improvements to junction <b>Link: CW4, RT3</b>	<b>PT2</b>
	A325 from Ham and Blackbird Gyratory to Pinehurst Roundabout	Pinehurst Roundabout	Position of bus lane on exit from Kingsmead	Review position of bus lane	<b>PT3</b>
	Town Centre	Farnborough Main rail station	Access to platforms, especially for people with mobility and sensory impairment. Secure cycle parking	Provision of a DDA compliant footbridge. Investigate the potential for providing secure cycle parking facilities	<b>PT4</b>
		Shopping centres	Public transport information	Provision of Real Time Passenger Information in local shopping centres and other appropriate town centre locations	<b>PT5</b>
		Kingsmead	Safety, access and location of taxi ranks and location of bus stopping arrangements	Consider improvements to the layout of Kingsmead transport interchange and bus stopping arrangements/manoeuvres <b>Link: CW23</b>	<b>PT6</b>

		Meudon Avenue/ Solatron Road/Invincible Road/Westmead/Victoria Road	Bus link	North/South bus link	<b>PT7</b>
		Solatron Road	Bus access	Bus interchange improvements	<b>PT8</b>
	North Farnborough	Ship Lane and Rectory Road	Poor quality bus waiting facilities and information	Consider upgrading bus stops including timetable provision	<b>PT9</b>
		Frimley Park Hospital	Route 1 does not serve hospital forecourt	Liaise with QBP with regards to extending Route 1 into Frimley Park Hospital forecourt, without adversely affecting service reliability/frequency	<b>PT10</b>
		Farnborough North Rail Station	Station facilities, car parking availability and station approach	Consider potential to provide wayfinding information at station. Continue to liaise with Network Rail to consider improvements to station facilities including level crossing facilities, cycle parking facilities and waiting facilities. Investigate potential options to better manage car parking at the station and environmental enhancements to the station approach. Encourage the development of a station travel plan	<b>PT11</b>

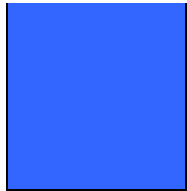
		Level crossing safety concerns	Reconfiguration of the layout of the level crossing. Increase pedestrian awareness and provide safety training	<b>PT12</b>	
	Mayfield and Grange	No Sunday bus service and restricted evening services	Investigate the potential for increased bus service provision during evenings and Sundays	<b>PT13</b>	
	South Farnborough	North Camp rail station	Limited access for people with mobility and/or sensory impairment	Investigate potential to improve access for all at station, including approach to station from North Camp <b>Link: CW36</b>	<b>PT14</b>
		A3011 Lynchford Road/A331 Roundabout	Bus priority route to roundabout	Consider potential to provide Bus priority <b>Link: CW35, CW36, RT7</b>	<b>PT15</b>
		A3011 Lynchford Road/ St Albans Roundabout/Redvers Buller Road	Bus priority/safety improvement/cycle links/links to development	Signalise roundabout/ cycleways/New Access Road. Being considered in conjunction with mitigation measures for AUE <b>Link: CW35, CW36, RT7, PT15</b>	<b>PT16</b>

	Area wide	Public transport links between all rail stations in TAP study area	Poor public transport connections between Farnborough Main, Farnborough North and North Camp rail stations	HCC passenger transport group to consider potential to extend existing bus routes and/or provide additional routes	<b>PT17</b>
		All bus stops in study area	Bus stop waiting infrastructure/passenger facilities and information provision	Review provision of passenger waiting facilities and service information at bus stops throughout the study area	<b>PT18</b>
<b>Roads and Traffic</b>	A325 from Bradford's Roundabout to the Ham and Blackbird Gyatory	Bradford's Roundabout	Traffic congestion and delay on approach arms to roundabout and high incidence of injury accidents in the three year assessment period	Investigate road safety improvement measures including the potential for full signal control, road markings and designations and bus facilities. Investigate potential options for improvements to traffic circulation at Farnborough Gate Retail Park <b>Link: CW2, PT1</b>	<b>RT1</b>
		A325 southbound to Farnborough Hill	Peak hour congestion	Promotion of 'smarter choices' measures	<b>RT2</b>
		Ham and Blackbird Gyatory	Junction improvements	Removal of gyratory loop <b>Link: CW4, PT2</b>	<b>RT3</b>

