

Notice of Meeting

Farnham Board

**Date & time**

Friday, 11 June
2021
at 9.30 am

Place

Remote Meeting via
Zoom

Contact

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Tel
farnham.boardmeetings@surreycc.gov.uk

The purpose of the Board is to bring partners, residents and businesses together to ensure our deliverables are met and that Farnham maintains its position as a thriving community and town as set out in the adopted Farnham Neighbourhood Plan.

Specifically, the Board will:

1. Consider the Farnham Town Centre, A31 Hickley's Corner and A325 Wrecclesham Infrastructure Schemes, together with any related impacts
2. Determine and agree the specific outcomes and objectives for the Schemes
3. Ensure that the necessary resources from the various partners will be made available in a timely way
4. Set up specific task and finish working groups as required
5. Take evidence and advice from members of the community and representative bodies, as well as professional experts
6. Consider national initiatives and good practice in respect of the proposals to ensure the future prosperity of the town, especially in regard to business, retail, personal wellbeing and climate change
7. Consider and make recommendations on the projects, plans and resources to achieve the agreed outcomes and priorities
8. Seek to secure the capital and revenue investment to deliver agreed projects and plans, including from Government, LEP and other sources
9. Oversee the commissioning, procurement, sponsorship and delivery of agreed projects
10. Take cognisance of other planning and design processes for example the extant Master-planning process, the Waverley Local Plan and the Farnham Neighbourhood Plan.

Member	Representing
Borough Councillor Paul Follows	Waverley Borough Council
Mr Jeremy Hunt MP	South West Surrey
County Councillor Matt Furniss	Surrey County Council
County Councillor Andy MacLeod	Surrey County Council
Town Councillor John Neale	Farnham Town Council
County Councillor Tim Oliver	Surrey County Council
County Councillor Michaela Martin	Surrey County Council
County Councillor Catherine Powell	Surrey County Council
Borough Councillor Peter Clark	Waverley Borough Council

AGENDA

- 1 WELCOME AND INTRODUCTION** (Pages 5 - 32)
 - a) Welcome to new board members
 - b) Vision Refresher (Copy enclosed)

- 2 MEETINGS AND ACTIONS ARISING FROM THE LAST MEETING** (Pages 33 - 38)
 - a) All to agree

- 3 QUESTIONS AND QUERIES**
 - a) Review of questions submitted by the public in advance

- 4 OPTIMISED INFRASTRUCTURE PLAN CONSULTATION REPORT** (Pages 39 - 72)
 - a) Overview of consultation feedback

- 5 OPTIMISED INFRASTRUCTURE PLAN FEEDBACK TECHNICAL RESPONSE** (Pages 73 - 74)
 - a) Overview of response to consultation feedback
 - b) Brief overview of Town Centre proposals

- 6 QUICK WINS PROJECT UPDATE** (Pages 75 - 84)
 - a) HGV restrictions
 - b) Speed restrictions
 - c) Road reclassification
 - d) Wayfinding
 - e) Sifting methodology for determining future pipeline

- 7 PROGRAMME UPDATE** (Pages 85 - 92)
 - a) Combined programme created
 - b) Key milestones
 - c) Critical path

- 8 AOB**
 - a) Next meeting – 24th September 21

Joanna Killian
Chief Executive
Published: Date Not Specified

FARNHAM INFRASTRUCTURE PROGRAMME

VISION STATEMENT



FOREWORD

We are pleased to present to you our proposed Vision Statement for the Farnham Infrastructure Programme, which has been jointly produced by Surrey County Council, Waverley Borough Council and Farnham Town Council, with the support of Jeremy Hunt MP.

This is based on our joint assessment of the issues facing the town and how they can be addressed. Our suggestions include making sure the town centre works for everyone who needs it to, ensuring the different areas and communities of the town are properly connected, reducing the effects of heavy goods vehicles in the town centre and cutting the congestion that has such a detrimental impact on our air quality.

This is a long-term programme. It will take some years to scope, design, find funding and deliver some of the larger schemes we are suggesting. But we are committed to making this change and helping Farnham become a better, more environmentally-friendly place for those who live, work, study in or visit the town.

It is important to emphasise that this is just a proposal. There will not be a final Vision Statement document agreed by the three councils until you have had your say. It is vital that the programme delivers what you need and identifies solutions you support. Then we can work together to create a town that is fit for the future.

Please take a read and reflect on what we are proposing, and then give us your feedback in a consultation later in 2020.

Tim Oliver, Leader of Surrey County Council
John Ward, Leader of Waverley Borough Council
John Neale, Leader of Farnham Town Council
Rt Hon Jeremy Hunt MP



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St Andrew's Church and the Old Vicarage



1

OVERVIEW

The Millennium Centre, West Street

1. OVERVIEW

1.1 Purpose of this document

This Vision Statement sets out the rationale of Surrey County Council (SCC), Waverley Borough Council (WBC) and Farnham Town Council (FTC), in developing the Farnham Infrastructure Programme (FIP). It provides an overview of the proposed approach which involves the creation of an Optimised Infrastructure Plan (OIP) that will define the scope for projects that sit within the programme. This Vision Statement also sets out key outcomes and the associated benefits that will be realised in addition to the high-level approach that will be adopted to achieve each of these. This Vision Statement presents the better future which the programme is designed to deliver. As such, it will provide a point of focus and reference for the team throughout the life of the programme.



Creating a vision for Farnham is an important step towards tackling the transport and pollution issues in the town. By working together as local government and with residents we can transform Farnham with improvements which will last for generations. When this programme is finished, I want towns in Surrey and across the UK to look at Farnham as an example of how a community can be transformed.

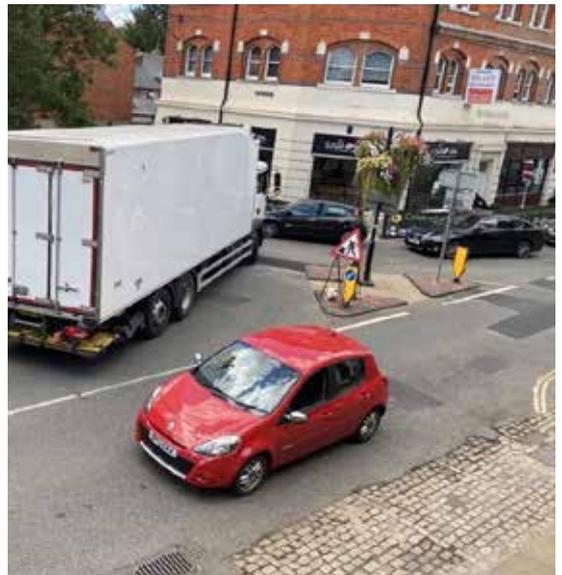
- Tim Oliver, Leader of Surrey County Council



Town centre

This is particularly important due to the long-term nature of the FIP, supporting continuity and consistency through potential team membership changes.

This Vision Statement also articulates common themes from the strategies of partner organisations, which the programme will help deliver. It ensures there is alignment between each organisation's high-level strategies and plans for the future.



Congestion at the junction of South Street and Union Road

1.2 Current state

Farnham is a prosperous market town in Surrey, bordering Hampshire, with a unique historical character. In recent years, Farnham has suffered from increasing congestion, which contributed to several critical issues that the people of Farnham and its local economy face. This pattern is consistent with Surrey at a county level, with some local roads carrying more traffic than the A3 at Hindhead and other A roads carrying more daily traffic than the A281 towards Guildford. It is estimated that road congestion and associated delays across Surrey cost the local economy £550 million each year. The county's roads carry almost twice as much traffic than average for the south-east of England, with Surrey's A roads having up to 66% more traffic than the national average.

Road congestion and associated delays across Surrey cost the local economy £550 million each year

In Farnham, a north-south divide is created by the A31, the railway line and River Wey, which all run in parallel through the town. The two crossing points of the A31 within Farnham are heavily congested, impacting the town in terms of connectivity and air quality. The A325 also runs through the centre of the town, which causes additional traffic. The A331 Blackwater Valley Relief Road has helped reduce the volume of through traffic from the north and east.

However, satellite navigation systems often continue to direct drivers through the town centre.

There is widespread discontent amongst Farnham residents regarding the volume of through traffic and contributing to the problem is the use of through routes by heavy goods vehicles (HGVs). There is similar discontent with the poor quality of connections serving the town centre and its key hubs, businesses, retailers and the University for the Creative Arts Farnham. The roads around Farnham are also not capable of handling the volume of traffic seeking to use them. At busy times, traffic is reduced to a crawling pace on the A31, the A325 through Wrecclesham, and the A325 going north through Hale and the Upper Hale Road. As a result, many drivers avoid these roads, which not only hampers economic growth and development in the wider area but also pushes additional traffic through Farnham town centre.

1.3 The Farnham Infrastructure Programme

In response to the issues above, SCC with WBC and FTC have initiated the FIP. The FIP intends to develop an area-wide OIP that resolves the issues contributing to congestion as well as improving how residents, visitors and businesses move in and around Farnham. The FIP will consider Farnham as a whole and support the development of connectivity that reflects the Farnham Neighbourhood Plan.

The FIP partners intend to use the programme to create a future Farnham which is a model of best practice. In particular, the adopted approach will act as a trailblazer on how to put the needs of the communities first. It will find ways to resolve transport issues that residents face.

The transport improvement proposals of the FIP are made through four key projects. The first project will encompass a suite of short- and medium-term interventions to address the town's urgent needs. These interventions include developments already underway by SCC, WBC and FTC, as well as changes already in place to support the response to the Coronavirus Disease 2019 (COVID-19) pandemic. The other three projects consist of infrastructure and behaviour-based interventions designed to address Farnham's needs in the longer term.

Executing the programme will necessitate development of detailed proposals for each of the projects under its umbrella. All project scopes will be agreed in collaboration with key stakeholders and partners within Farnham and the wider area.

Emphasis will be placed on future-proofed solutions that can maximise value and bring about the wider benefits stated in this Vision Statement, whilst resolving the constraints identified above. Such wider benefits include creating employment and making land available for housing development in line with the Farnham Neighbourhood Plan.



The Farnham Infrastructure Programme builds on the Farnham Neighbourhood Plan, which was the result of many years of significant community effort.

- John Neale, Leader of Farnham Town Council



2

PROGRAMME VISION

Castle Street Food Festival

VISION STATEMENT



Deliver an attractive, well-integrated, future-focused and high-quality infrastructure solution for Farnham that enables a connected and vibrant town, where people choose to live, work, study and spend their leisure time in sustainable ways.



Town centre cycle race



Food Festival



Hands-on craft



St Andrew's Church, looking towards Farnham Castle

2. PROGRAMME VISION

2.1 The vision

SCC, WBC and FTC aim to develop a single shared vision for the future infrastructure of Farnham. This will be implemented through the FIP.

Deliver an attractive, well-integrated, future-focused and high-quality infrastructure solution for Farnham that will enable a connected and vibrant town, where people choose to live, work, study and spend their leisure time in sustainable ways

This vision amalgamates the findings of previous studies as well as that of key public and private organisations. It overlays these findings with how Farnham will need to develop in the future as an exemplary carbon-conscious community in Surrey, maximising the use of low and zero-carbon modes of transport.

Strategy and policymaking by the FIP partners and the Farnham Neighbourhood Plan will necessarily influence the objectives of the programme. A detailed blueprint and action plan will be drafted to support the implementation of this Vision Statement in alignment with the partners' plans.



Pedestrian shopping in Castle Street

2.2 Implementing the vision

The partners' aim is to work collaboratively to consider Farnham and its surrounding areas together and create the OIP for the programme. An infrastructure-focused masterplan, the OIP will establish Farnham's foundation for a new sustainable and integrated transport network. It will focus on achieving the key outcomes listed below. Additional considerations may be added at a later date as further information is revealed through the proposed transport modelling and planning exercises and through consultation with local residents.

The Optimised Infrastructure Plan will establish Farnham's foundation for a new sustainable and integrated transport network

FIP Outcomes

- Creating reliable, efficient and sustainable transport links from all areas of Farnham to the town and local centres.
- Resolving key issues contributing to the environmental impact of noise and air quality particularly around the historic town centre, railway station area, Wrecclesham Road and Upper Hale Road.
- Providing better pavements, cycle paths, parking and public transport to encourage people to use more environmentally friendly modes of transport.
- Reviewing parking across the town with the aim of substantially reducing town centre congestion.
- Reviewing routes involving one-way traffic and on-street parking to consider possible improvements.
- Resolving the congestion around the key junctions at Hickley's Corner, Coxbridge Roundabout, Shepherd and Flock Roundabout and the Royal Deer Junction.
- Considering how other environmentally friendly transport measures can be included, such as electric vehicle (EV) charging points.
- Investigating and progressing the benefits of the A325 Wrecclesham Relief Road, which may evolve into the consideration of a western bypass if deemed in line with the programme objectives.
- Maximising the links with the wider transport network in the south-east and in proximity

to international gateways.

Figure 1 shows the proposed boundary currently considered as part of the programme. Figure 2 details the wider area that could benefit from the Hickley's Corner scheme which will be developed as part of the programme. However, it will have a larger consideration area due to the scale of impact of this large local major scheme.

All programme partners have declared climate emergencies. The FIP will support them in achieving their targets of net-zero carbon by 2030 (WBC and FTC) and 2050 (SCC). Prioritising public transport, walking and cycling while minimising car use will also improve the town's environment, with due consideration given to traffic displacement and mitigation, as well as maximise the benefits of its connection to areas of outstanding nature and countryside. Such measures will enhance the residents' quality of life and standard of living. By extension, the FIP will also promote a new high-quality transport infrastructure in which retail and business can develop and thrive to boost the local economy and create local employment opportunities.



Aerial view of Farnham, including the Brightwell's scheme under construction

Figure 1 – Approximate proposed area for consideration as part of the Farnham Infrastructure Programme

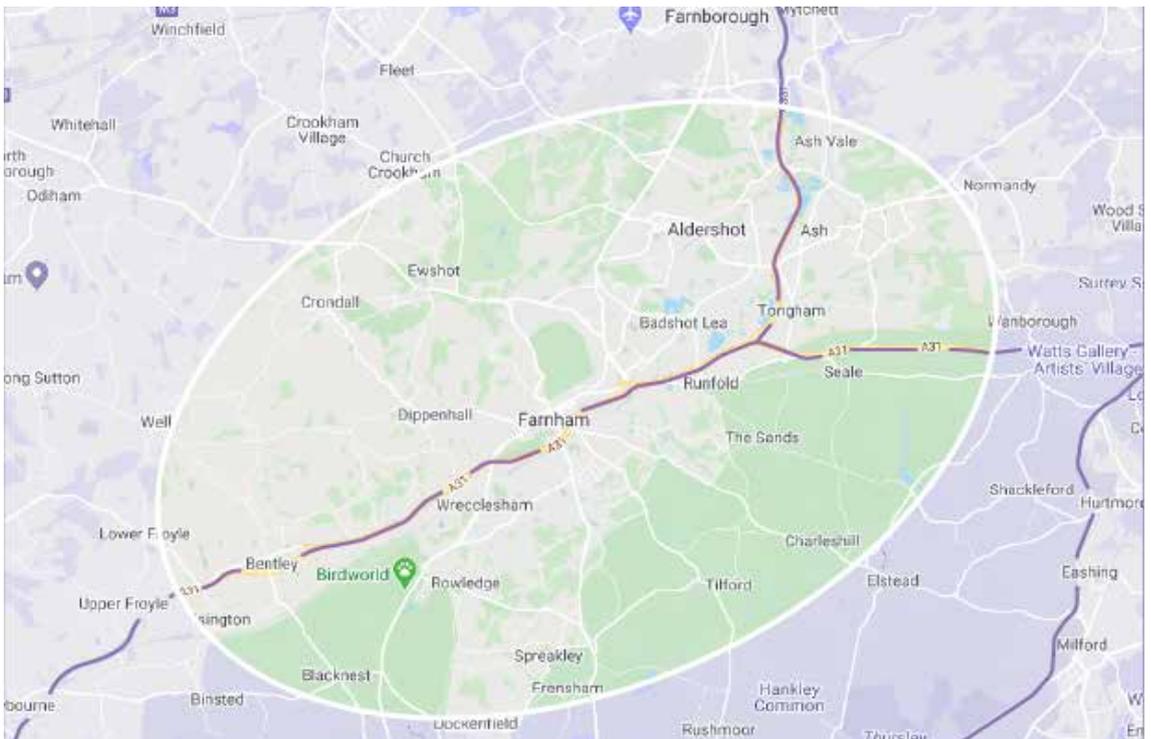


Figure 2 – Extended A31 corridor relevant to Hickley's Corner

2.3 Programme approach

The process for turning this Vision Statement into reality will be achieved through the development of the OIP. With this, the OIP will give direction and definition to the FIP and ensure that it will not only address the present challenges of Farnham but also future proof its sustainability. The OIP will define a robust scope as well as various business cases for each of the projects forming the FIP.

Regular two-way communication with residents will be maintained throughout to ensure that proposed solutions continue to meet the needs of Farnham. The programme will also undertake modelling that will assess the impacts of all proposals during the development of the OIP. This will address potential traffic displacement impacts and any required project-specific modelling.

There will be consultation on the scope of all projects at various stages before approvals are sought. Further projects may also be introduced into the programme following consultation. This will include reconsideration of a western bypass.

Currently identified projects within the programme are as follows:

Project 1 – Short- and medium-term improvements (quick wins)

This consists of a suite of potential improvements designed to consider:

- Rerouting of HGVs
- Implementation of 20 miles per hour (mph) zones in central areas
- Removing A road category status for the roads that cross the town centre
- Addressing current concerns related to pedestrian safety on narrow pavements (also being temporarily addressed through COVID-19-related adjustments)
- Wider COVID-19-related changes, including walking and cycling
- Other emerging solutions

Project 2 – Farnham town centre transport infrastructure improvements

This consists of the creation of family and pedestrian-friendly zones in the historic centre. This may include the creation of pedestrian-only spaces or areas where pedestrians are given priority over cars. This project could also set-up follow-on opportunities for the town to thrive, including the potential for outside cafes and restaurants. As such, Project 2 will consider:

- Providing improved measures to encourage walking and cycling
- Providing improved public transport and connections to key transport hubs, including buses and connectivity to the railway station and across the town
- Addressing congestion and its causes, such as through on-street deliveries particularly during peak hours
- Reducing through traffic,

which contributes to poor air quality and noise pollution

- Providing new parking solutions for accessing the town centre
- Reducing congestion and HGV traffic on Upper Hale Road
- Preserving and highlighting the town's historic nature
- Creating a connection linking the historic centre, Brightwells Centre and business parks to support retailers
- Reducing conflicts between pedestrians and traffic on narrow pavements
- Supporting businesses to thrive and support local employment

Project 3 – A31 Hickley's Corner improvements

This consists of measures to relieve congestion in Farnham centred around changes to Hickley's Corner. This project could also deliver improvements



HGV traffic in the town centre

The projects of the Farnham Infrastructure Programme will reduce congestion, improve air quality and support the adoption of low and zero-carbon transport options.

to the A31 from Guildford to Winchester and will consider:

- Improving safety for drivers, while prioritising cyclists and pedestrians
- Reducing congestion, queuing and vehicles using the town centre as an alternative through route
- Enabling right turns on the A31 and reducing town centre traffic
- Contributing to better connectivity to town and surrounding major roads, including the M3
- Resolving community severance by improving connectivity across Farnham
- Reducing the impacts of the level crossing
- Relieving congestion issues at Firgrove Hill Bridge
- Potential adoption of Station Approach Road as a public highway linking the A287 with the A31 at Hickley's Corner

Project 4 – A325 Wrecclesham Relief Road Project

This consists of improvements to the A325, including Wrecclesham Village and nearby proposed developments. The project will consider:

- Road safety issues, including bridge strikes by HGVs and walking

and cycling, including children travelling to Weydon School.

- Detrimental impacts on Wrecclesham Village including the conservation area, due to considerable volumes of traffic in residential areas.
- Increasing volumes of traffic in residential areas, including providing high HGVs alternative routes to avoid the low railway bridge.

It should be noted that this project will be even more necessary if Project 3 is successful as more traffic will use the A31 to travel south. More traffic will also be travelling north as a result of the major development in Bordon.

2.4 Methodology for creating the vision

This Vision Statement has been created based upon the consultation with the Farnham Board, which consists of senior council leaders and key stakeholders from all three partner councils. The vision themes have been based on a review of key documents from previous studies as well as documents like the Waverley Local Plan and Farnham Neighbourhood Plan.

It is important to outline that ongoing engagement with all stakeholders will be maintained. Formal resident and community consultation will be undertaken at an early stage and at each programme milestone to ensure that the development of the proposals remains in line with the full context and needs of Farnham and that the town's current issues and aspirations are understood. The programme vision and the scope of the underpinning projects will also be reviewed continually through this process to ensure that the intended benefits are realised.