	A325 Pinehurst Roundabout to Queen's Roundabout	Pinehurst Roundabout	Potential future congestion and delay associated with committed development	Review options for signalisation reviewed to help regulate traffic flow <b>Link: CW8, PT3, RT6</b>	<b>RT4</b>
		Queen's Roundabout	Potential future congestion and delay associated with planned development	Options for signalisation to help regulate traffic flow <b>Link: CW9, CW11, RT6</b>	<b>RT5</b>
	A325 Corridor	Length of corridor particularly key junctions such as Bradford's Roundabout, Ham and Blackbird Gyratory, Clockhouse Roundabout, Pinehurst Roundabout and Queens Roundabout	Future traffic growth and associated operational issues	Review options to regulate and manage traffic along the corridor and at key junctions particularly in relation to the development process. Encourage and promote 'smarter choices' <b>Link: RT1, RT2, RT3, RT4, RT5</b>	<b>RT6</b>
	A3011 Lynchford Road	A3011 Lynchford Road	Congestion and delay	Review options for capacity and operational enhancements to regulate and manage traffic <b>Link: CW35, CW36, PT15, PT16</b>	<b>RT7</b>
	A327 Corridor	Sulzers Roundabout	Congestion and delay (associated with future committed development)	Sulzers Roundabout study to identify potential improvement measures/ possible signalisation <b>Link: CW13, CW14, RT9</b>	<b>RT8</b>
		Meudon Avenue	Traffic speeds	Review potential traffic management measures <b>Link: CW13, CW14, RT8</b>	<b>RT9</b>

		A327 Summit Avenue/lvely Road to M3 J4a, including Meadowgate junction and Nokia Roundabout	Congestion and delay. Road Safety	LAA Area Travel Planning Initiative. Consider capacity and operational improvements associated with the development process and future traffic growth- e.g. modifying vertical alignment of Nokia roundabout <b>Link: CW16, RT21</b>	<b>RT10</b>
	Town Centre	Town Centre	Car parking	Review availability and pricing structure of town centre car parking	<b>RT11</b>
		Farnborough Main Rail Station	Congestion at entrance/exit due to vehicle access and egress	Review options to reduce vehicle congestion at entrance/exit.	<b>RT12</b>
		B30014 Victoria Road/Kingsmead Junction	Junction improvement	Junction improvement <b>Link: CW22, CW27</b>	<b>RT13</b>
	North Farnborough	Rectory Road (near to North Farnborough school)	Perception of traffic speeding	Investigate the need for traffic management measures and speed limit enforcement <b>Link: CW28, CW29</b>	<b>RT14</b>
		Coleford Bridge/Rectory Road/Ship Lane	Through traffic (access and egress A331 BVR via Coleford Bridge) which can be unsuitable for roads/local area, local movement priorities (especially for pedestrians and cyclists), access to Farnborough North station and need to maintain/enhance village characteristics. Traffic speeds.	Review traffic routing arrangements and priorities. Investigate traffic management measures. Consider environmental quality and streetscape enhancements <b>Link: CW28, CW29, RT13</b>	<b>RT15</b>

		Pinewood Park	Legibility and clarity of road names/layout. Improve environment/antisocial behaviour	Engage with residents regarding road name system. Environmental enhancements	<b>RT16</b>
		West Heath Road/ Cherrywood Road area	Rat running	Safety improvements and traffic management measures	<b>RT17</b>
		Aldwick Close	Environmental quality and antisocial behaviour	Review footpath links/ environmental enhancements	<b>RT18</b>
		Highgate Lane	Traffic speeds, parking and safety	Review parking to assist in traffic management and improve safety <b>Link: CW3</b>	<b>RT19</b>
	South Farnborough	Queen's Road	Perception of traffic speeding	Investigate the need for further traffic management measures and speed limit enforcement	<b>RT20</b>
	Area Wide	Area Wide	High rate of car use and car dependency, especially for the journey to work, resulting in congestion and delay particularly at peak times	Encourage and promote smarter choices initiatives and measures <b>Link: RT10</b>	<b>RT21</b>