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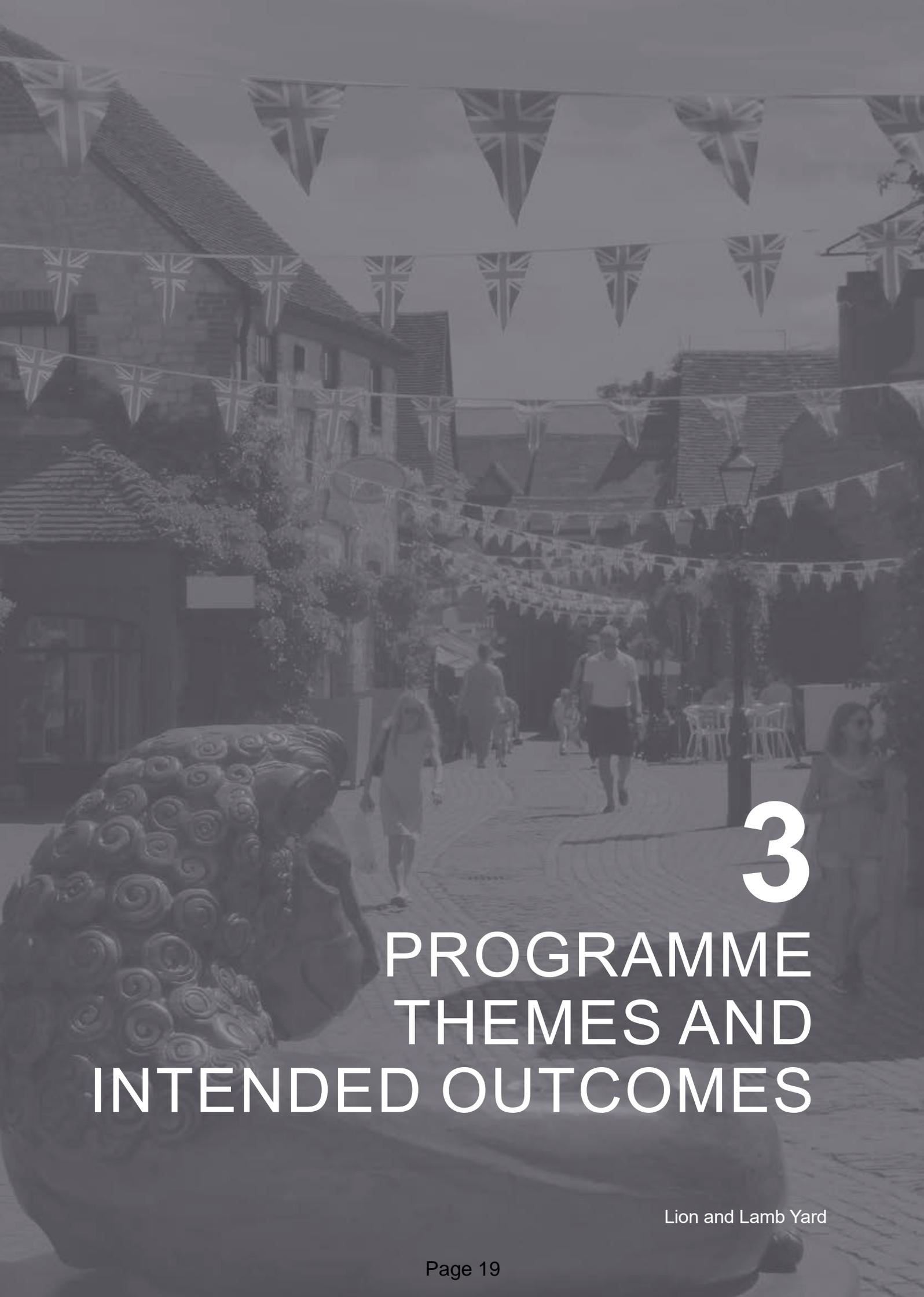
This is an excellent example of what can be achieved by working together across council and political boundaries.

-Councillor John Ward,
Leader of Waverley
Borough Council

“

I am delighted that a truly collaborative team has been formed to address the long standing congestion and air quality issues of Farnham and its surrounding areas and this vision sets out the priorities well and how the three councils intend to address them through the delivery of the Farnham Infrastructure Programme.

-Rt Hon Jeremy Hunt MP



3

PROGRAMME THEMES AND INTENDED OUTCOMES

Lion and Lamb Yard

3. PROGRAMME THEMES AND INTENDED OUTCOMES

3.1 Themes emerging from strategic documents reviewed

To ensure alignment, a focused review of key documentation was undertaken using the existing strategic ambitions of SCC, WBC and FTC. All known elements pertinent to the future infrastructure needs of Farnham were considered. In particular, the following documents were reviewed:

- Decarbonising Transport: Setting the Challenge
- Community Vision for Surrey in 2030
- Surrey County Council Five-Year Organisational Strategy
- Surrey Transport Plan Vision and Objectives
- Surrey Climate Change Strategy
- Waverley Local Plan
- Waverley Draft Local Transport Strategy
- Waverley Climate Change Strategy and Action Plan
- Farnham Neighbourhood Plan
- Farnham Design Statement
- Farnham Climate Emergency Statement



The River Wey running through Farnham

It should be noted that the above list is not exhaustive.

This review process has highlighted the following provisional themes:

- Support and enable people to live healthy lives and make healthy choices in line with SCC's Community Vision for Surrey in 2030, focusing on walking, cycling and providing access to the countryside.
- Ensure safe and reliable journeys, including ensuring the safety of pedestrians.
- Retain the commitment to reducing traffic collisions to zero through improvements to road design and construction.
- Enable and prioritise non-motorised transport and provide sustainable modes of transport (walking, cycling and riding buses), reducing emission and reliance upon private vehicles.
- Reduce poor air quality and noise pollution.
- Encourage children to walk and cycle, including contributing to school initiatives such as bikeability.
- Reduce inequalities and create local socio-economic benefits.
- Follow the desired partnership approach, which allows the community to grasp and actively contribute to opportunities to support local economic growth.
- Align with the Surrey Transport Plan and its ambition to create sustainable, reliable and pleasurable transport infrastructure in connecting communities to high-quality places.

- Align with the Farnham Neighbourhood Plan and its aims of supporting the creation and maintenance of green infrastructure as well as protecting the local centre.
- Respond to climate emergencies declared by SCC, WBC and FTC.
- Align with the UK government's commitment to achieving net-zero carbon emissions by 2050.
- Align with SCC's Climate Change Strategy, including supporting the target of an 80% carbon emissions reduction by 2035, achieving carbon neutral status by 2050 with a 60% emissions reduction from transport.
- Provide integrated transport, which protects the environment, and support SCC's Local Transport Plan, which highlights the need to invest in infrastructure that promotes the uptake of active travel as well as pedestrian and car-free zones.
- Invest in and support infrastructure for ultra-low emission vehicles, with a target set by 2025 for all the county's bus, community transport and car club operators to be running 50% ultra-low emission fleets and, eventually, achieving 100% as soon as possible thereafter.
- Create pleasurable and reliable journey experiences.
- Make well-connected communities who can benefit from integrated transport.
- Provide better connections within Farnham, helping businesses to thrive.
- Consider current land use schemes and how well they integrate with

the proposed transport solutions.

- Establish effective hubs that can attract businesses and create local employment.
- Enable SCC's digital agenda by linking it to the Local Transport Strategy and its key intended outcomes.
- Integrate possible future electric bus and vehicle charging points.

3.2 Themes emerging from key stakeholder consultations

In addition to the observations resulting from document reviews, the following points were specifically highlighted as commonly raised issues and considerations by key stakeholders as well as, historically, by the Farnham community, which helped shape the vision and objectives of the programme:

- Improve air quality and reduce noise pollution.
- Improve walking and cycling routes, with an immediate concern over the safety of pedestrians on narrow pavements.
- Move unnecessary HGVs movements away from the centre of Farnham and the Upper Hale Road.
- Preserve the historic nature of



The Spinning Wheel, one of Farnham's Grade II listed buildings in the Borough

Farnham in any proposals using appropriate building materials, architectural details, and providing a streetscape that embraces its key hubs and locations.

- Reduce through traffic in the centre of Wrecclesham Village, which is being impacted unduly by commuters and goods vehicles.
- Improve the connection between the north and south of Farnham and provide efficient connections to the town's commuter station, which is used by 13% of Farnham and the surrounding areas to access employment in London.
- Resolve the congestion and mobility issues associated with Hickley's Corner.
- Achieve a coherent and well-thought connection linking the historic centre and the newly created hubs such as the Brightwells development, ensuring that these are sympathetic to each other and succeed with their complementary retail provisions.
- Review parking provision in the town centre, including possible park and ride or park and stride facilities.
- Ensure that any area-wide solution enables mixed-use developments that support the creation of a 24/7 economy for Farnham and promotes businesses, with a focus on visitor and craft/creative sector businesses and those operating in the town's business parks.
- Ensure that solutions consider key community needs and are subject to public consultation at applicable stages.

3.3 Programme themes

Guided by the consultations held and the key documents reviewed, the identified themes have been grouped into six focus areas:

- Prioritise health, safety and wellbeing
- Place community first
- Respond to the climate emergency
- Enhance mobility and connectivity
- Support businesses and encourage economic growth
- Integrate digital and technology into the new transport system

These six areas will be taken forward as the programme themes. The programme themes will inform and direct the development of the FIP as this Vision Statement is turned into reality. How the themes will be integrated into the programme is outlined below.

3.3.1 Prioritise health, safety and wellbeing

The FIP will:

- Be developed in alignment with the UK government's commitment to increase cycling and walking as well as make roads safer for those who walk or cycle. The UK government wants to make walking and cycling a natural choice for all shorter journeys or as part of a longer journey in line with its target for 2040. The programme will also conduct research and behavioural studies to understand the current and future requirements of Farnham, ensuring that walking and cycling are part of any solution.



Youth entrant in town centre cycle race

- Support SCC's work to promote Bikeability schemes and understand and change cycling behaviour around schools. This will include identifying and reviewing safer routes to all schools within the Farnham area. The UK government has set an aim to double cycling activity and enable an increase in walking. There is also a target to increase the number of children aged five to 10 that usually walk to school to 55% by 2025.
- Develop and submit proposals to attract investment from the government's £2 million funding reserve currently available to enable local councils to take a more strategic approach to conditions for cycling and walking. In addition, the programme positions itself to maximise any future funds to help deliver maximised benefits for all users. The FIP aims to support these applications with the development of a Local Cycling and Walking Infrastructure Plan which will sit alongside the wider infrastructure proposals.
- Assess the various sources contributing to congestion. It is understood that van and HGV transport has dramatically increased in Farnham over the recent years. Although it is recognised that the swift and efficient movement of

goods is vital to the economy, the FIP will investigate how this is affecting Farnham and identify solutions to reduce carbon and congestion impacts.

3.3.2 Place community first

The FIP will:

- Encourage residents to have a real say in the future of their town, which in turn will help shape its future. Early consultation with key stakeholders and the public will ensure that community needs are understood at the earliest possible juncture so that available opportunities and potential benefits can be maximised. The programme will also engage a wide cross section of the community, which will be supported by having engagement discussions in regularly accessed places within the community.
- Ensure all proposals associated will be developed to enhance Farnham and take a holistic and place-based view that maximises the green infrastructure of the town and capitalises on its historic nature. The programme partners will also work together to ensure that all proposals can be integrated in the existing town and in future considerations.
- Seek to support local initiatives to improve the town and community, including building on Farnham's position as England's First World Craft Town as a way of building the economy by attracting makers and visitors. Potential improvements to the historic town centre's retail and cultural facilities, such as the Farnham

Maltings, Craft Study Centre, Farnham Pottery, New Ashgate Gallery and University for the Creative Arts Farnham, will be developed. The programme will also encourage the growth of a sustainability culture by increasing the people's and businesses' awareness and knowledge of environmental issues.



West Street Cemetery



Farnham is England's first World Craft Town

emissions and adoption of potential future technologies. The programme will also support the investment in ultra-low emission vehicles by conducting a study on where the charging points would be needed, analysing power requirements and embedding these needs into the programme for future-proof installation.

- Enable the local plan and provision of mixed-use developments, including those for people with impaired mobility. The programme will also focus on areas of crime and utilise good design to minimise their presence.
- Support measures to enhance Farnham to be a vibrant and welcoming town serving the surrounding villages. Opportunities will also be sought to improve access to Farnham's outstanding countryside.
- Establish a local transport network that prioritises public transport, walking and cycling while minimising car use. In particular, the FIP will promote sustainable travel planning, as set out in the Department for Transport's Sustainable Travel Towns document, supporting the development of such a plan for Farnham as part of the programme.
- Protect existing biodiversity and related habitats surrounding Farnham and will actively enhance it within the town. The programme will prioritise sustainable pavement design, which will include drainage to manage surface water runoff that can help reduce flood risk and improve water quality.

3.3.3 Respond to the climate emergency

The FIP will:

- Produce proposals that support the Climate Change Strategy as published by SCC and contribute to the delivery of the roadmap to net-zero carbon by 2030 set out by WBC and FTC, which will include mitigation of carbon
- Support and enable carbon-conscious energy provision and maximise the use of local and sustainably sourced materials within the programme. Wider measures

will also be adopted to increase water efficiency, support improved energy efficiency and reduce both carbon emissions and fuel poverty.

3.3.4 Enhance mobility and connectivity

- Focus on the development of proposals for a sustainable and well-connected Farnham, which considers the needs of the people of Farnham and supports the aspirations of the local and neighbourhood plans. An integrated transport and land use study will be commissioned as part of the FIP to develop a mobility plan that takes into account all considerations fundamental to the success of the programme.
- Encourage walking and cycling as the first choice for travel within the town and promote the proposed and existing walking, cycling and public transport routes through local businesses to inform and enable greener travel plans for the community. This promotion will enable dialogue which will highlight where related infrastructure such as cycle parking is needed.
- Develop solutions and business cases for all four projects to ensure sustainable locations for new development and highway improvements. FIP will also incorporate these solutions to support infrastructure for EVs to ease and encourage its future integration into the town.
- Support improvements to Farnham Station and services to London, ensuring that residents of Farnham

have effective access to the station and reliable journeys. The programme will also provide efficient measures for through traffic to go around the town rather than through the centre.

- Facilitate the creation of business hubs to support local employment opportunities and reduce London commuting.

3.3.5 Support businesses and encourage economic growth

The FIP will:

- Support existing employers by considering their needs and increasing their levels of local employment. It is the aspiration to create an exemplary town centre which supports a low-carbon economy, supporting Farnham in becoming a location of choice for business, which will in turn generate employment.
- Aim to create a seamless connection between the new Brightwells development and the historic town centre to support the success of both centres. The programme will also contribute to ensuring that the Brightwells development and current town centre have complementary retail provisions to guarantee that Farnham has something for everyone.
- Facilitate access to and highlight both the historic parts of the town and surrounding areas of nature. The efficiency through which visitors and delivery vehicles can use main roads to get into and through the area will also be maximised.
- Recognise Farnham's role as a creative centre and support the

development of Farnham as a World Craft Town. There are also learning opportunities for people of all ages through possible partnerships with the town’s educational centres, which will be explored as part of the FIP.

- Consider on an emergent basis the post-COVID-19 working patterns, where a potential ratio of 30% work from home population continues, will also be.

3.3.6 Integrate digital and technology into the new transport system

The FIP will:

- Adopt a Level 2 Building Information Modelling (BIM) level in line with the UK government’s strategy. BIM is a 3D model-based process that brings together graphical and non-graphical design and construction information to support more efficient planning, design and construction of infrastructure programmes. Adoption of Level 2 BIM also supports long-term asset management and asset integration.
- Support the rollout of improved digital bus service informatiozn. Also consider support for high-speed broadband and other digital infrastructure within the town.
- Align Transport options within Farnham, supporting a reduction in journey time. Travel and asset data will also be gathered to support future projects.
- Enable both on and off-street EV charging points and other emerging transport infrastructure technologies.

- Provide high-quality cycle parking and storage facilities. Car clubs and car share schemes will also be encouraged, where occasional journeys by car are necessary.



Creating new electric charging spaces

3.4 Programme outcomes

The illustration below seeks to highlight the key outcomes intended from the programme against each of its key themes.



Figure 3 – Key themes and programme outcomes

Desired Outcomes

<p>Integrate digital and technology</p>	<ul style="list-style-type: none"> • Enable creation of a BIM Model to support asset management and asset integration • Enable EV on & off-street charging points and other emerging digital transport infrastructure technologies • Ensure alignment of mobility options to reduce journey times • Provide high quality cycle parking and storage • Support the provision of improved digital bus service information
<p>Support businesses and encourage economic growth</p>	<ul style="list-style-type: none"> • Create a seamless connection between the new Brightwells development and Farnham’s more historic town centre shopping hub so that both centres can be successful • Contribute to ensuring Brightwells and the historic centre have complementary offers, helping Farnham to become a destination that has something for everyone • Create access to and highlight the historic and nature hubs in and around Farnham • Build upon Farnham’s status as a World Craft Town and creative centre
<p>Place community first</p>	<ul style="list-style-type: none"> • Maximise dialogue and input from the community to encouraging the residents to have a real say in the future of their town • Enable solutions that enhance the historic nature of Farnham • Work with Programme Partners to ensure appropriate consideration of infrastructure proposals can be integrated with the existing town and its future considerations
<p>Prioritise health, safety and wellbeing</p>	<ul style="list-style-type: none"> • Improve road safety • Improve security of the travelling public within Surrey • Reduce congestion and improve the air quality of public spaces within Farnham • Create solutions that make walking and cycling the most natural choice for all shorter journeys, or as part of a longer journey, in line with UK Government targets
<p>Enhance mobility and connectivity</p>	<ul style="list-style-type: none"> • Complement a local transport network that prioritises public transport, walking and cycling whilst minimising car use • Support and complement the improvements to the Farnham Station and services to London to ensure that Farnham has reliable journeys for all • Embed the supporting infrastructure for EVs to ease its future integration
<p>Respond to climate Emergency</p>	<ul style="list-style-type: none"> • Support the road to zero-carbon ambition and carbon off-set strategy • Create a local transport network that prioritises public transport, walking and cycling whilst minimising car use • Support the investment in ultra-low emission vehicles • Promote sustainable travel planning (as set out in the Department for Transport’s Sustainable Travel Towns document) and support the development of a plan for Farnham



4

ABBREVIATIONS

The Avenue, Farnham Park

4. ABBREVIATIONS

All abbreviations are explained in full on first use within this document.

Abbreviation	Description
BIM	Building Information Modelling
COVID-19	Coronavirus Disease 2019
EV	Electric Vehicle
FIP	Farnham Infrastructure Programme
FTC	Farnham Town Council
HGV	Heavy Goods Vehicle
mph	Miles per hour
OIP	Optimised Infrastructure Plan
SCC	Surrey County Council
SRO	Senior Responsible Owner
WBC	Waverley Borough Council

**Photo Credits to 'Farnham Town Council' Allan Arthurs, Media Techniche



Farnham Castle from above

Farnham Board Minutes

Date & Time:	19 Mar 2021, 10:00-11:30
Venue:	Video Conferencing - Zoom
Chair:	Cllr Tim Oliver
In attendance:	Cllr Wyatt Ramsdale, Cllr Stephen Spence, Cllr Andy MacLeod, Cllr John Ward, Cllr Paul Follows, Cllr John Neale, Rt Hon Jeremy Hunt MP, Cllr Matt Furniss, Tom Horwood, Zac Ellwood, Chris Tunstall, Paula Gough, Iain Lynch, Ben Funning, Jonathan Foster-Clark, Lee Parker, Simon Duke, Flora Holmes (Sec)
Observers	Fiona Cameron, Peter Burch, Richard Nelson, Sachio Baig, Veronika Moore, Steve Howard, Yasmin Ahmed
Apologies	

	Item
1	<p>Welcome and Introduction</p> <p>The Chair welcomed everyone to the meeting. He noted this will be Flora Holmes' last meeting and Yasmin Ahmed will be taking over as sec going forward. The Chair also noted Chris Tunstall is still with us and will be until the summer but will be focusing on the quick wins, with Simon Duke having now taken over as programme director.</p>
2	<p>Minutes of the Meeting and Matters Arising from Last Board</p> <p>No amendments were suggested, minutes approved.</p>
3	<p>Questions and Queries</p> <p>There were no questions or queries for this Board.</p>
4	<p>Optimised Infrastructure Plan Update</p> <p>Simon Duke introduced the item, noting it was an early opportunity to engage with people around Farnham on the Optimised Infrastructure Plan (OIP). He said they'd gone out slightly earlier than they would usually but they wanted feedback to shape the details. He said although they hadn't achieved the volume of responses Ben was hoping for, the quality of responses were fantastic and will help to take it forwards. Ben Funing will do some studies to see how they can engage further with young people.</p> <p>Ben Funning went through the findings of the consultation. He said they had 746 respondents to the questionnaire, 28% spending most of their time in central Farnham. Of the respondents, 51% travel by car, and 36% by foot. 26% of respondents were in full time employment, and 28% retired. In terms of Instagram engagement, they had received 5,859</p>

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clicks on polls. In terms of age of respondents, the most interactions were had with those aged 45-74. Most respondents were male.

Ben Funning noted that due to lockdown, the methods of engagement were constrained, so a lot of work was done via Facebook and Instagram. He noted that younger people are a known 'hard to reach' group that don't engage with traditional questionnaires, hence the attempts to engage with them via other ways such as Instagram polls.

Cllr Paul Follows noted that the demographics that use Facebook has got older over time, so it's not a medium that will target young people. He said those that use Instagram are slightly less old, but there are other mediums to be used. Simon Duke noted they're looking into this. Paula Gough said they're doing school engagement as well, and will use that route to engage with the parent group as well. She said they're also intending to hold a session with the university to reach that age group.

Simon Duke noted that the responses received were largely positive, with the exception of the north Farnham proposals and the impacts of pedestrianisation. Overall, there was about 42% positive, 24% neutral, 33% negative. He said more work needs to be done around the north Farnham proposals. Responses to the south Farnham proposals were largely positive (53.7%), with 24.8% neutral, and 21.6% negative. There were similar figures for the A31 corridor – 51% positive, 26% negative, and 23% neutral.