			Location and number of taxi ranks/drop off and pick up points	Review the location and number of taxi ranks	<b>RT22</b>
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## 5. TAP Delivery and Scheme Implementation

5.1 The feedback received from the Stage 2 consultations, and throughout the TAP process, has provided a good indication as to local priorities for access improvements. The delivery of the TAP and the implementation of improvement schemes will be subject to further feasibility work and funding availability.

### 5.2 List of Priorities for Study Work

5.2.1 Following a review of the feedback received from the Stage 2 consultations and consideration of known local improvement priorities, a list of improvement priorities for further study/feasibility work in the short and medium term has been prepared. In addition to local public and political priorities, this list considered potential scheme deliverability, currently programmed schemes and studies, and funding availability.

5.2.2 The list of improvement priorities for further study work has been reviewed and approved by the Member Steering Group and is available in **Table 5.1**.

5.2.3 It is planned that further study work and feasibility investigations for the short-term priorities will commence in year 2011/12, following the adoption of the TAP with a view to implementing the first improvement measures within the current LTP3 implementation plan period. Further work for medium-term priorities has been identified and will commence following the completion of short-term priorities investigation.

**Table 5.1: List of priorities for study work**

<b>Proposed Priority for study work</b>	<b>Action Plan Reference</b>
<b>Short-term (study to start 2011/12)</b>	
Bradford's Roundabout traffic management and bus lanes	PT1, RT1
Highgate Lane/A325 junction pedestrian crossing	CW3
Clockhouse Roundabout pedestrian crossing arrangements	CW7
Sulzers Roundabout to Pinehurst Roundabout pedestrian and cycle link improvements	CW14
Prospect Estate pedestrian links	CW32
Alexandra Road pedestrian and cycle safety improvements	CW39
Fleet Road (Chiltern Farm Park) pedestrian crossing	CW41
Minley Road/Parsonage Farm School pedestrian crossing	CW44
Area wide bus stop/passenger waiting improvements	PT18
<b>Medium-term</b>	
Pinehurst Roundabout pedestrian network improvements	CW8
Meudon Avenue pedestrian and cycle crossing options	CW13
Civic Quarter pedestrian and cycle links (linked to CW46)	CW15
M3 Corridor pedestrian and cycle severance improvements	CW17
South West Mainline pedestrian and cycle severance improvements	CW18
Farnborough Main to town centre pedestrian and cycle route (LSTF)	CW19,CW21, CW22,CW23
Farnborough Business Park to Civic Quarter pedestrian and cycle link improvements	CW27
Fox Lane/Fernhill Road/Chapel Lane pedestrian and cycle links. Environmental enhancements	CW31
Lynchford Road to North Camp station pedestrian and cycle route improvements (linked to CW38)	CW36
Park Road streetscape enhancements	CW38
Town Centre pedestrian and cycle wayfinding (LSTF)	CW46
Ively Roundabout pedestrian and cycle crossing	CW48
Ively golf course pedestrian crossing improvements	CW49
Old Ively Road pedestrian access	CW50
Cove/Fleet TAP PC12 and PC9 extension to Farnborough	CW51
Frimley Park Hospital bus access	PT10
<b>In progress/Ongoing work</b>	
Frimley (North Farnborough) pedestrian and cycle improvements	CW1
A325 Pedestrian access improvements, Netley Street	CW11
Rectory Road rail underpass pedestrian improvements	CW29
Pinehurst Roundabout traffic management and bus lanes	PT3, RT4
Farnborough Main rail station access improvements	PT4
Queens Roundabout improvements	RT5
Lynchford Road improvements (East of Aldershot Study)	RT7

### 5.3 Funding

5.3.1 There are a number of funding sources potentially available to undertake further study work and deliver measures proposed within the TAP action plan.