Ben Funning outlined the responses to the Instagram polls. He said the questions were slightly different given the constraints of Instagram polls. 73.82% said they valued walking over driving, 26.18% said they prefer driving. 76.43% said they wanted more dedicated cycle lanes, 23.57% said they didn't. Ben noted the poll will be used as a temperature check rather than a detailed consultation response.

John Neale gave feedback on the town council meeting. He said the Council meeting was on Wednesday night (17/03), and the council came to a conclusion on what they wanted for the town centre. He said they produced a town council response to the consultation that they hope to release early next week. The outcome of the meeting was that the town council would like to have a clear objective to create a pedestrianised town centre, as soon as is practical, based on a carefully phased plan. They would also like to see castle street reimaged as the main public space in the town centre. TO asked for clarity on 'pedestrianised town centre' and John Neale said that they honed in on west street from where the old post office was towards the borough, the borough itself, the bottom end of castle street, all of downing street, east street up to the delivery road (threadneedle street), and an option for consideration as to whether we would include part of south street, although this might come later.

John Neale noted they discussed having some sort of consolidated delivery van going around the town centre, so that shops that are having relatively lightweight deliveries can get them offloaded from a bigger van onto something else. He said they suggested a limited number of buses, some sort of shuttle delivery service, maybe cycles and some sort of other delivery facilities. Bus services would be focused on providing connectivity between the town centre and communities.

Jeremy Hunt saluted the leadership in getting that support from the town council, noting this is not an easy thing. He asked Chris Tunstall about the traffic impact of pedestrianisation proposals, and asked what the timescale is for getting traffic modelling done to be able to show people the data in response to their concerns. Chris confirmed that this would be done over the next few months so that the Board would have it for their next meeting in June. Jeremy Hunt also noted that Cllrs Stephen Spence and Wyatt Ramsdale were standing down at the forthcoming election and saluted them for their work – Wyatt with his support for the Wrecclesham work that has been vital, and Stephen for his bipartisan work on the programme.

John Neale continued, noting that the council is very keen to retain the car parks because they will be able to accommodate in and out traffic for those that want to come into the

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neighbourhood by car. Secondly, the council wants to ensure that active travel routes are improved for cycling and walking. He said the Park and Ride is not being warmed to, unless it's a location somewhere out of the town centre for visitors or commuters, but it's not seen as an alternative to allowing people continued access to the town centre by car. He said freight consolidation is support in principle, assuming it's needed.

On neighbourhood issues, John Neale said that they see improved bus services as the only way to encourage much more use of public transport. He said in conjunction with this that they support the idea of a public transport hub or hubs. He raised concern about the neighbourhood highway improvements in Wrecchlesham and the Heath End areas, and concern about the growth of traffic caused by housing developments around the area.

The Chair asked if there was anything to highlight that the OIP hasn't addressed. John Neale said they talked about traffic calming and enforcement to try and transform the areas. He said on the major road network, there are two points to be made: first that they feel there hasn't been much response from the programme team to various ideas from local people. Second, he raised concern about the level crossing problems. Finally, John Neale noted that the Town council is very keen to see progress on the Wrecchlesham relief road or possible western bypass.

The Chair said that feedback will be taken on board, along with other responses, then the OIP will be refined and brought back to the next meeting.

Cllr Andy Macleod raised a question over how to convince people of outlying areas what the effect on them would be on the pedestrianisation of the town centre, and how would they get into town. He said an answer would be through mitigation, and making it clear to people that the work is happening in stages.

Cllr Wyatt Ramsdale asked about the potential link between the Hart car park and Castle street, and if people have been convinced that they would need to travel around town rather than across to get around the town.

Jeremy Hunt asked about the publication of the final plan and if it will include proper traffic studies that will back up the proposals.

Chris Tunstall said the principle they're looking at is not moving a problem to just another area. They're looking at mitigation first, providing other solutions for people. To Jeremy's point, he said PJA consultants are working with Atkins who are modelling specialists. Models are awkward to conduct due to Covid-19 but he said they do have a validated model that they're using. He emphasised though that modelling is an art, not a science.

John Neale commented on Cllr Ramsdale's point he said if they do manage to get people to do more on buses and active travel, then that should be removing a fair amount of the vehicle traffic. The Chair added that the County Council is very committed to investing in public transport, and are shortly to pilot a scheme in Mole Valley for an on demand bus service. There will be a workshop for the board in May to go through the next iteration of the OIP to take on board that feedback and feed in to the forward work plan.

5 Quick Wins Project Update

Chris Tunstall introduced the item, noting it was felt to be beneficial to put more effort into the quick wins. He said at the moment the major elements are: HGVs, speed, and road reclassification. Chris noted the great news that £2m has been allocated to the Quick Wins Project over the next year. This is alongside other revenue and capital money for managing the programme and feasibility studies as well.

Chris said they are taking on board a number of issues raised at the LLFs, for example the level crossing issue. On this, there have been conversations with network rail. Whilst the cost

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of changing the level crossing is phenomenal, they are talking to network rail about reducing the time that the crossing is down before and after the train passes.

He said they're also looking at cycle storage and narrow footpaths. He said the team are looking to put a programme of works together, tying it into a pro forma that is complementary with the wider programme so that changes don't have to be made once permanent projects are installed. He said this can be brought back to the next meeting.

Cllr Stephen Spence asked about HGVs, saying there is a need to raise with residents that enforcement is taking place. He said that people are asking about other roads not on the list, and inquired about the mechanism for managing these requests. Cllr Wyatt Ramsdale asked about further detail on what's happening on the quick wins, suggesting a meeting with Chris Tunstall and those that are facing questions from residents. **Chris agreed to a meeting as Wyatt suggested once they had compiled a list.**

Jonathan Foster-Clark spoke about HGV restrictions. He said an informal consultation has been undertaken with Surrey Police, Highways England, and Hampshire County Council. Atkins have produced the statement of reasons required for the statutory consultation that is now live and will take place over the next four weeks until 16 April. The adjacent highways authority HCC, Highways England and the police are aware and will be contributing. **Jonathan asked that community leaders make residents aware this is taking place.**

Following the completion of consultation, the team will be drawing on the responses and from that prepare for implementation. Provided there are no negative responses from the consultation, implementation of the signage will take place in May and June, with the intention that it's legally enforceable from June onwards. Jonathan Foster-Clark said that they are hoping that work done previously will help to smooth this path. Additionally, they have had some issues in terms of the perspectives of the police with regards to the enforceability of these proposals, and the team will be working with the police to discuss that and develop a workable approach moving forward.

Jonathan Foster-Clark added that clear signage, well in advance of Farnham will make it clear to Farnham that there is this weight restriction. He said they will be working with the traffic management team to take this work forward.

On speed restrictions, Jonathan Foster-Clark noted that proposals had been brought to the previous meeting. He said there was a meeting the day before with County Council officers and with Surrey Police to work through the proposals and identify the next steps. The next tasks that are needed to take this forward have been scoped, and the programme is being refined in response. He said important issues were raised in terms of delivering measures for certain parts of the town. He noted an update will be brought to the next board meeting. An issue was raised that previous TROs hadn't been enacted, so the legal state of play is being established.

Cllr Ramsdale asked to what extent the use of volunteers had been explored for enforcement. Jonathan Foster-Clark said there will have to be different levels of response. Chris Tunstall said they will be working with the Town Council on this, the County Council has already put additional support into trading standards to do that as well. Additionally, they've asked DfT when they are looking to roll out civil traffic violations, which would allow cameras to identify whether vehicles had come straight through.

On road reclassification, Chris Tunstall noted it was agreed at the last meeting that this would be looked at. Chris noted the issue of perception that sat navs send people onto A-roads, in that they actually work on a number of things including speed and distance, and often offered a choice of routes. As such it was not straight forward to assume that sat navs automatically default onto A-roads. He noted that when they review the classified road network, which will be discussed at the next meeting, continuity in the A-roads must be

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	<p>assured. He noted this was also considered in 2015 and was decided against. However he noted the Board was now looking at a much larger programme of work.</p> <p>Chris Tunstall also noted concerns that were raised about quarries on Beacon Hill and HGVs running through the Upper Hale road. He emphasised that with regard to the currently advertised Order HGV access only means that, it does not mean access to another road elsewhere. So Upper Hale road is included in the ban, and any vehicles coming from Beacon Hill will not be able to use that road. He added that speed is also a quick win on Upper Hale road as well, and the area highways office are looking at what maintenance is required. He noted that footways are a bit harder, but quick wins can be achieved where there are areas of overgrown footway.</p> <p>The Chair noted lots of concerns and issues are being raised in North Farnham and it's essential they are being noted. Chris confirmed they were.</p>
6	<p>Standing Items</p> <p>Chris Tunstall gave an update on the Brightwells development, noting that a scheme had been agreed that minimised the amount of work in the town centre. He said that full access will be retained and that the balance of what would have been spent there as a S278 would be taken back as a lump sum to be spent as soon as it can be when it is clear re the implications of the OIP proposals.</p> <p>Cllr Macleod noted Brightwells came up at a meeting last night, and concern has been raised over the perceived success of the project. Access to Brightwells is not a quick win but it has to be done quickly.</p> <p>On active travel, Chris noted that SCC bid more than their allocation on the government's active travel tranche 2 of funding, and that DfT have only confirmed the original allocation. He said at the moment all schemes were out to consultation which will be concluded in April. A report detailing this will be coming to SCC Cabinet at the end of the month. The agreed schemes will need to be completed by the end of the next financial year end of March 2022.</p>
7	<p>Progress Update</p> <p>Paula Gough noted a paper has been submitted to the board with an outline draft programme of the next phases the team are expecting to achieve. She said they are going to be working with Jonathan and colleagues to develop a more robust cost profile for the Programme. She said at the next meeting it will become clearer how wider major programme interventions will sit alongside the town centre plans. This won't be finalised until all the comments raised on the OIP process are absorbed. Paula however confirmed that the walking and cycling network work will be brought forward.</p> <p>Paula noted a renewed, enhanced and updated business case will be brought forward for the programme. In Wrecchlesham, she said they are looking at a strategic case for Wrecchlesham to take a package of measures forward to the area, including the consideration of the western bypass.</p> <p>Finally, Paula said the team are producing a clear critical path for the programme around how the various key milestones will be met in the next 5-10 years. She said the programme was attached to the annex of the paper submitted with the programmes.</p>
8	<p>Local Liaison Forum Update</p>

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	<p>Cllr Andy Macleod gave an update on the Local Liaison Forums. A further three LLFs and a Facebook live LLF have taken place in March. They have been well-attended, with over one thousand people across the whole LLF series reached. The format has been similar on each one, and the team has learnt a lot. He noted concerns about car parks and cycling routes have been raised. The programme team have heard the public's concerns.</p> <p>Cllr Ramsdale agreed with the above, noted that a small number of LLFs have been capable of handling a large number of people, an improvement on last time. The Chair thanked the LLF organisers.</p>
8	<p>AOB</p> <p>The Chair added his thanks to Cllr Stephen Spence and Cllr Wyatt Ramsdale for their full engagement on the work and for fighting the corner for their residents. Cllr Stephen Spence praised the cross working of Residents, Conservatives and Liberal Democrats working together across three councils with the quality of officers of Chris and the team, and Jeremy Hunt. He said differences have been put aside and all have worked together. He finished by saying that if Farnham North doesn't have its issues taken care of, the programme will not work. But he has great faith that all will be made to work.</p> <p>Cllr Wyatt Ramsdale noted he was sorry he couldn't continue, but he will have lots of spare time to focus on the Farnham Infrastructure Programme. He noted the cross-party working of all involved.</p> <p>Next meeting date: The next meeting will take place on Friday 11 June 2021. <i>(N.B. this has been moved from the date in May due to the pre-election period).</i></p>

Farnham Infrastructure Programme

Farnham Board Meeting

AGENDA ITEM 4

DATE: 11 JUNE 2021

DOC NO: 4D476001-SCC-PRG-PAP-000018

REPORT OF: TIM OLIVER – BOARD CHAIR

LEAD OFFICER: SIMON DUKE – PROGRAMME DIRECTOR

SUBJECT: OPTIMISED INFRASTRUCTURE PLAN CONSULTATION RESULTS

SUMMARY OF ISSUE:

To note the outcome of the draft Optimised Infrastructure Plan (OIP) consultation.

RECOMMENDATIONS:

It is recommended that:

1. the Board notes the outcome of the draft OIP consultation; and
2. the Project Team considers the feedback provided and considers this for the next version of the Optimised Infrastructure Plan.

REASON FOR RECOMMENDATIONS:

The OIP Consultation Report summarises the responses to the consultation, including any additional commentary or suggestions provided by consultees. The outcome of the consultation suggests broad agreement with the draft OIP.

DETAILS:

Background

1. The OIP is the latest stage of the Farnham Infrastructure Programme and identifies a Farnham-wide programme of solutions to the issues highlighted in the Vision. Options in the OIP have been based on how they could support: our objectives, value

for money, affordability, and deliverability. This will help to ensure that Farnham can become a better, more environmentally friendly place for those who live, work, study in, or visit the town.

Analysis

2. Full details of the consultation findings can be found in Annex A.
3. The draft OIP has received broad support, and several suggestions have been made on how the document's aims can be achieved. Some key findings can be seen below.
 - There were 268 people who responded to at least one question in the wider context section, with the majority (56%) of respondents feeling positively towards the OIP objectives and short-listing priorities.
 - There were 218 responses to the Farnham-wide improvements proposals, with 55% feeling positive towards them and 23% negatively. Respondents were particularly keen on walking, cycling and electric vehicle improvements and ultra-low emission buses, although the high cost of using buses was highlighted.
 - The possible town centre interventions section had the most respondents with 406. Most people said they walk or drive into town, and the majority of respondents felt positively about the proposed changes (54%) but there were still a significant number of people who viewed them negatively (20%). There was particular support for a 20mph speed limit and HGV restrictions. Views around social distancing measures and pedestrianisation were polarising.
 - Questions about North Farnham improvements received 339 responses and while positive views (42%) continued to outweigh the negative views (33%) for these proposals this is by a lower percentage than for the town centre proposals. There were polarising views over a bypass.
 - The feelings of the 231 respondents towards the South Farnham intervention proposals were similar to the wider context and town centre plans, with 20% having negative views but the majority (53%) feeling positive towards them. Again, there were polarising responses to the question of a bypass, while there was support for looking into options around the level crossing.
 - For the possible A31 corridor interventions there were 251 respondents. More respondents continued to feel positive (52%) towards these proposals rather than negatively (25%).
 - In all areas, people said they would use greener travel options more often if the recommendations in the draft OIP were implemented.
4. Demographic data shows that respondents were more likely to be male, with 60% of respondents identifying as such compared to 38% female. The majority of respondents were 45 and older, with 46% being over 65. This is not reflective of overall Farnham demographics which is 22% are over 65. There is an underrepresentation of respondents aged under 35 with this category making up only 4% of respondents, compared to the overall Farnham demographics of around 38%.
5. To ensure views of younger people were captured, a series of polls was released via Instagram. These were pushed specifically at the 18-44 age range, primarily reaching

those in the 25-34 age range. This was the first time this has been done by Surrey County Council. More work is being done county-wide to improve engagement with younger people.

CONSULTATION:

6. Consultation on the OIP ran from 15 February to 14 March 2021. The consultation has received a total of 729 responses, through the Commonplace consultation platform and by post.

RISK MANAGEMENT AND IMPLICATIONS:

7. The Board has no Statutory powers and as such any decisions requiring approval by the responsible Authorities, in this case Surrey County Council, will have individual risk assessments.

FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

8. The cost of the works will be identified within the Surrey County Council Report.

SECTION 151 OFFICER COMMENTARY

9. There are no other implications in respect of this Report.

LEGAL IMPLICATIONS – MONITORING OFFICER

10. The Board has no Executive Powers. Any decisions made would require Surrey County Council to follow its own legal advice and its approval procedures.

EQUALITIES AND DIVERSITY

11. As part of Surrey County Council reporting requirements, individual Equality Impact Assessments (EIAs) will be undertaken as required.

OTHER IMPLICATIONS:

12. There are no other implications in respect of this Report.

WHAT HAPPENS NEXT:

13. The feedback provided as part of the consultation, summarised in the Vision Statement Consultation Report, will be taken forward and used to inform the final OIP.

Contact Officer:

Simon Duke
Farnham Programme Director
simon.duke@surreycc.gov.uk

Annexes: Annex A – OIP Consultation Report

Annex A – OIP Consultation Report

Farnham Infrastructure Programme – OIP consultation report

1. Introduction

Surrey County Council, Waverley Borough Council and Farnham Town Council with the support of Jeremy Hunt MP are working together to tackle transport and infrastructure issues such as congestion and air quality in Farnham and its surrounding areas. This is called the Farnham Infrastructure Programme, and the partners meet at the Farnham Board to drive the work forward.

The Farnham infrastructure Programme’s vision statement is:

“Deliver an attractive, well-integrated, future-focused and high-quality infrastructure solution for Farnham that enables a connected and vibrant town, where people choose to live, work, study and spend their leisure time in sustainable ways.”¹

The Optimised Infrastructure Plan

The latest stage of the Farnham Infrastructure Programme is developing an Optimised Infrastructure Plan (OIP) which starts identifying a Farnham-wide programme of solutions to the issues highlighted in the vision. Options in the OIP have been assessed based on how they could support: our objectives, value for money, affordability, and deliverability. This will help to ensure that Farnham can become a better, more environmentally friendly place for those who live, work, study in, or visit the town.

To gain early feedback on the proposed OIP an early consultation took place in February and March 2021. This early consultation was primarily undertaken through the online Commonplace engagement platform with some further insight being provided through direct emails and informal polls held on social media. This report brings together the findings from these three data sources and provides recommendations for next steps.

2. Context and considerations

A consultation on the OIP ran from 15 February to 14 March 2021. Respondents were able to respond online or request a paper version from Farnham Town Council.

Communications

To raise awareness of the consultation and encourage responses, there was a comprehensive communications campaign. This included:

- A leaflet was delivered to all addresses in the town during w/c 22 February
- There was coverage in the Farnham Herald every week during the consultation period - articles, letters, adverts or responses were supplied each week by the Programme team; there were also opinion pieces from partners and local groups.

¹ Farnham Infrastructure Programme Vision Statement,
https://www.surreycc.gov.uk/_data/assets/pdf_file/0010/237790/Farnham-vision-5.2.pdf

- Three e-newsletters were sent to 614 subscribers - two were sent to promote the consultation (18 February had a 77% open rate, and 4 March had a 67% open rate); a third e-newsletter was sent on 22 March (after the Farnham Board), which had a 71% open rate; an e-newsletter was also sent to FTC subscribers
- There was an article in the Town Council's advertorial in the March edition of Vantage Point
- SCC did some joint promotion with an A320 consultation which was running at the same time; this included a news release to all media and an article in the April Surrey Matters e-newsletter
- There was extensive social media promotion, with organic messages posted on Facebook (including relevant groups), Instagram, Next Door and Twitter; there was paid promotion on Facebook and Instagram which appeared more than 77,000 times to under 45s in the Farnham area
- Emails were sent to schools and local groups, asking them to share details of the consultation with their contacts
- The questionnaire featured in adverts in the Farnham Herald and Vantage Point magazine

It is also important to recognise that the engagement was undertaken during a period of full national lockdown because of Covid-19. This meant that there was a much greater focus on digital engagement, as we could not facilitate public meetings. However, it was important to ensure that those who could not use online technology were also provided with the opportunity to comment on the OIP and as such paper copies of the survey were made available to anyone who requested them. A total of 18 residents took up this opportunity and their responses have been included below.

Local Liaison Forums

There were also Local Liaison Forums during the consultation period. There were two general meetings and one meeting aimed at businesses. The LLFs were promoted in many of the channels listed above, as well as emails to all previous attendees and targeted messages to businesses.

The meetings were held on Zoom to allow participation, provide an opportunity to share ideas and give feedback on the proposed infrastructure changes. The first, on 4 March, had 96 participants, and the second, on 8 March had 77 participants. The session aimed at businesses had 17 participants.

There was also a Facebook Live, which was the first time this format had been used. While the meeting was live, there were 94 comments, it reached 660 people, there were 235 engagements, and eight shares. Within 24 hours it had reached 2,347 people, been shared nine times (including by the Farnham Herald) and had been viewed 893 times.

Feedback from these meetings were captured directly by the programme team and therefore have not been included in this report.

Social media polls

Early on during the consultation period it was recognised that there was low engagement from younger residents: those between 18-34. The decision was made to undertake some high-level targeted Instagram polls. These polls were pushed to all Instagram users aged 18-34 whose internet device was present within a five-mile radius of the centre of Farnham. The responses to these polls will also be analysed in this report. It is important to note that these polls received a large number of responses but due to the nature of them were rather light touch.

Responses

The online consultation site received 7,055 visitors, and 2,307 contributions from 729 respondents. This analysis contains the responses from the 625 people who confirmed their identity, analysis of the other 104 unconfirmed responses can be provided separately if requested.

The questionnaire had sections on the programme's wider context, the town centre, North Farnham, South Farnham, the A31 Corridor and possible town-wide improvements. Respondents were able to focus on the area they were most interested in, and therefore the sections had response rate ranging from 218 to 406. It is therefore important to acknowledge that some areas of feedback are more comprehensive than others.

During the consultation period the programme also received emails from a number of residents' societies as well as some individual residents that pertained to the OIP. These emails were cross referenced with respondents to the questionnaire. Emails from respondents who had not also commented on the questionnaire were analysed alongside the free text responses and are included within this report.

Computer-aided thematic analysis was undertaken of all free text responses, including the 21 relevant email responses. Emails responses were included in the relevant sections of this report that they referenced and so have been analysed consistently and with equal weighting to all other responses.

It is also important to note that all forms of engagement have been self-selecting, and therefore all findings should be understood as indicative of residents' views rather than representative of all residents.

3. Respondent demographics

Respondents were more likely to be male, with 60% of respondents identifying as such compared to 38% female (figure 2). The majority of respondents were 45 and older, with 46% being over 65 (figure 3). This is not reflective of overall Farnham demographics which is 22% are over 65. There is an underrepresentation of respondents aged under 35 with this category making up only 4% of respondents, compared to the overall Farnham demographics of around 38%.

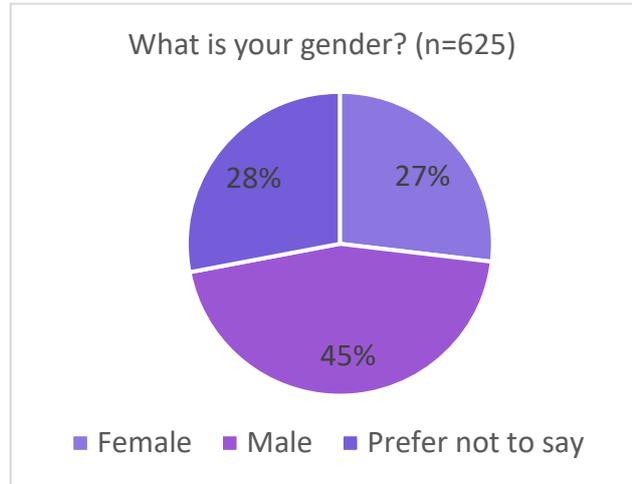


Figure 2: Gender (n=625)

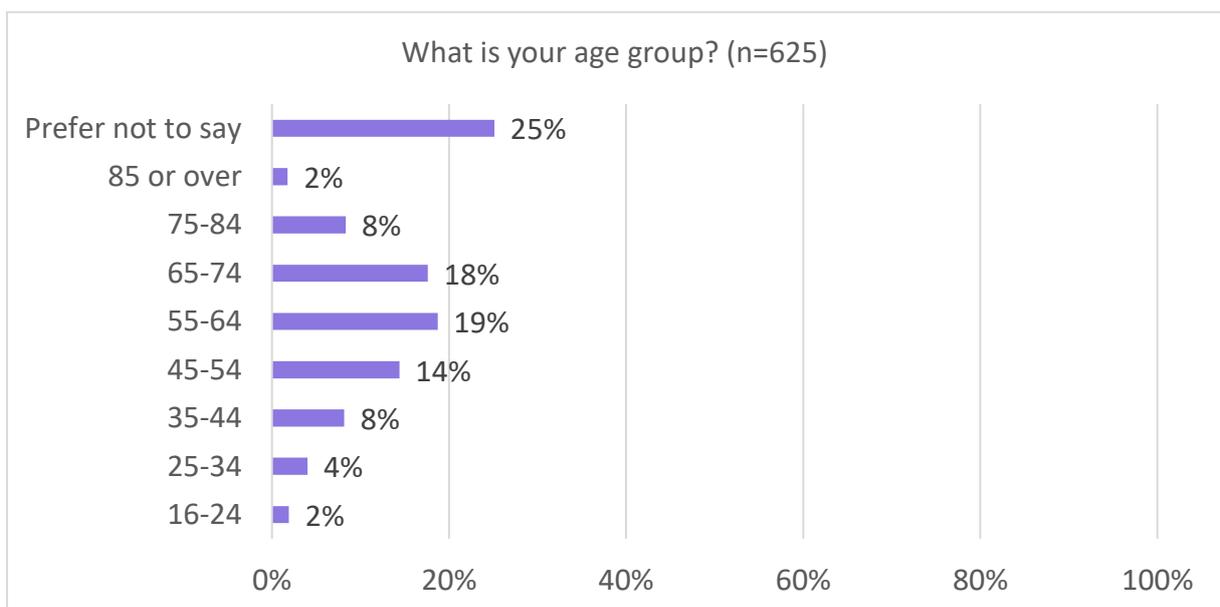


Figure 3: Age group (n=625)

As noted in context and considerations it was for this reason that a series of polls was released via Instagram. These were pushed specifically at the 18-44 age range, primarily reaching those in the 25-34 age range (figure 5). Therefore, the poll results provide some indication of what this age range feels specifically. These polls were rather light touch, and therefore it should be noted that this report provides more evidence on the views of an older demographic.

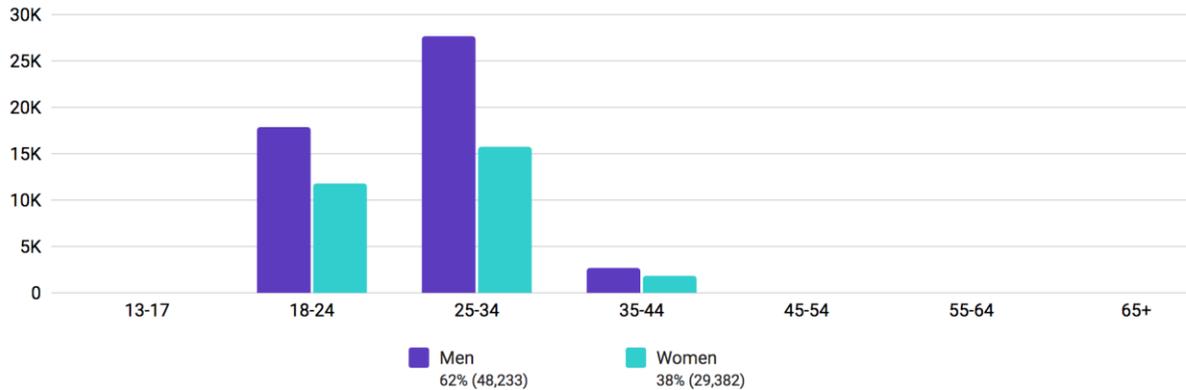


Figure 4: The number of people that the Instagram Poll reached by age and gender

Figure 5 shows that the majority of questionnaire respondents identified as residents of Farnham (71%). with people spending the most time in Central Farnham, Upper Hale, and South Farnham (figure 6).

Around half of emails received were from individual residents, the other half being from residents' societies and parish councils and therefore conveying the views of a wider town or group of residents and local business.

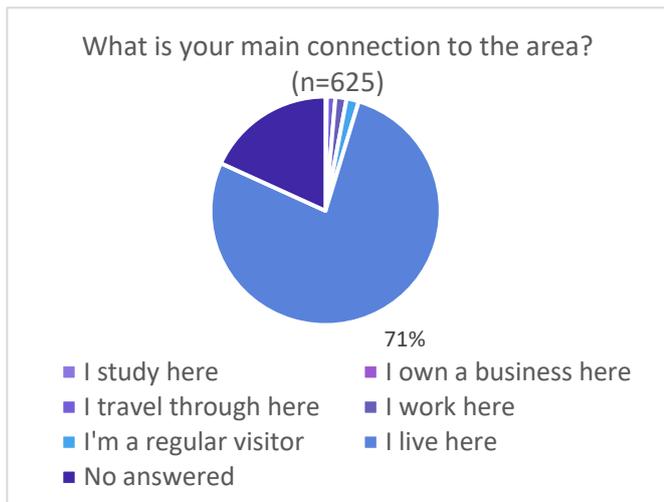


Figure 5: Main connection to the area (n=625)

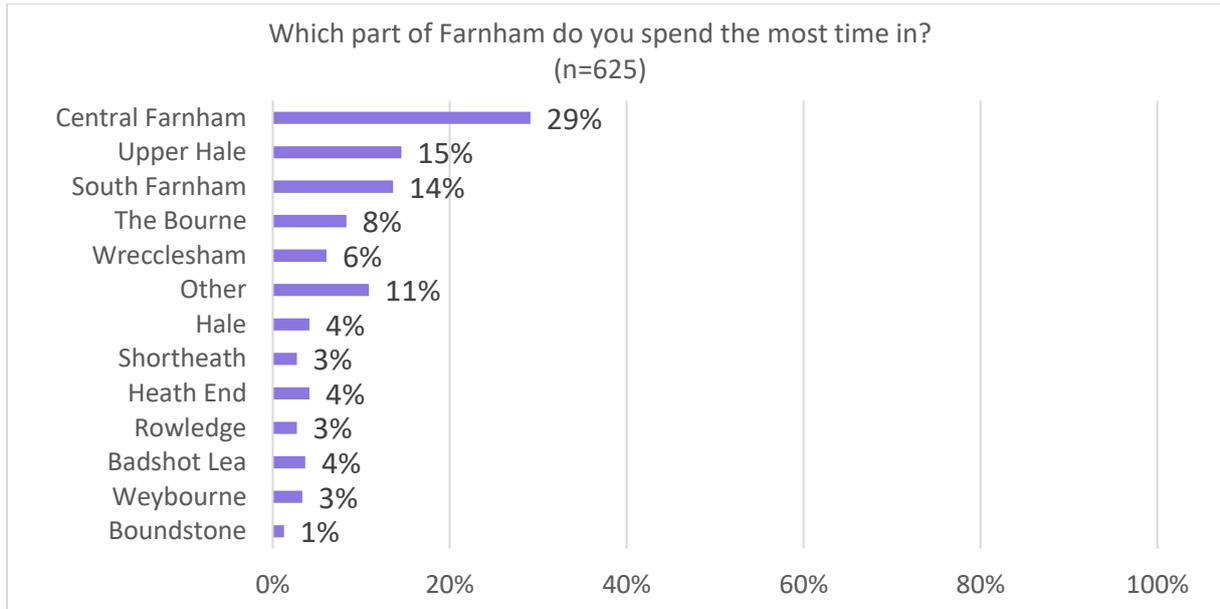


Figure 6: Area most time spent in (n=625)

Figure 7 shows the primary method of travel both before and since Covid-19. Just over half of respondents said that currently they mostly travel by private car; this aligns with current understanding of travel in and around Farnham. This has dropped slightly since the outbreak of Covid-19 from 55% to 53% but remains the most common way to travel in and around Farnham. This is followed by walking, which has seen an increase of 5%, and cycling.

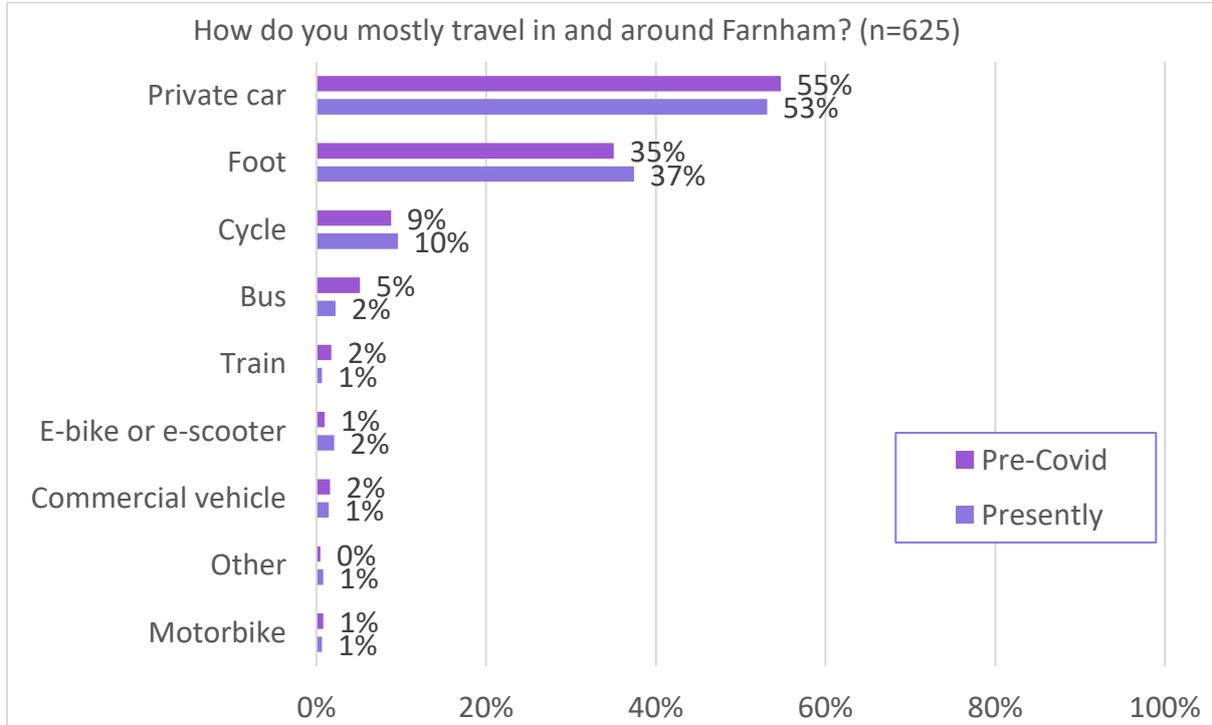


Figure 7: Method of travel in and around Farnham (n=625)

4. Wider context

The first section of the questionnaire was on the wider context of the Farnham Infrastructure Programme. In total 268 people responded to at least one question, with the majority (56%) of respondents feeling positively towards the OIP objectives and short-listing priorities (figure 8). However, these positive views were not held by all with around a fifth of respondents feeling negatively towards them.

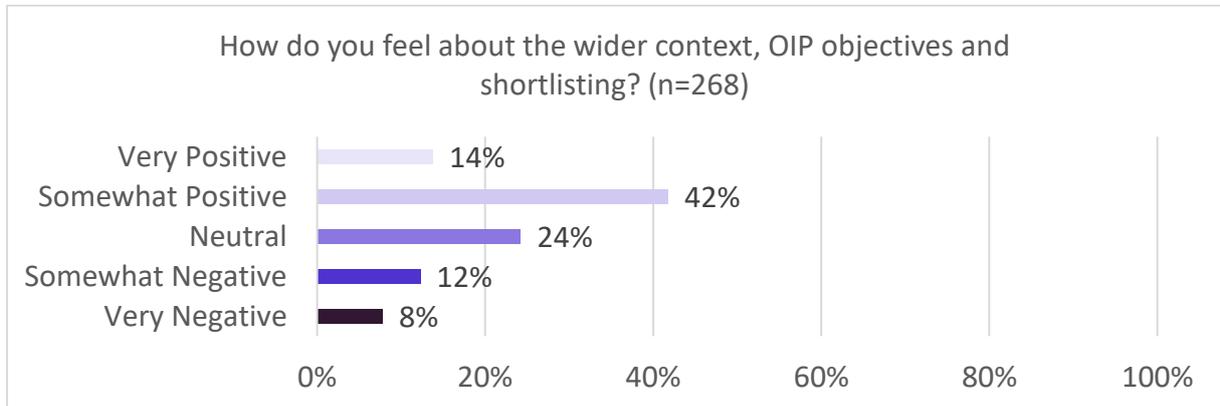


Figure 8: How do you feel about the wider context, OIP objectives and shortlisting? (n=268)

There was support indicated for all four objectives, however, overall 'reducing carbon emissions' was seen as the most important objective of the plan receiving an average score of 2.13 (figure 9).

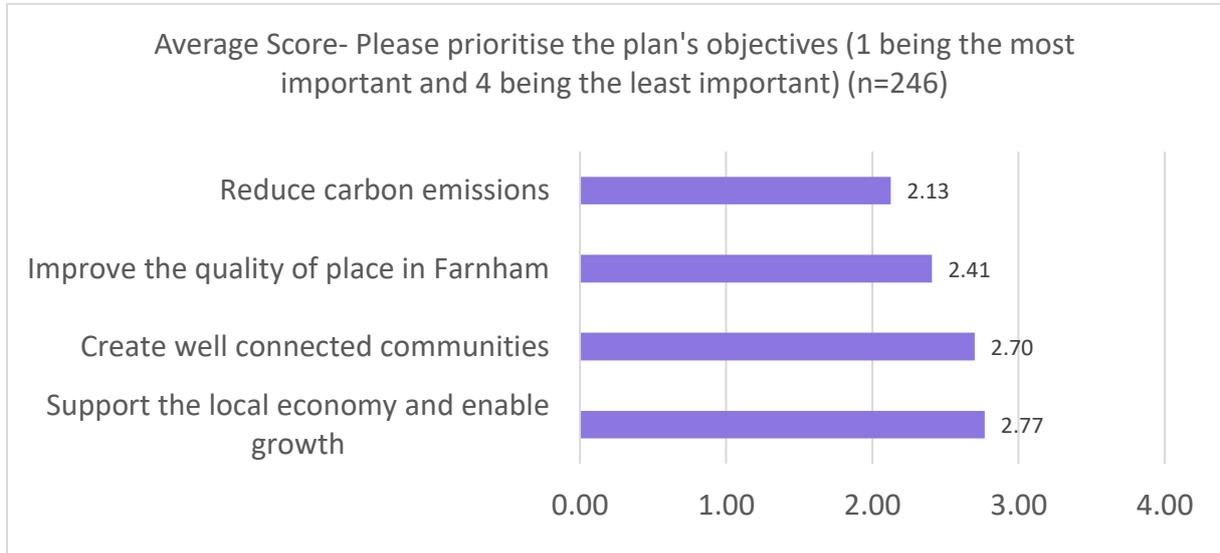


Figure 9: Average score for plans objectives (n=246)

Overall, when prioritising the shortlisting criteria, the strategic case came out as the most important with an average score of 1.53, with the economic case being the least important (figure 10). Figure 11 shows that 60% of respondents choose the strategic case as the most important, 34% more than the next highest which was the delivery case. However, it is important to recognise that there was only a 0.05 difference in average score between the

delivery and economic cases and therefore the economic and delivery cases should be recognised as equally important when shortlisting.

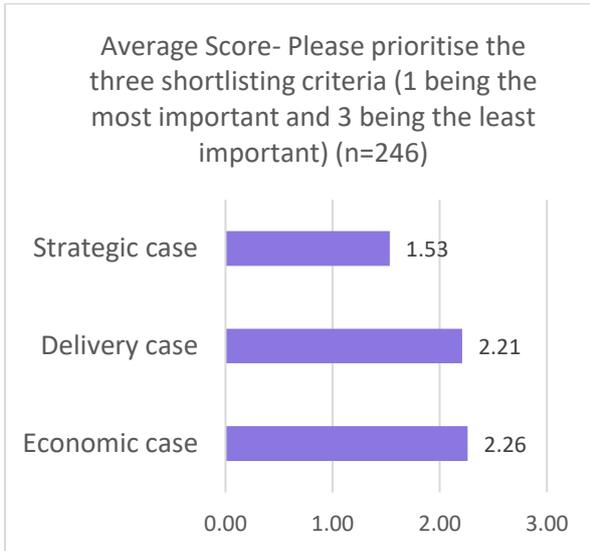


Figure 10: Average Score of Shortlisting Criteria (n=246)

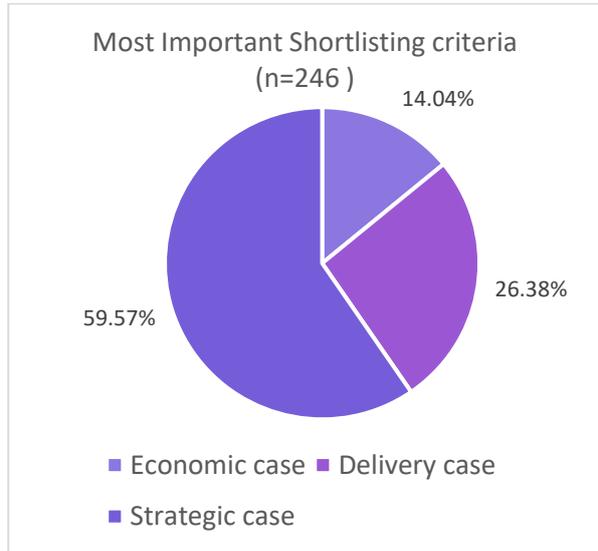


Figure 11: Proportion of most important criteria by case (n=246)

5. Farnham-wide improvements

The section with the least response rate was the Farnham wide improvements, with 218 responses to these proposals, 55% feeling positive towards them and 23% negatively (figure 12).

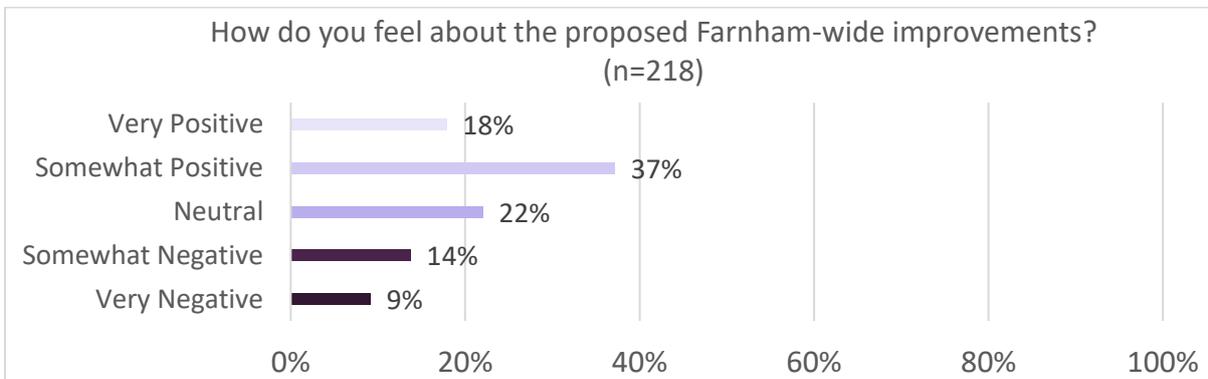


Figure 12: How do you feel about the proposed Farnham-wide improvements? (n=218)

The main reasons for feeling this way is due to the benefits for pedestrians, public transport, and cyclists; this reflects a desire for greener methods of transportation shown by respondents (figure 13). The economic benefits were also prominent in the responses with just under half of respondents saying that it would improve the shopping environment and be good for businesses in Farnham.