5.3.2 It is intended that the Farnborough TAP will be used to bid for, and direct developer contributions secured through the development control planning process and through Rushmoor Borough Council's Transport Contributions Supplementary Planning Document, to the most appropriate improvement scheme for the town and the development.

5.3.3 Given the current funding constraints, in the short-term, funding is most likely to come forward from contributions secured from new development in the area and as such may be tied to particular areas or schemes. However, when wider funding opportunities become available to develop improvement options, such as new Government funding initiatives, having outline plans for improvements should help in securing any funds that become available.

5.3.4 Within the Local Transport Plan (LTP3) there is funding available for emerging Town Access Plan (TAP) priorities in the Integrated Transport Capital Programme Implementation Plan.

### 5.4 LTP3 3 Year Implementation Programme

5.4.1 It is planned that the improvement options outlined in the TAP Action Plan will be implemented, subject to available funding, through the LTP3 3 Year Implementation Programmes and the Capital Programme. In addition, it is envisaged that the improvements options may feed into the Rushmoor Local Development Framework Infrastructure Plans and may provide inputs into Supplementary Planning Documents. It is recognised that there is also a need to work with local partners, such as public transport operators and local businesses, to deliver improvement priorities identified within the TAP.

### 5.5 Local Sustainable Transport Fund

5.5.1 Hampshire County Council were successful in their bid to the Department for Transport for Local Sustainable Transport Fund (LSTF) funding and as a result will receive £4.076 million for Hampshire Sustainable Transport Towns over a four year period from 2011-2015. The bid is a package of fully-costed, deliverable measures to

promote sustainable transport in six towns within the Enterprise M3 Local Enterprise Partnership area.

5.5.2 Hampshire Sustainable Transport Towns covers 6 towns in north and west Hampshire including Farnborough, Aldershot, Fleet, Basingstoke, Winchester and Andover. It is important to note that the funding award is not divided equally between the six towns or across all four years but is provided on the basis of the particular measures proposed for each town, which were based on very specific criteria including supporting economic growth and reducing carbon emissions.

5.5.3 The specific measures proposed for Farnborough include:

- Develop and install pedestrian wayfinding systems (CW46)
- Improved pedestrian and cycle access to Farnborough Main station (CW19)

5.5.4 These measures have been proposed as access improvement options CW19 and CW46 in the TAP action plan, and are programmed to be delivered in 2014/2015 in accordance with the phasing of funding received through the LSTF.

5.5.6 In addition, the LSTF award covers a range of smarter choices initiatives including Personalised Travel Planning, marketing of car share schemes, workplace travel planning, college travel plans, increased cycle parking at schools, workplaces and the rail station and dedicated CTC project officer to deliver cycle behaviour change (for 6 towns).

## 5.6 Consultation Strategy

5.6.1 The importance of ongoing consultation with local stakeholder groups and the public regarding implementation of TAP proposals is recognised by the County Council.

5.6.2 Individual designs that emerge from the development of short and longer term schemes will be subject to appropriate consultation with relevant groups and organisations including local members.

5.6.3 The Farnborough TAP web page, accessed through the Hampshire County Council website will be maintained as necessary to inform interested parties as to the progress of the TAP and as a medium for consultation.

## **6. Monitoring and Evaluation**

6.1 The TAP must be a flexible document that monitors and reviews progress with regards to implementation of schemes and achievement against the objectives. Monitoring and evaluation of the TAP will allow for the TAP actions and priorities to be reviewed in the context of change. This will consider the longer to medium term schemes to be modified in the context of changes, such as new development, and allow the action plan to be amended accordingly. It is proposed that the TAP is reviewed at least every 5 years, although it is recognised that this will depend on future funding and resource availability.

6.2 In addition, any future review of the TAP will need to take account of the development of the Rushmoor District Statement and its priorities.