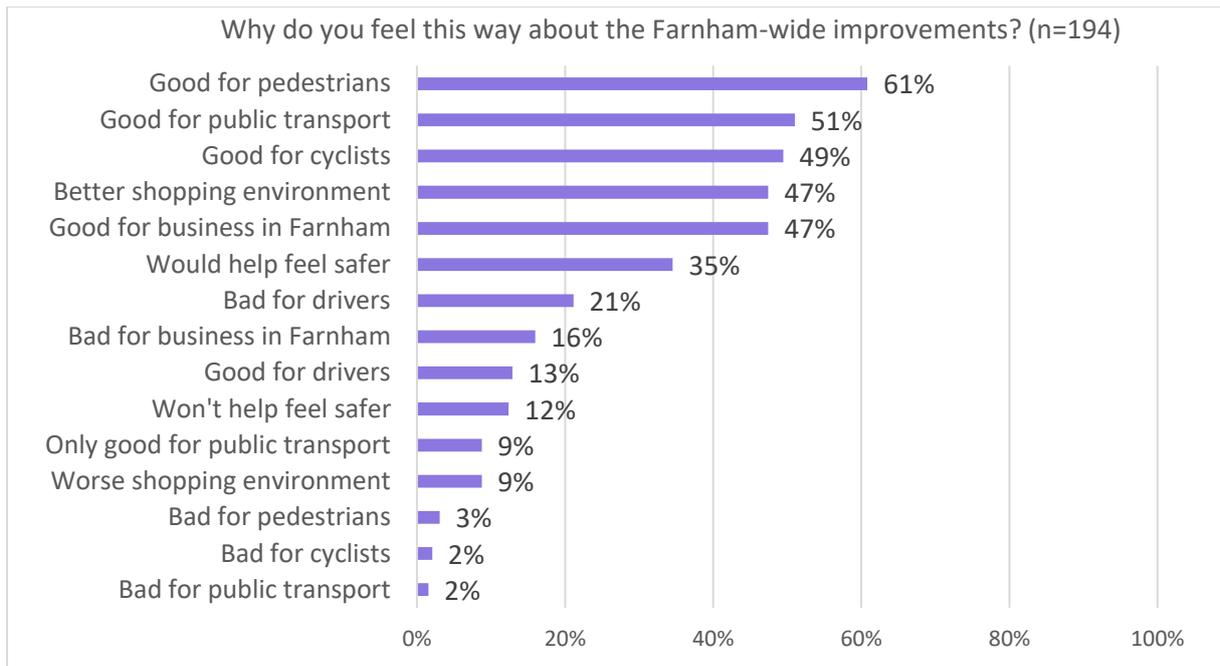


Figure 13: Why do you feel this way about the Farnham-wide improvements? (n=194)

Overall, when asked about individual proposals all areas received a net positive support (figure 14). However, there were clear individual changes that were supported and some that were less liked. Moving towards electric and ultra-low emissions buses was a liked proposal, as well as improving bus services and bus stops. These proposals also had low numbers who disliked them. On the other hand, there are a few areas that greater consideration should be taken before implementation such as car clubs and a mobile travel app which only had a 3% and 8% net in favour, respectively.

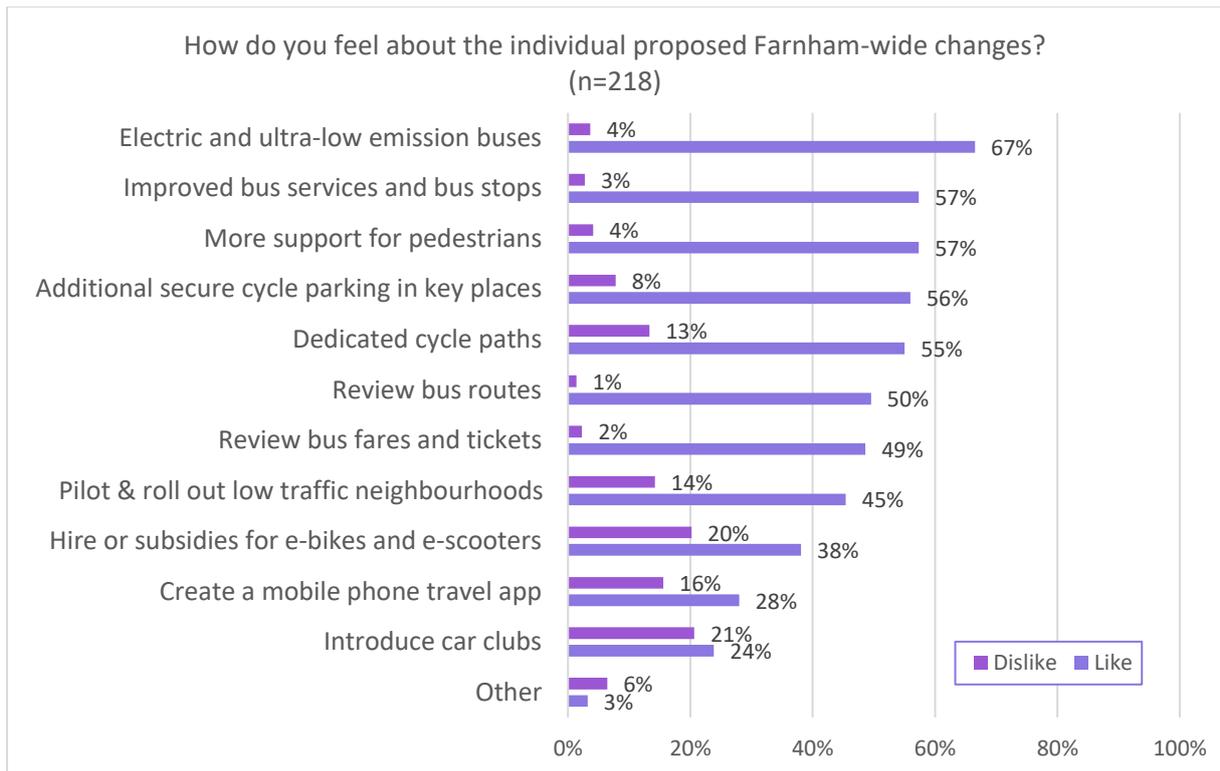


Figure 14: How do you feel about the individual proposed Farnham-wide changes? (n=218)

When asked if they had any further comments on the Farnham-wide improvements, the most common comments from respondents indicated a desire for improved pedestrian areas and walking routes (figure 15). This was followed by a desire for improved bus services, aligning with the findings of the individual proposed change. The comments did also include improvements to the cost of bus services, perceived to currently be too high, and so this should also be considered in parallel to ensure significant uptake of the improved services.

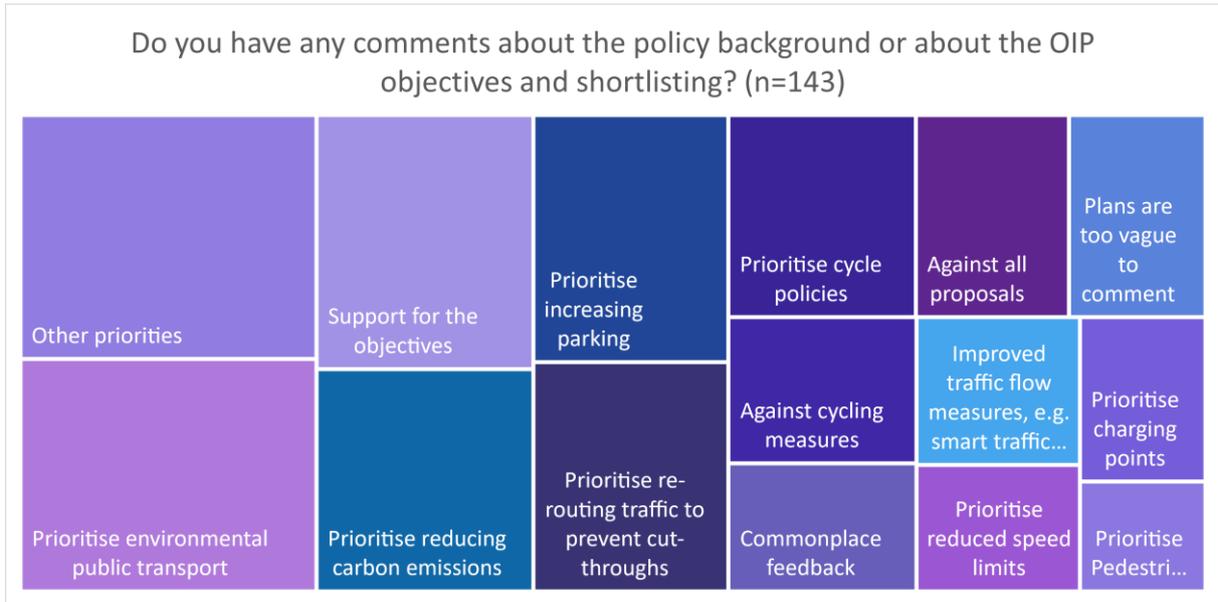


Figure 15: Do you have any comments about the policy background - including highlighting any policies you feel should be included - or about the OIP objectives and shortlisting? (n=143)

6. Possible town centre improvements

Of all the individual areas of Farnham the possible town centre interventions were most popular with a total of 406 respondents. Respondents could select multiple options of how they usually travel to the town centre, with private car and walking overwhelmingly in the majority (figure 16). Cycling and taking the bus made up a significant minority, but modes of travel such as train or scooter were non-existent.

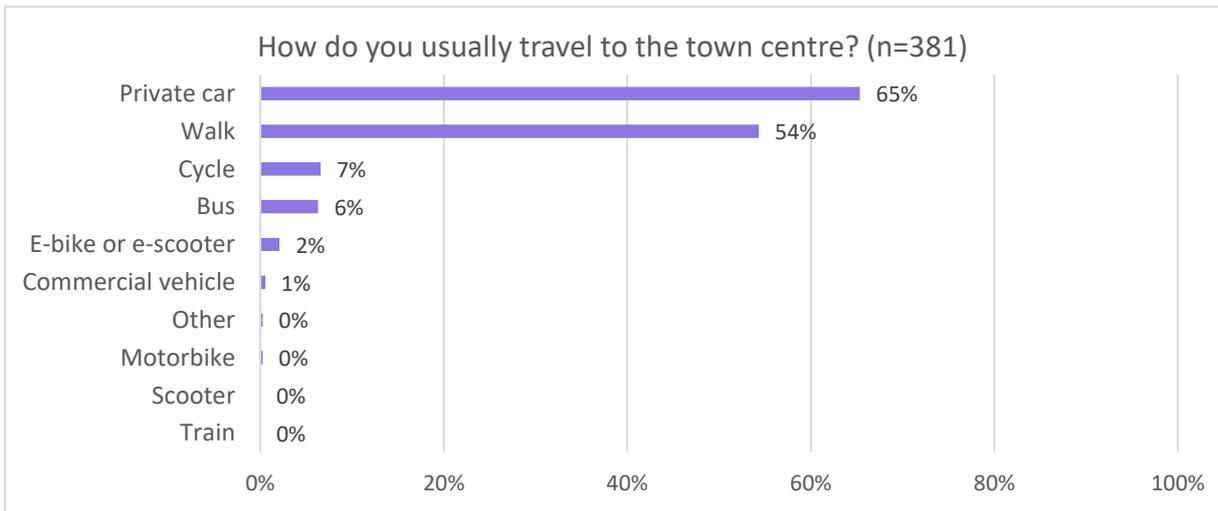


Figure 16: How do you usually travel to the town centre? (n=381)

Figure 17 shows that again, the majority of respondents felt positively about the proposed changes (54%) but there were still a significant number of people who viewed them negatively (20%).

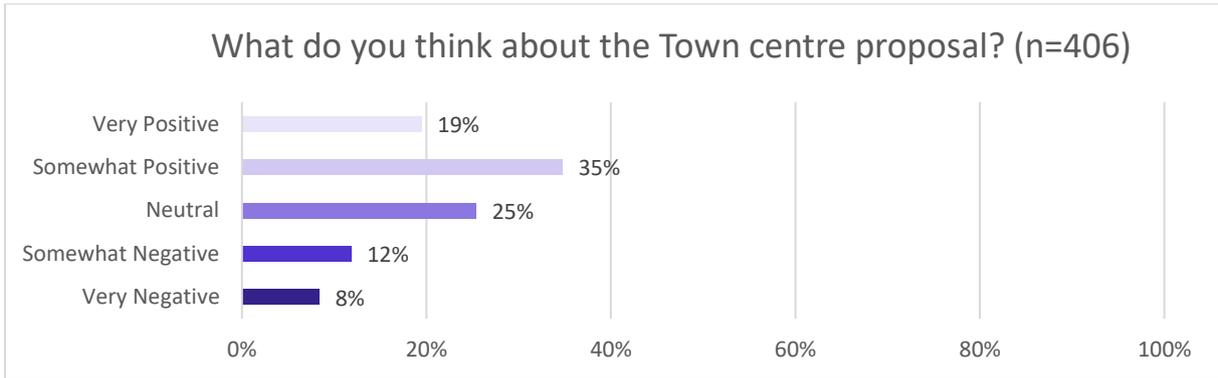


Figure 17: What do you think about the Town centre proposal? (n=406)

The 10 main reasons for feeling the way they did are shown below (figure 18). There is clearly broad support for the 20mph speed limit and limiting the number of HGVs in the town centre. Better conditions for pedestrians similarly came out as being key for respondents, this was further supported by further factors addressing this concern for pedestrians.

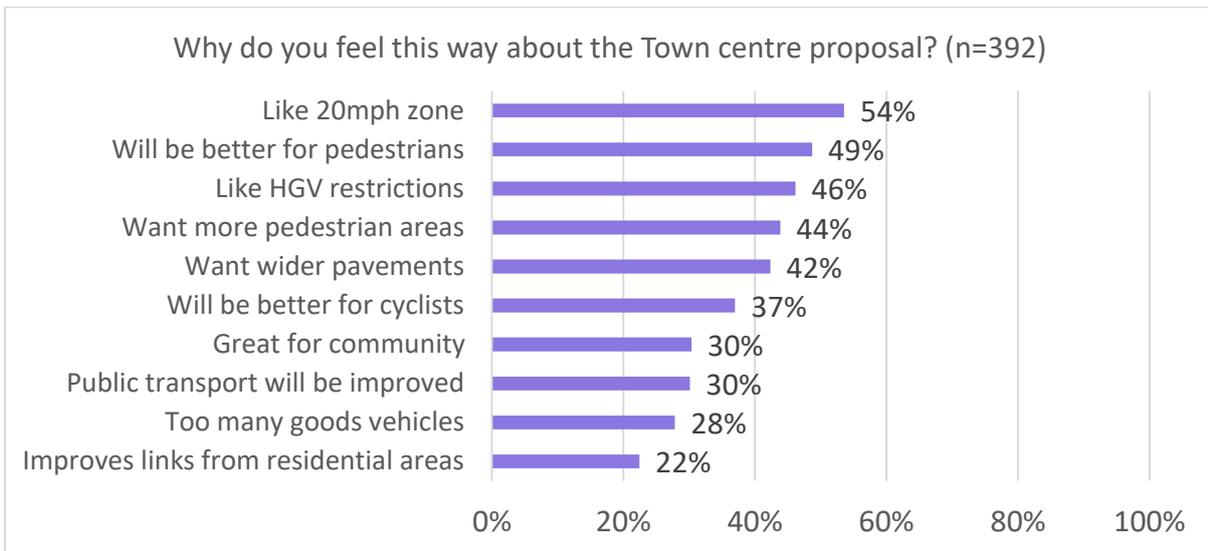


Figure 18: Why do you feel this way about the Town centre proposal? (n=392)

The importance of the pedestrian experience in the town centre was also highlighted in the Instagram poll. 74% of the 1,570 respondents said that when improving the town centre, they valued walking more (figure 19).

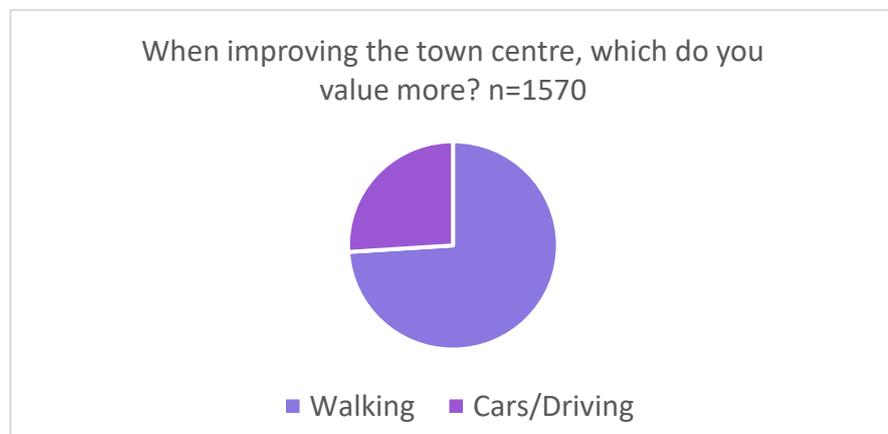


Figure 19: Instagram poll: When improving the town centre, which do you value more? n=1570

The majority of proposals were liked much more than they were disliked, however, walking and cycling improvements again proved most popular, as well as the removal of goods vehicles from the town centre (figure 20). Again, the Instagram polls supported this with 76% of the 4,289 respondents stating that they would want more dedicated cycle lanes (figure 21).

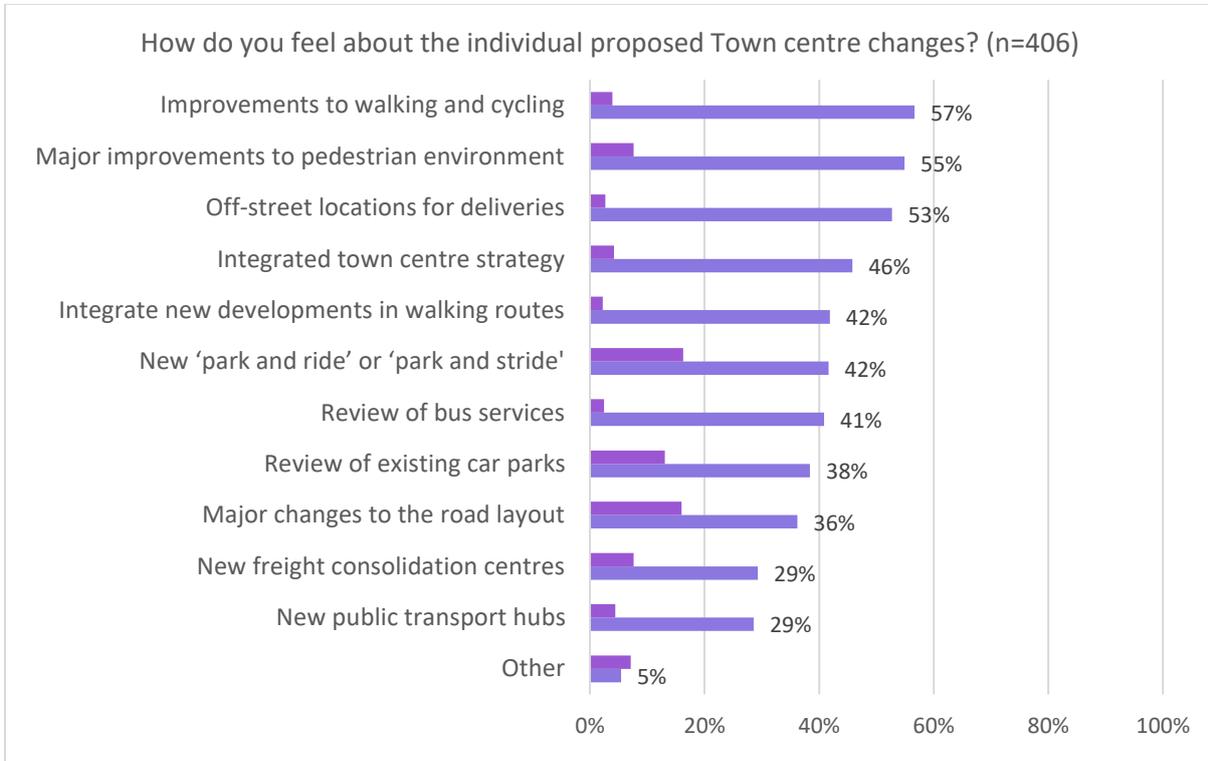


Figure 20: How do you feel about the individual proposed Town centre changes? (n=406)

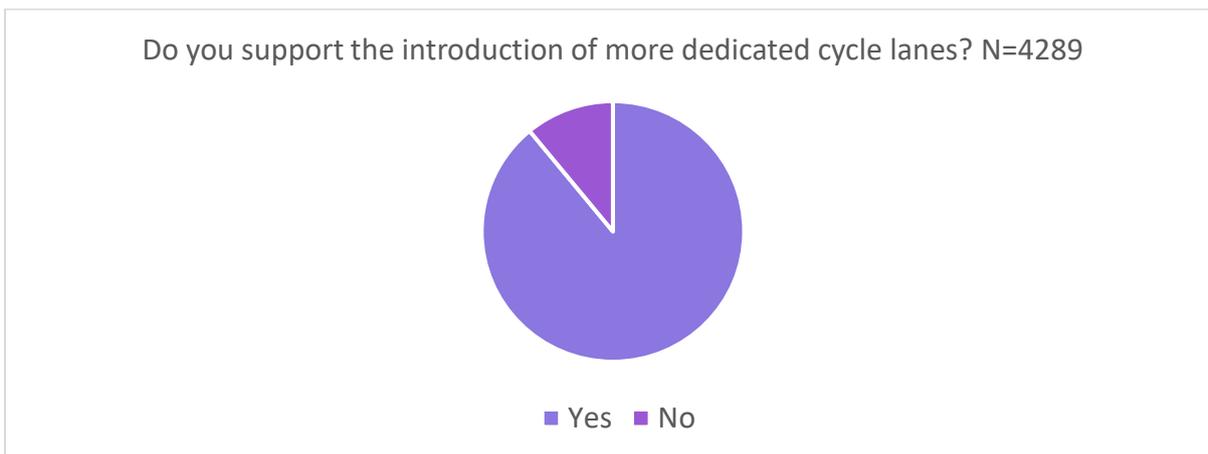


Figure 21: Instagram poll: Do you support the introduction of more dedicated cycle lanes? (n=4289)

Overall, when asked to select priorities for the improvement of the pedestrian experience with one being the most important pedestrianisation of selected streets was the most important receiving an average score of 2.97 (figure 22). This was followed closely by permanent widening of the pavements with an average score of 3.01. Reverting the original

layout and removing social distance measures was least important overall receiving an average score of 4.25.



Figure 22: Average score- Priorities for the improvement of the pedestrian experience (1 being the most important)

This conflict in respondents can also be seen when looking at the break down of both the most popular and least popular selections (figures 23 and 24). A quarter of respondents said that removing social distancing measures was the most important, whilst just over half said it was least important. A similar trend was seen in full pedestrianisation of the town centre with 34% saying it was the least important in contrast to the 27% which said that it was the most important.

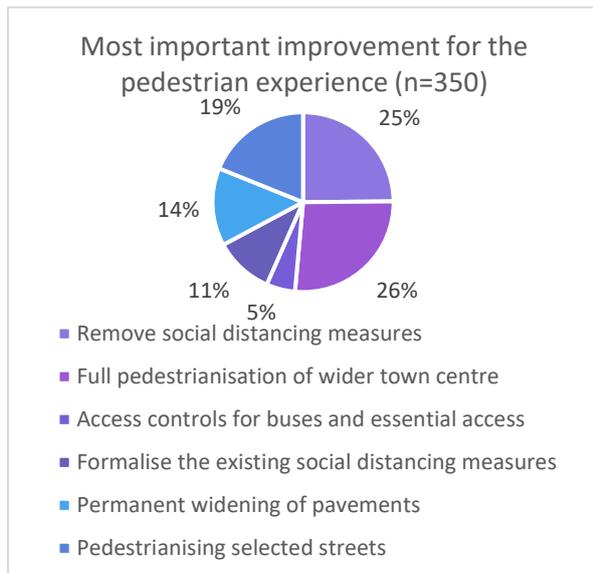


Figure 23: Most important improvement for the pedestrian experience (n=350)

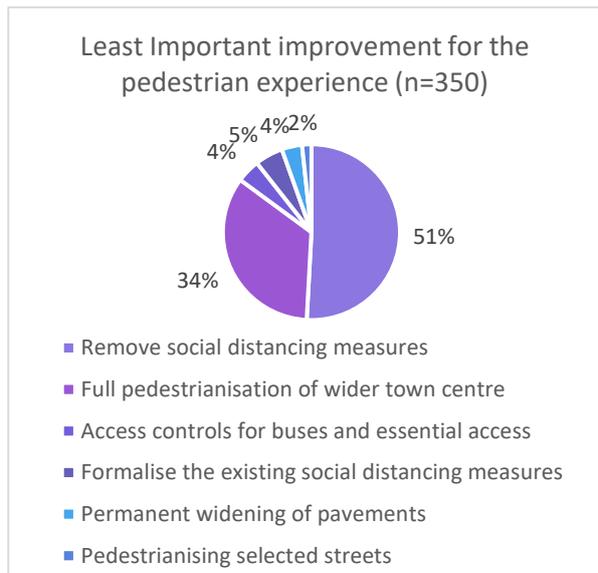


Figure 24: Least Important improvement for the pedestrian experience (n=350)

It was found in the open-ended question in this section on town centre improvements that the split of opinion over full pedestrianisation was due to largely the same reasons. On one hand, those opposed to full pedestrianisation said that less people would be able to access the town centre as a result, resulting in less business and contributing to the demise of the high street. Many felt this could eventually cause the town centre to become entirely residential. On the other hand, those in favour of full-pedestrianisation said that this proposal was necessary for Farnham to reach its environmental targets. Some pointed out that they had noticed an improvement in the air quality in Farnham during the period of reduced traffic due to Covid-19 and that full pedestrianisation would help to maintain this. Additionally, some said that the demise of the high street is a UK-wide concern, but that full-pedestrianisation could help to tackle this by making the town centre an enjoyable and safe place to walk.

Respondents were also suggested other improvements which currently have not been proposed. One response which may require further exploration is the introduction of new routes which do not go directly through the town centre (figure 25). As highlighted by 39 respondents to this question, through-traffic in the town centre is a significant contributor to traffic build-up which could be addressed by alternative roads and routes for people passing-through. This would ultimately support the aim of the Farnham Infrastructure Programme to improve Farnham for those who live, work, study in, or visit the town as opposed to those who simply travel through. Another notable suggestion frequently given by respondents here was for improved car parks, stated by 34 respondents. It was felt that, whilst removing on-street parking can be of benefit to reduce traffic and improve ease of access for pedestrians, it is crucial that this is balanced with alternative parking elsewhere.

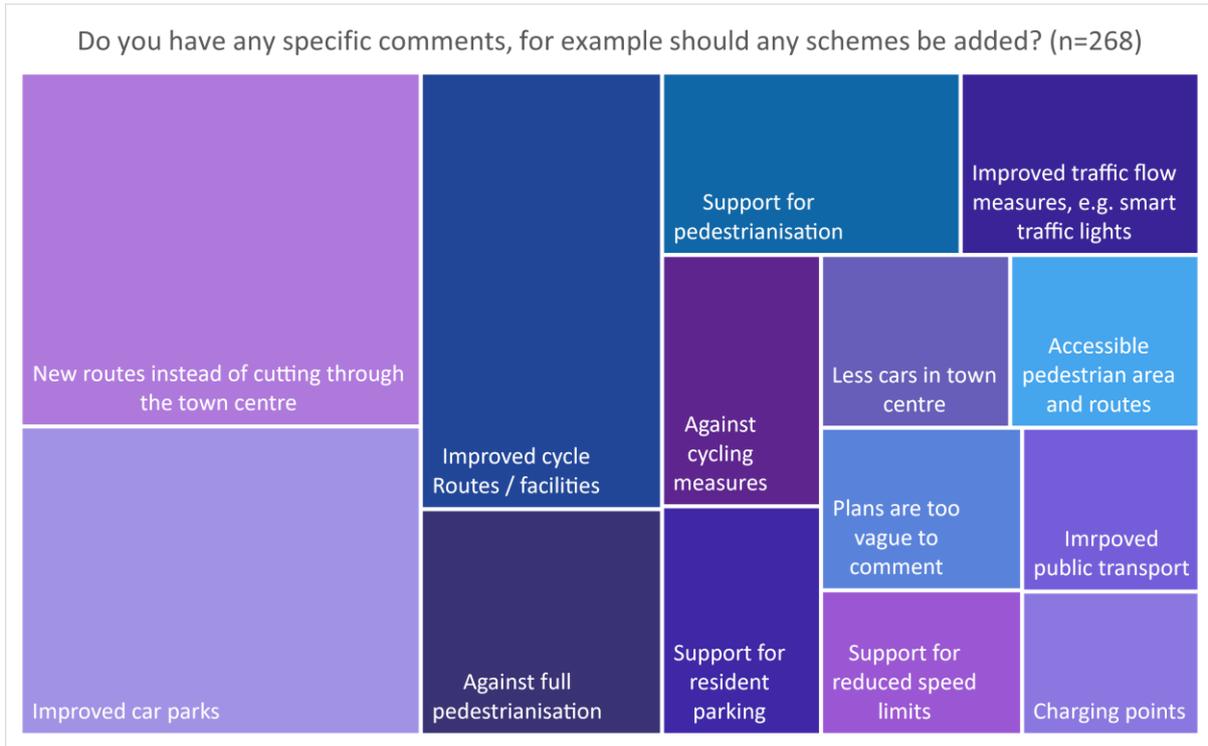


Figure 25: Do you have any specific comments, for example should any schemes be added? (n=268)

7. Possible North Farnham improvements

This section received 339 responses and while positive views (42%) continued to outweigh the negative views (33%) for these proposals this is by a lower percentage than for the town centre proposals (figure 26).

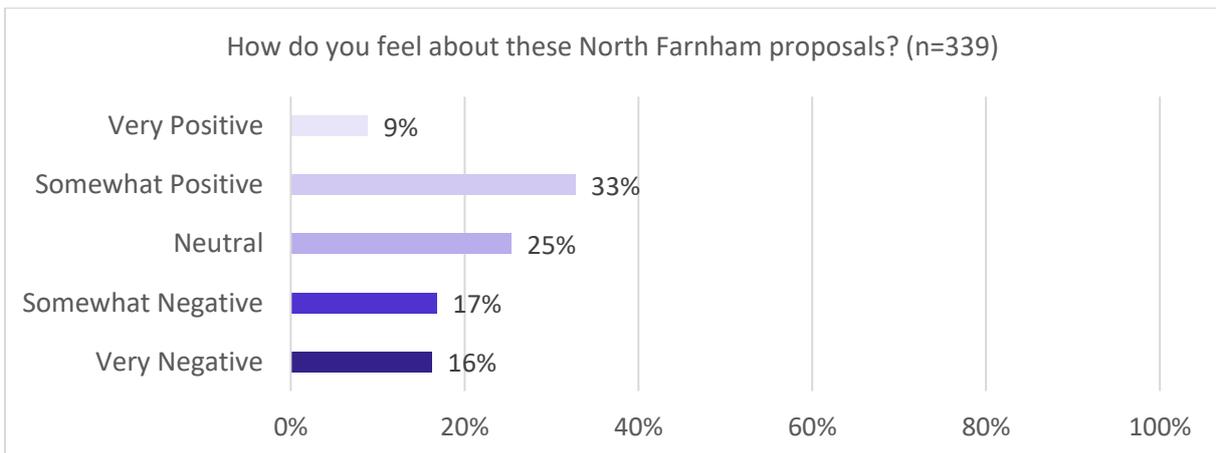


Figure 26: How do you feel about these North Farnham proposals? (n=339)

Like with the town centre the positives for pedestrians and cyclists and the improvements for public transport were some of the key reasons for feeling this way (figure 27). A majority of respondents would like a bypass to be introduced (53%) but there is also a strong minority (20%) who do not want a bypass.

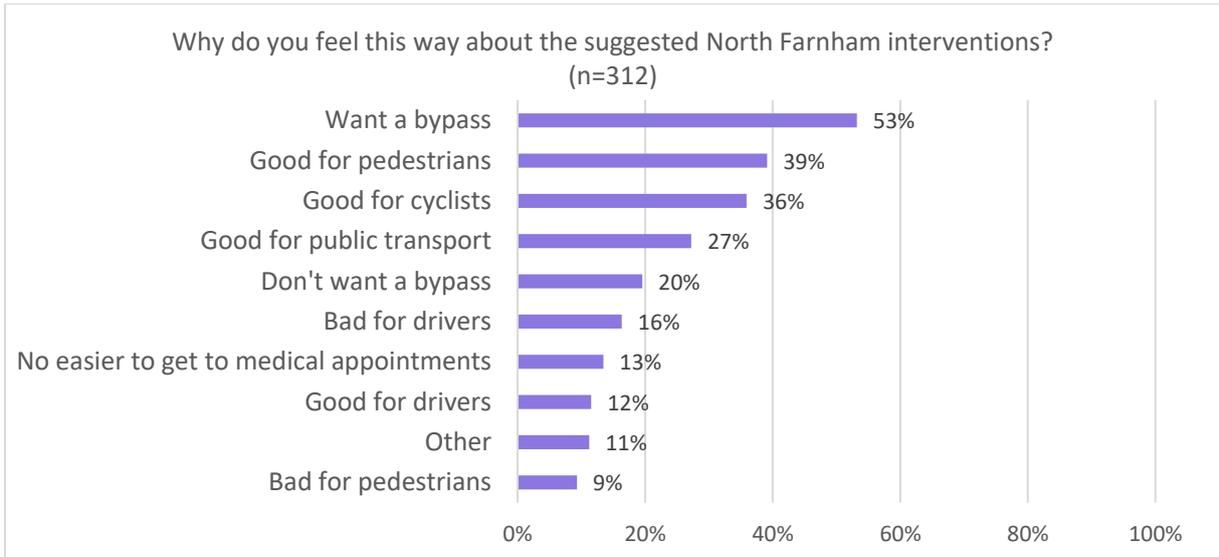


Figure 27: Why do you feel this way about the suggested North Farnham interventions? (n=312)

Again, as with the town centre changes all individual changes received net support (figure 28). However, the disagreement over the western bypass again appears, with the initial assessment being both the most liked and the most disliked part of the scheme. However, overall, there is a notable net support for undertaking an initial assessment of the bypass.

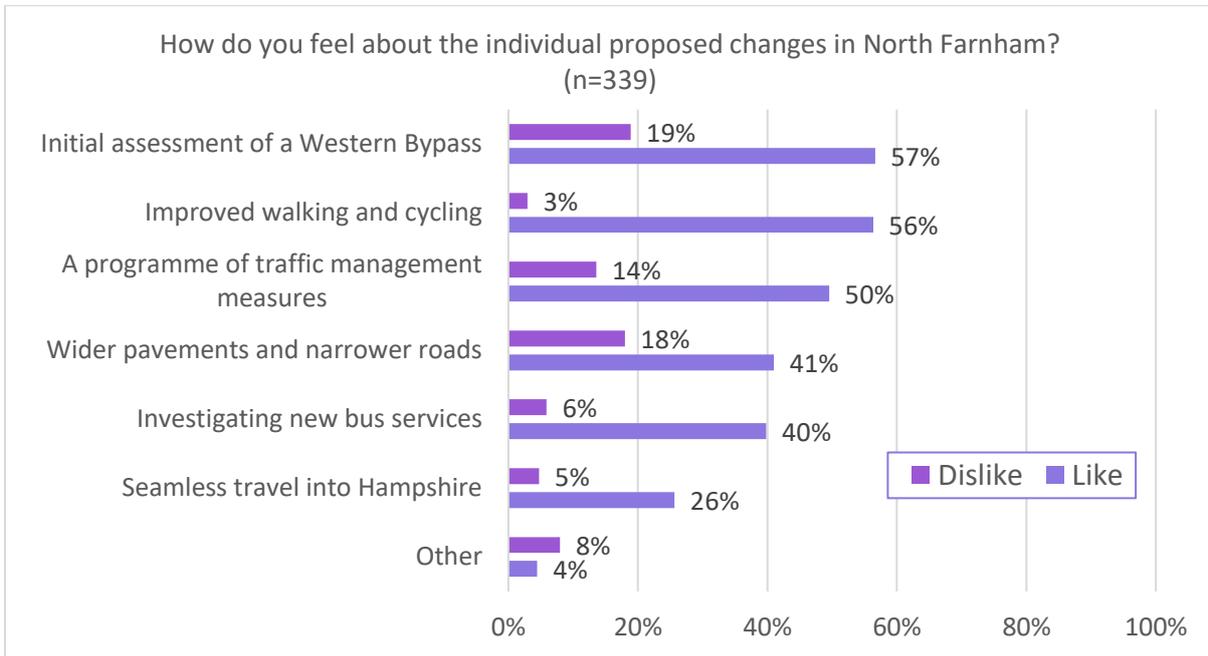


Figure 28: How do you feel about the individual proposed changes in North Farnham? (n=339)

Respondents were asked for further comments on the proposals for North Farnham and around a quarter of respondents were greatly concerned with reduction of traffic on Upper Hale Road and HGV restrictions on this road. They also raised the polarised views on the

bypass, the combined support or dislike of the bypass making up around a quarter of responses combined.

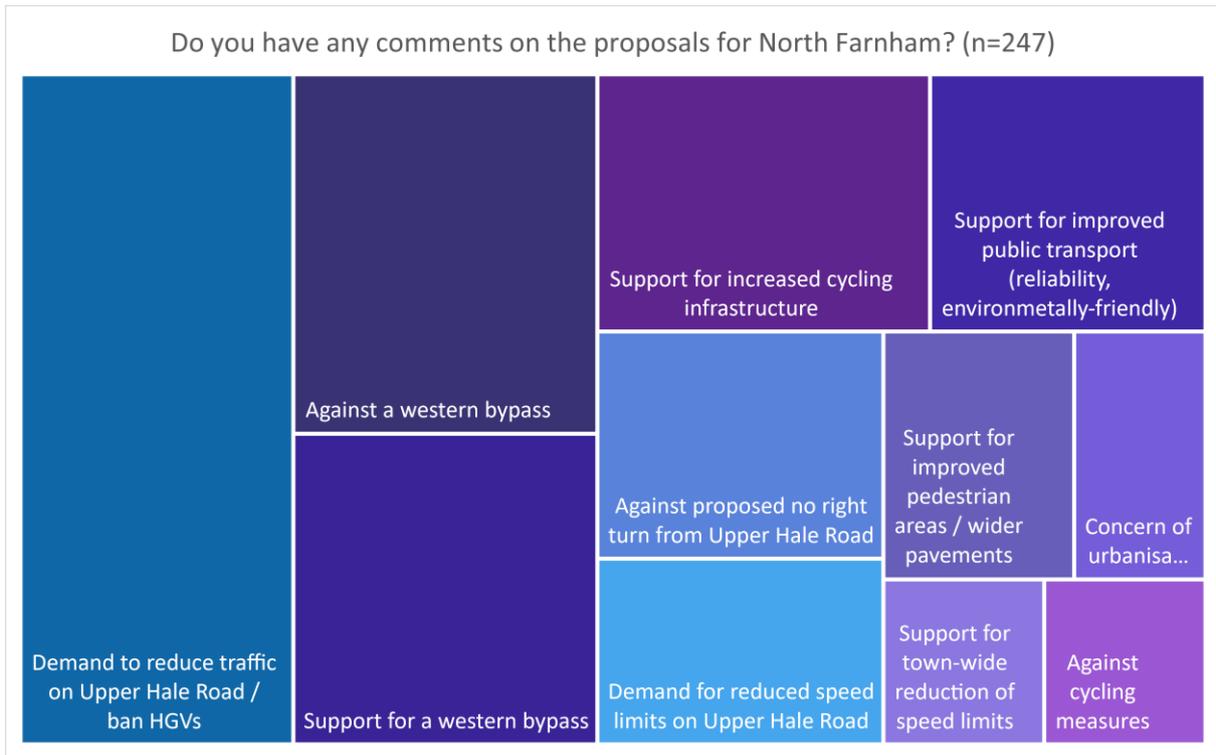


Figure 29: Do you have any comments on the proposals for North Farnham? (n=247)

Further analysis of the two opposing views with regards to the Western Bypass can be seen below in figures 30 and 31. Although the sample size of these responses is fairly low, some key themes have emerged. Firstly, the majority of support for the bypass is due to the desire to reduce the amount of traffic in Farnham town centre and on Upper Hale Road, as highlighted by 33 respondents. Worth bearing in mind however is that seven respondents who said they support the proposal of a western bypass in the further comments said that this was because it was the only way to solve the high levels of traffic in Farnham.

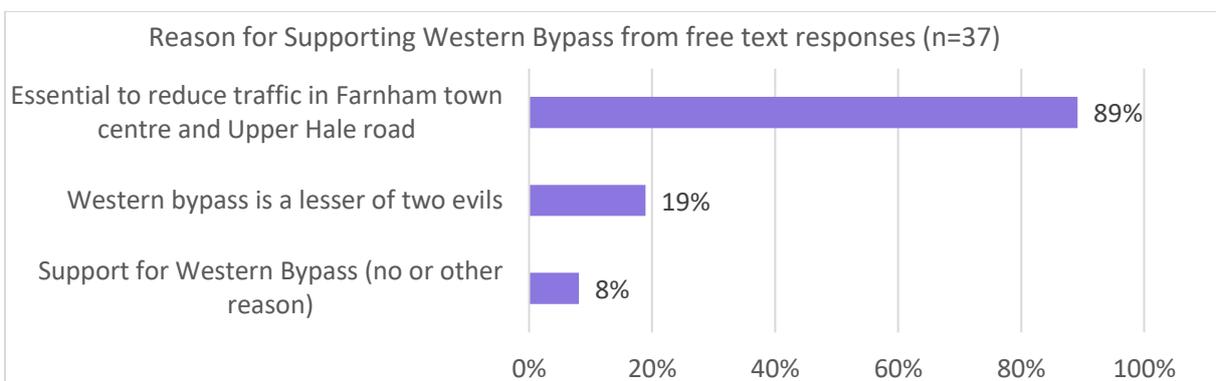


Figure 30: Reason for Supporting Western Bypass from free text responses (n=37)

Respondents' reasons for opposing the western bypass were more varied. The most common concern was that the western bypass would destroy countryside and have negative environmental impacts (mentioned by 25 respondents). Over 15 respondents also

expressed worry that a western bypass would promote car use and attract more traffic, increasing CO2 emissions and increasing the traffic levels in Farnham further. A similar concern mentioned by a further 12 respondents was that the roads that would connect to the new bypass are already congested and so the bypass would be ineffective and potentially exacerbate this congestion.

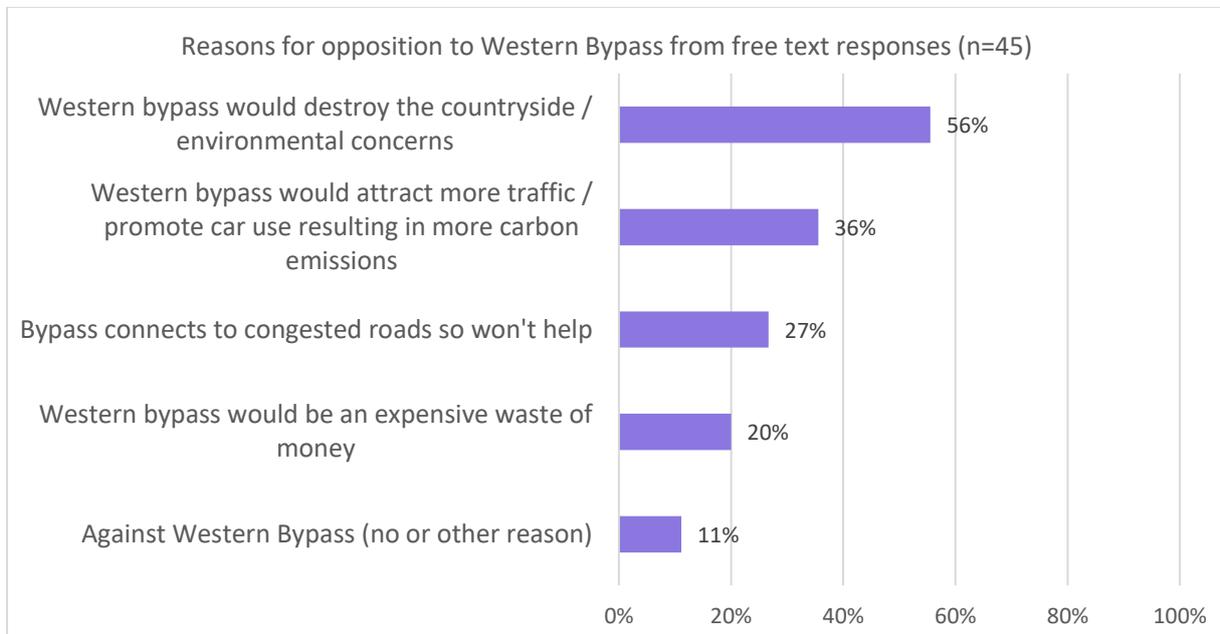


Figure 31: Reasons for opposition to Western Bypass from free text responses (n=45)

8. Possible South Farnham improvements

The feelings of the 231 respondents towards the South Farnham intervention proposals were similar to the wider context and town centre plans, with 20% having negative views but the majority (53%) feeling positive towards them (figure 32).

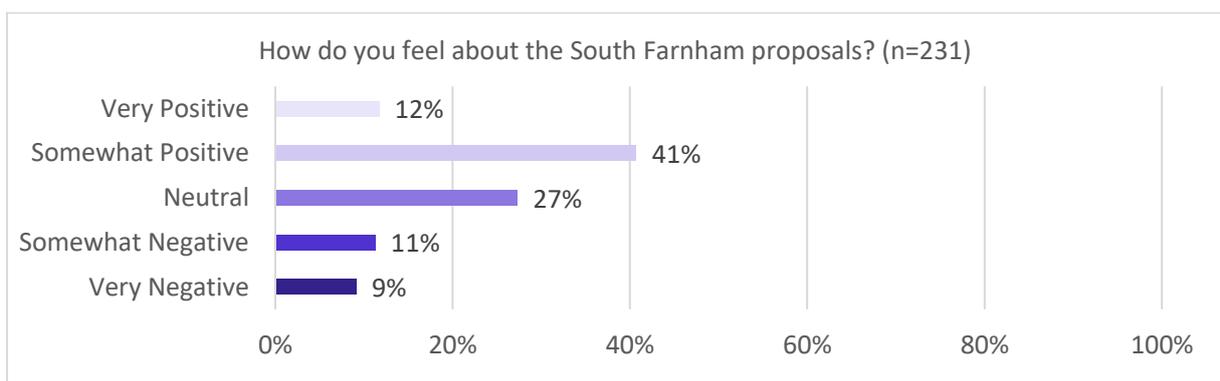


Figure 32: How do you feel about the South Farnham proposals? (n=231)

Similarly, figure 33 shows that the importance of the benefits to pedestrians (39%) and cyclists (34%) is a primary contributing reason for these feelings. Moreover, the overwhelming majority (70%) recognised the need to tackle the level crossing in South Farnham.

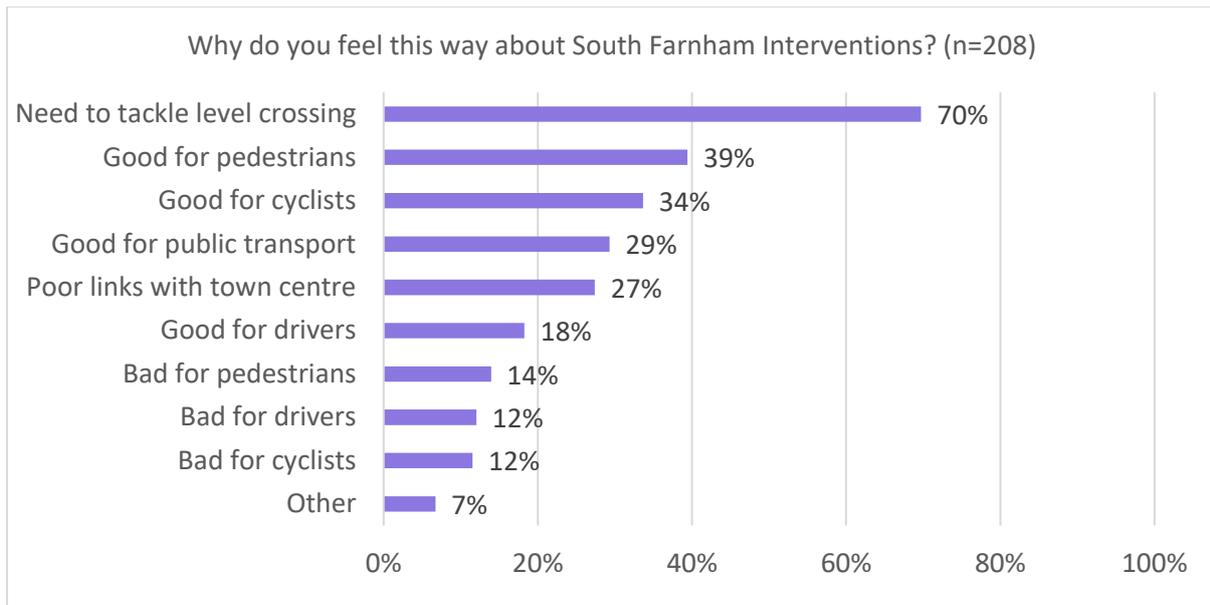


Figure 33: Why do you feel this way about South Farnham Interventions? (n=208)

Again, there is predominantly support for all proposed plans (figure 34). However, similar to those who responded to the North Farnham proposals, investigating a bypass was polarising with it being selected as the most liked (65%) and most disliked (15%) component of the plans.

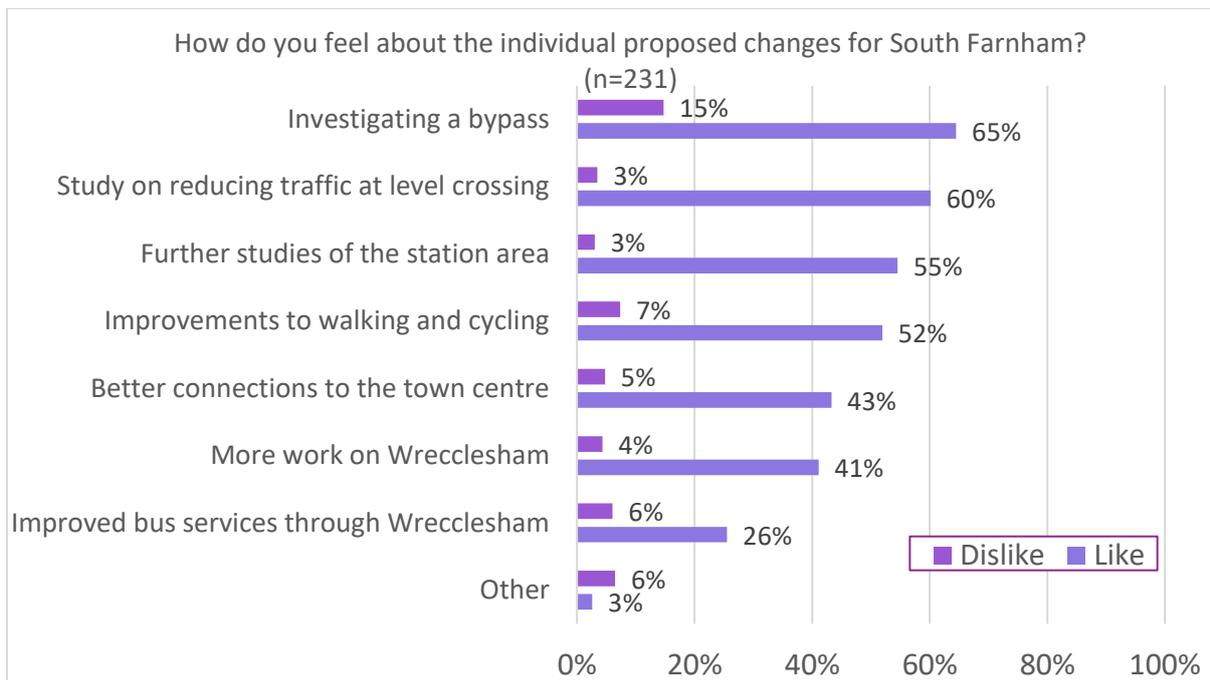


Figure 34: How do you feel about the individual proposed changes for South Farnham? (n=231)

As shown in figure 35, the issue of the bypass also featured in the further comments concerning South Farnham proposals, 25% of respondents who chose to elaborate on their earlier answers reinforcing their support for a Wrecclesham bypass. It was felt that a bypass is necessary to reduce traffic in the area, and only then will people be more likely to walk or

cycle through the village. There were however also some respondents who were strongly opposed to all bypasses, this view being given by 4% of those who left additional comments. Reasons given for this view were largely due to the “devastating environmental impact” the bypass would have as well as the encouragement of travel by car.

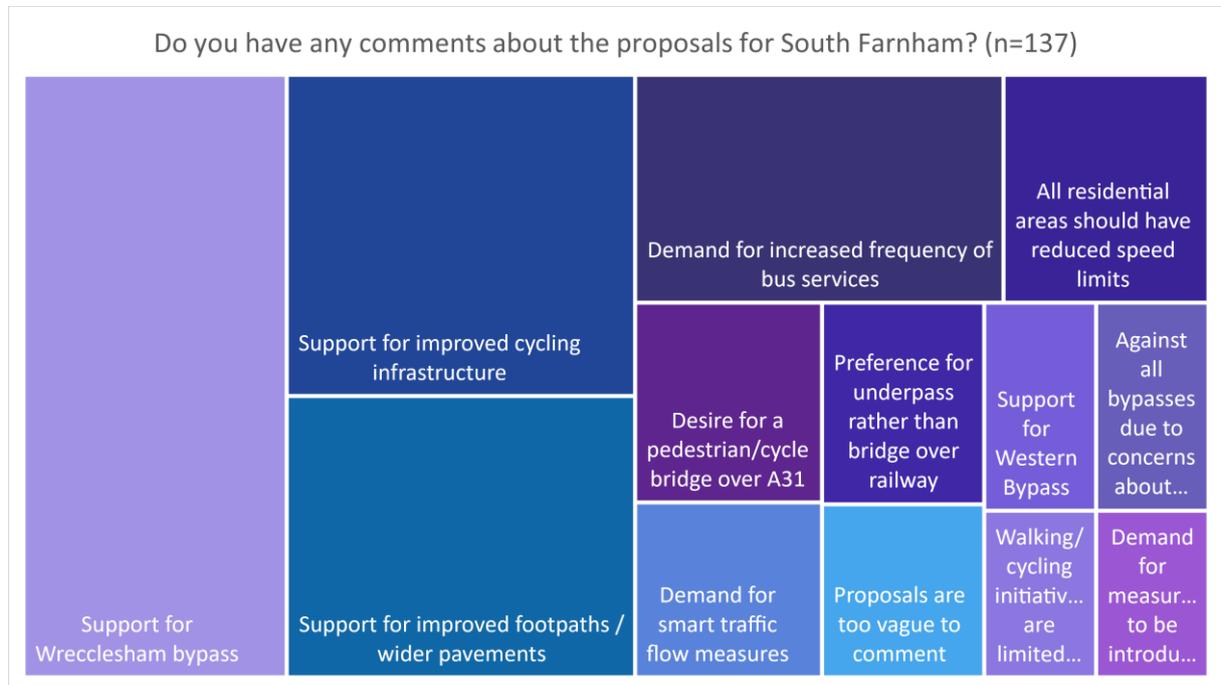


Figure 35: Do you have any comments about the proposals for south Farnham? (n=137)

9. Possible A31 Corridor interventions

For the possible A31 corridor interventions there were 251 respondents. Figure 36 shows that more respondents continued to feel positive (52%) towards these interventions rather than negatively (25%).

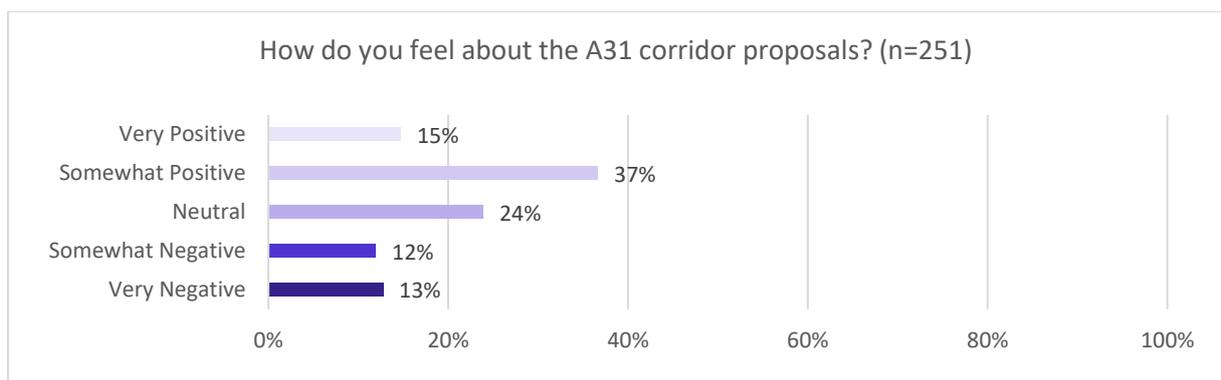


Figure 36: How do you feel about the A31 corridor proposals? (n=251)

There was broad support for an assessment to be carried out on the A31 corridor with the intention of developing a programme of improvements, 84% of respondents agreeing with this statement (figure 37).

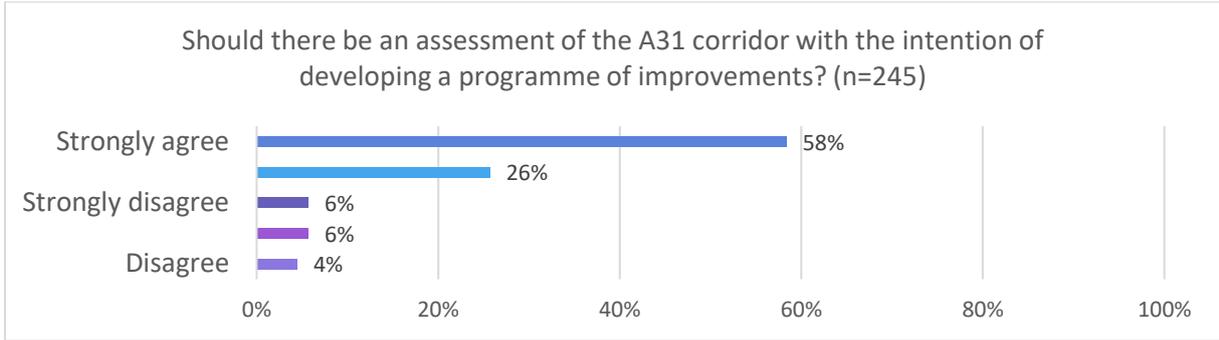


Figure 37: Should there be an assessment of the A31 corridor with the intention of developing a programme of improvements? (n=245)

Some respondents also took the opportunity to discuss areas that need to be further considered. Most commonly mentioned was that proposed average speed cameras are unnecessary (25%), as well as an alternative solution of either an underpass or further bypass (figure 38). Respondents highlighted that there is too much traffic on the road which needs to be dealt with to make improvements to traffic flow: 'it's not speeding that's the problem, it's the opposite.' Respondents said that traffic rarely reaches the speed limit due to the high level of congestion, and therefore average speed cameras would have no impact on the issue.

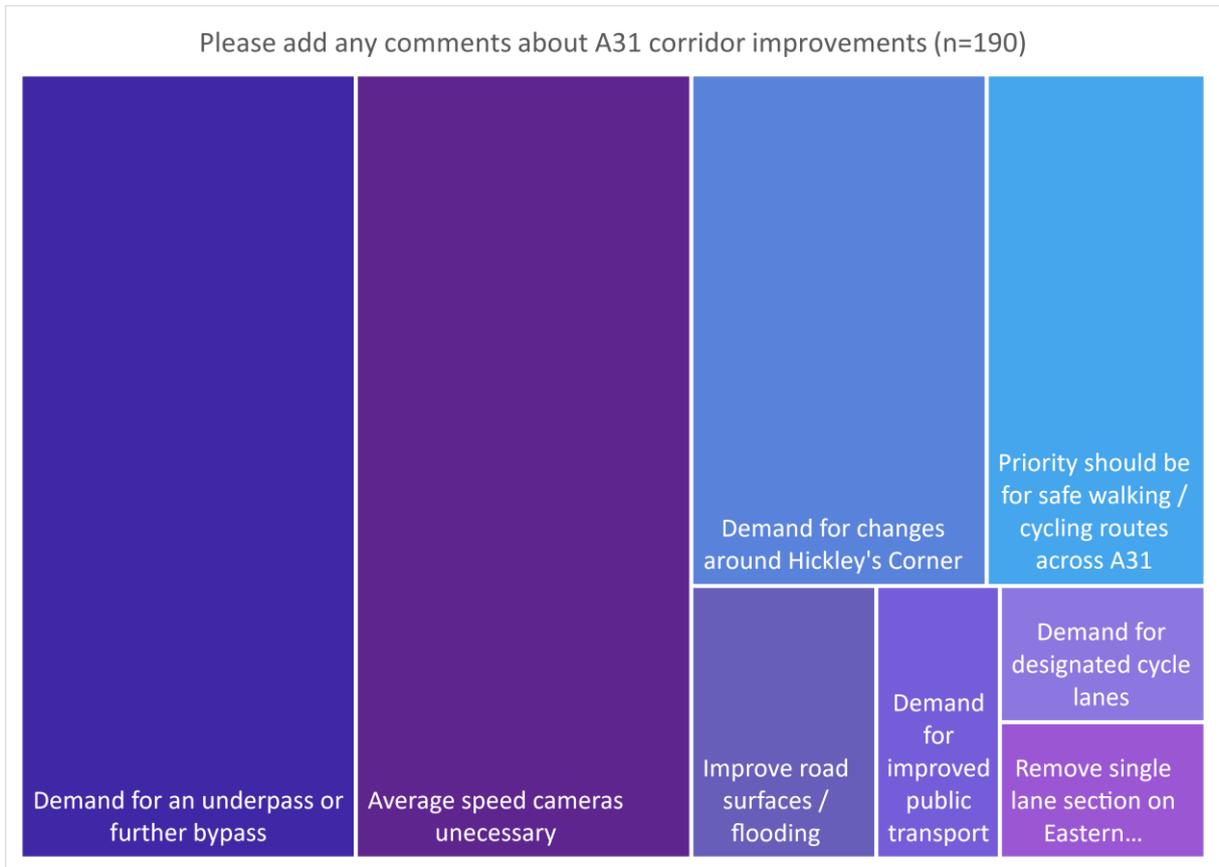


Figure 38: Please add any comments about A31 corridor improvements (n=190)

10. Greener travel behaviour change, incentives and barriers

As highlighted in the respondent demographics, Covid-19 has seen little behaviour change for those who had responded. A key facet of the OIP is to drive behaviour change towards greener modes of transport, so it was important to understand to understand what encourages and what prevents residents from travelling using green methods of transport. The barriers and incentives uncovered are explored below.

Barriers to greener methods of transport

As shown in figure 39 respondents highlighted a wide range of barriers to green travel methods, the most common being infrequent or unreliable bus times which was said by 12% of respondents. This is closely followed by the high cost of public transport (10%), showing an opportunity to increase greener travel use by improving bus service reliability and timetabling, and re-assessing the cost of public transport. Another trend highlighted by respondents is the barrier of convenience and time; 8% of respondents said greener travel was inconvenient, and a further 6% said these methods take too long. This indicates that convenience and time are high priorities for residents when selecting their travel methods, also shown by the high number of respondents who feel the infrequent bus times are a barrier. There is significant potential to increase green travel use in Surrey by framing green travel methods as convenient and efficient methods of travel.

It is worth noting that 8% of respondents said they do not face any barriers and already travel by greener methods. Greener travel being the norm is therefore a possibility for a number of residents which should be built upon. To increase this figure, it is recommended that these barriers begin to be addressed alongside looking at incentivising greener travel which is expanded on in the next section of this report.

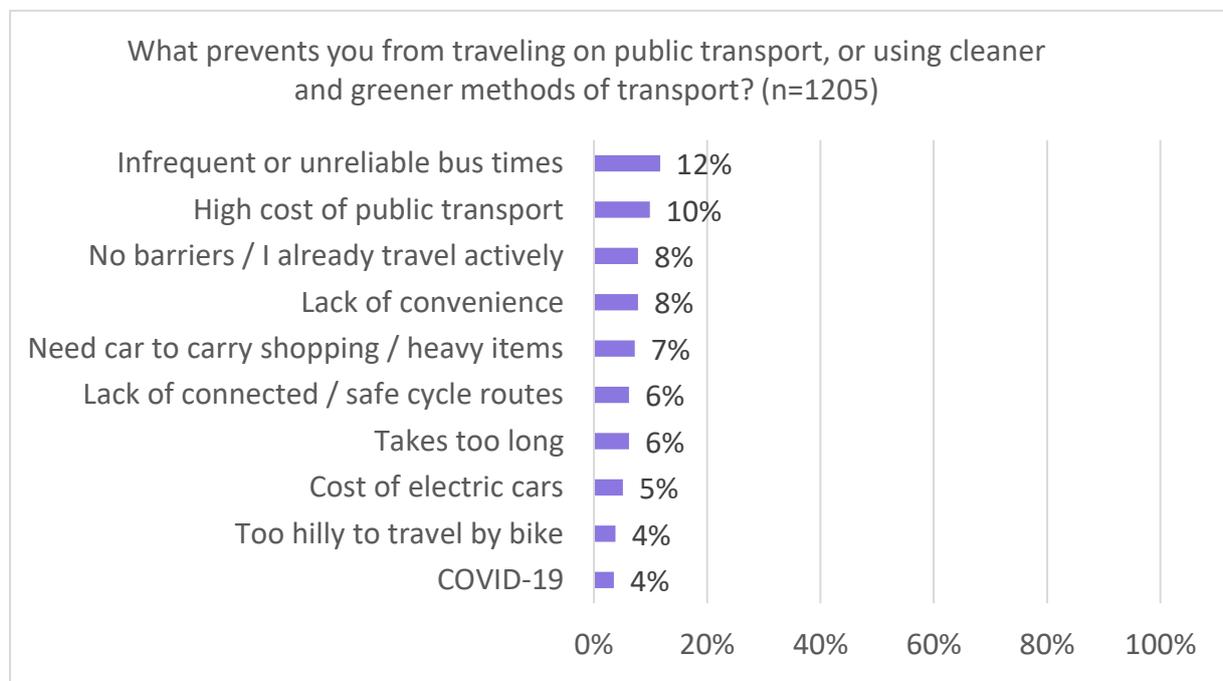


Figure 39: Factors which prevents using cleaner and greener methods of transport (n=1205)

Incentives for greener methods of transport

Almost one third of respondents (30%) said that more regular bus services would help them increase their use of greener travel methods (figure 40). This aligns with the above finding that infrequent or unreliable bus services are the most common barrier to travelling by public transport. Better cycling infrastructure was also listed as an incentive which would encourage greener travel by over one fifth of respondents (21%). This was highlighted as a greater priority than better pedestrian routes, listed by only 3% of respondents. Electric vehicle infrastructure and subsidies was also regularly mentioned by respondents, the subsidies helping to tackle the barrier of the high price of electric cars as identified by 5% of respondents in the question above.

Although 11% of respondents said they are unlikely to change their travel habits, this shows promise that the overwhelming majority can identify certain changes or incentives which would enable them to travel via greener methods.

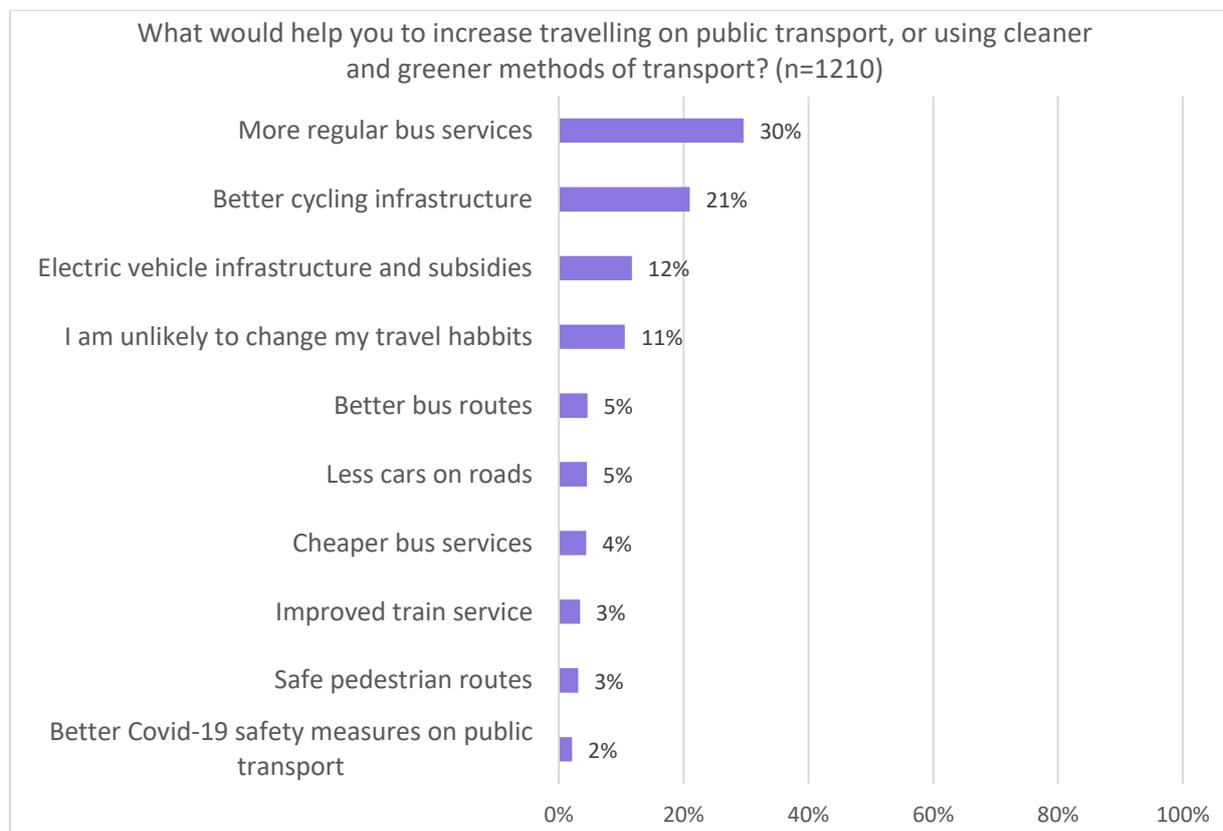


Figure 40: Facilitators which increase use of cleaner and greener methods of transport (n=1210)

Possible behaviour change due to the OIP

Respondents were asked to identify any behaviour changes they felt they would likely undertake if some or all the interventions were introduced in each location. Respondents in all locations said that there would be positive behaviour change towards greener methods of transport.

If the Farnham wide improvements were implemented, a majority of respondents said they would walk or cycle (64%) or use buses more (55%), as shown in figure 41.

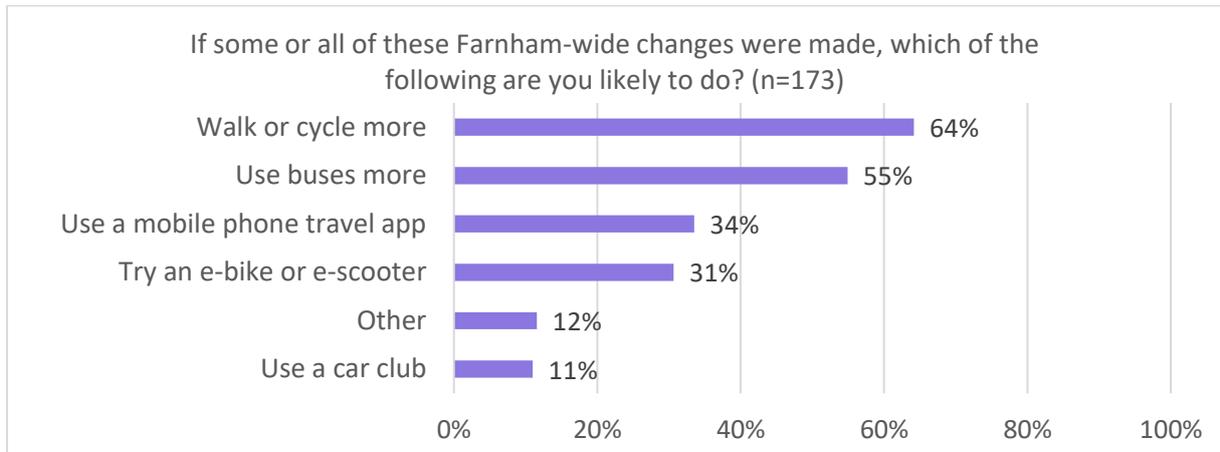


Figure 41: If some or all of these Farnham-wide changes were made, which of the following are you likely to do? (n=173)

In the town centre over half of respondents said they would be more likely to walk or cycle to the town centre, with just under half saying they would also visit the town centre more regularly (figure 42).

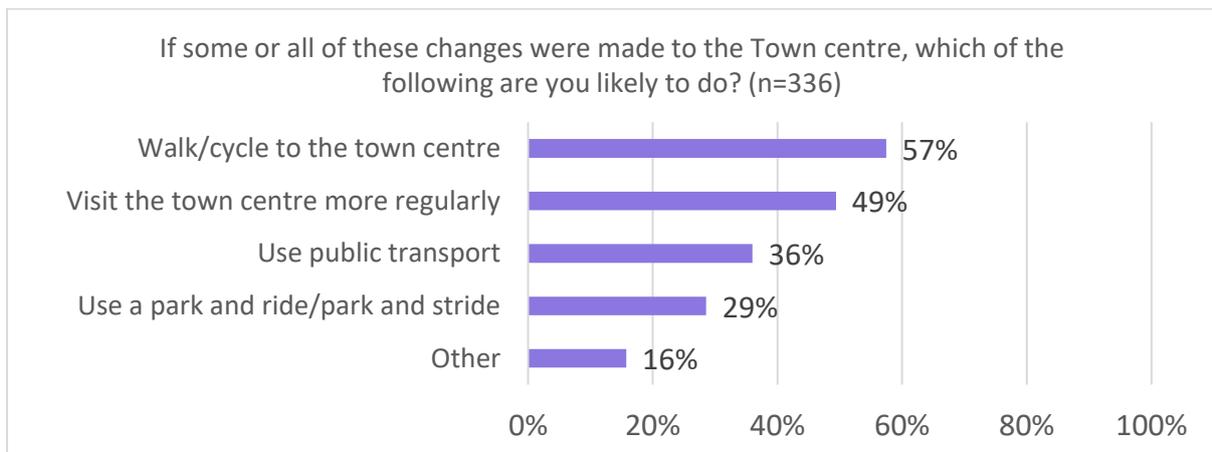


Figure 42: If some or all of these changes were made to the Town centre, which of the following are you likely to do? (n=336)

A similar trend was seen in North Farnham with over half of respondents saying that they would use the walk/cycle routes to Farnham Park, while 46% would reduce use of car when visiting the town centre (figure 43). Walking and cycling from Badshot Lea and Weybourne were less popular.

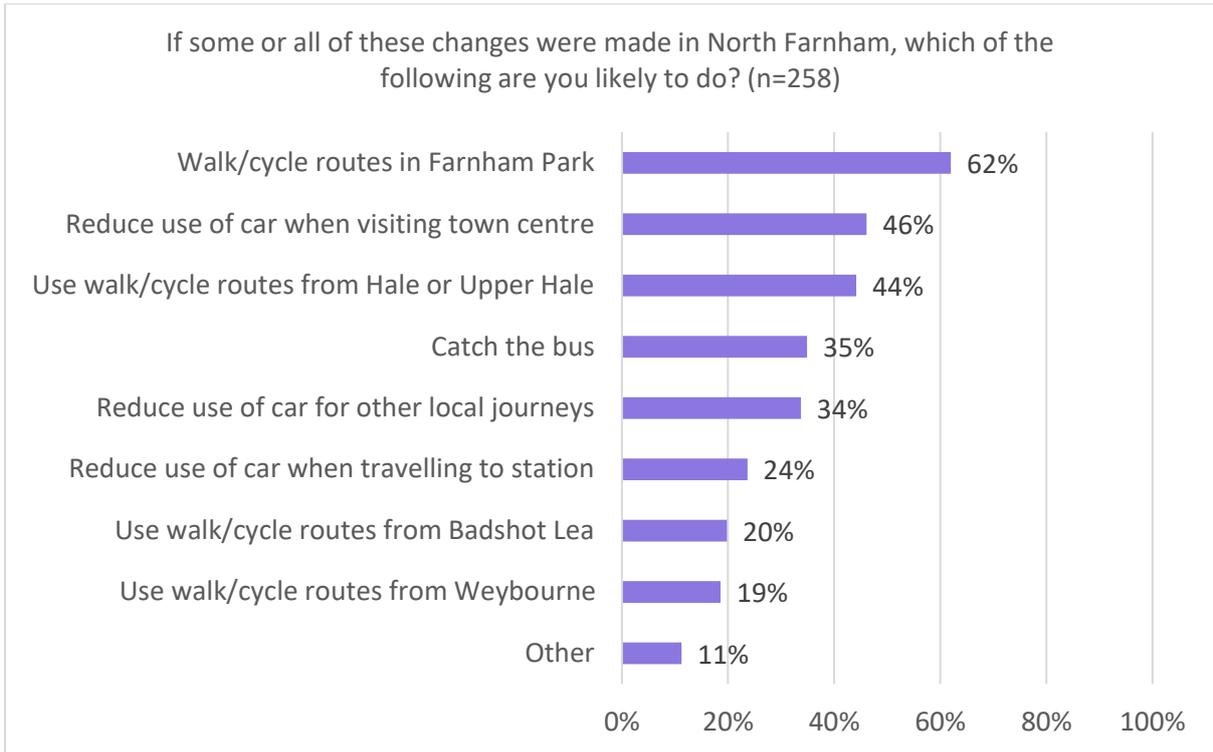


Figure 43: If some or all of these changes were made in North Farnham, which of the following are you likely to do? (n=258)

The changes in South Farnham also have a potential impact on how respondents travel into the town centre with over half of respondents said they would be more likely to walk or cycle to the town centre if the proposals were implemented (figure 44). The proposals for South Farnham also increase the likelihood of respondents using the bus more often.

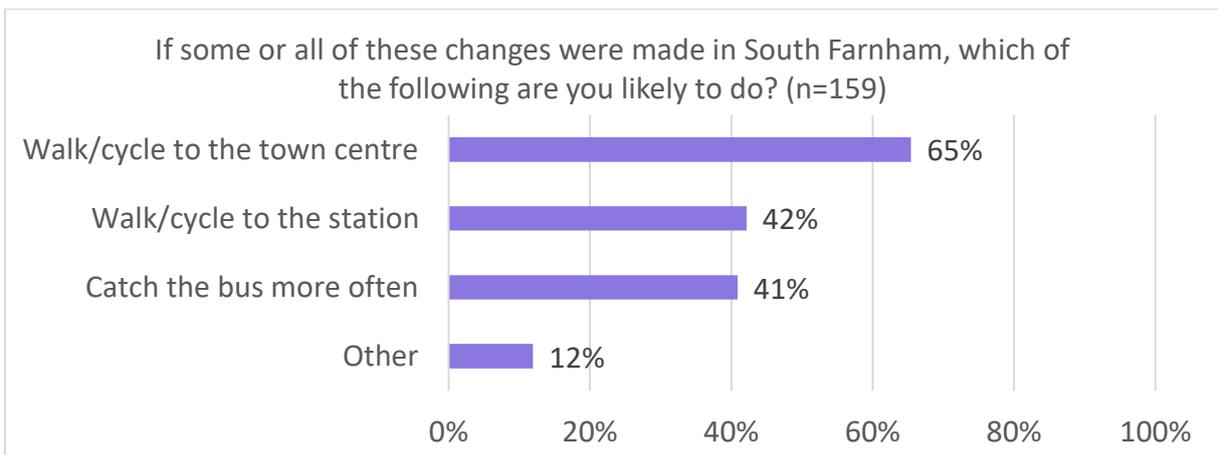


Figure 44: If some or all of these changes were made in South Farnham, which of the following are you likely to do? (n=159)

11. Conclusion and recommendations

The early consultation has shown substantial support for the Optimised Infrastructure Plan. There was an underrepresentation of respondents aged 35 years and under and so further engagement with young people is recommended to ensure their views are considered.

Despite this, a number of key insights were discovered during this early consultation and provide a useful foundation for the implementation of the plan going forwards.

Residents recognise the issues hoping to be addressed and are keen to see improvements to infrastructure in Farnham. There is a real drive in particular for improving the experience of pedestrians and cyclists across Farnham, echoed by the importance residents placed in considering environmental concerns and reducing carbon emissions within their responses.

Feelings towards each of the proposals overall came back positive, each section receiving support from between 42-55% of respondents. Notable respondent enthusiasm can be seen surrounding proposals to improve pedestrian areas and footpaths, such as widening pavements and improving pedestrian crossings. Low-emission and electric buses were well-supported alongside more environmentally friendly public transport options. When asked what would encourage residents to travel in greener ways, the majority said that more reliable bus services and improved bus routes would be a major incentive, as well as better cycling infrastructure.

The proposal of full-pedestrianisation of the town centre saw a split of opinion, the recommendation from which is that the knock-on effects of full pedestrianisation must be addressed if this were to be implemented, and consideration given to the accessibility of the town centre to people with restricted mobility. There was similarly mixed support for the consideration of a western bypass, and a balance must be struck between the need to reduce traffic in areas such as Upper Hale Road, and the widely-held environmental concerns that respondents have towards the proposal of a bypass.

The overwhelming majority of respondents could identify certain changes or incentives which would enable them to travel via greener methods which shows significant potential for the success of the OIP. Respondents told us that the impact of Covid-19 has brought about an increase in walking and cycling in Farnham and its surrounding areas. This is a trend which the plan can aim to maintain and further encourage, a key aspect of the Farnham Infrastructure Programme being that the OIP is aimed at impacting behaviour change.

While it is difficult to predict exactly which changes will occur due to the implementation of the OIP, the feedback suggests that behaviour is likely to change in three key areas:

- Increase in walking and cycling to and from locations
- Increase in visiting Farnham
- Increase in using buses and other public transport

Specific recommendations for each section of the OIP are provided below.

Wider context

- Residents place more importance on 'reduction of carbon emissions' and as such it is important that this aspect is highlighted in any public communications around the project.

- It is important for the board and decision makers to prioritise the strategic case when contemplating these and any future plans, the economic case should be the least important in decision making.
- There is a dis-joint between the overall aims of many respondents, such as prioritising environmental concerns, and their support for more specific proposals such as bypasses. Environmental and ecological impact assessments are encouraged throughout the process of implementing these proposals to ensure environmental values are not compromised.

Farnham wide

- The current plan is supported overall and should be implemented; however, there is little support for car clubs and a mobile phone travel app therefore these areas should be the lowest priority within the implementation plan.
- There is a need to ensure that improved bus services come hand-in-hand with improved pedestrian routes and footpaths. Respondents highlighted that unsafe walking routes to reach bus stops, or a mere lack of bus stops, is something they would like to see addressed.
- The cost of public transport should also be considered alongside improving the quality of bus stops and routes.

Town centre

- In general, the proposed changes are supported by respondents.
- Any decisions around the changes for pedestrians should be greatly considered and any communication around this topic should be carefully constructed to address the concerns of any opposition.
- The impact of full pedestrianisation on local business must be addressed if implemented. Adequate parking facilities are needed for those travelling from further afield to visit Farnham town centre, and accessibility concerns must be addressed to ensure the elderly and less-able bodied residents can also enjoy the town centre if pedestrianised.
- Alternatives such as part-pedestrianisation of just some roads, or only during certain hours of the day could be considered, and if so, it is recommended that further consultation with the public be undertaken.

North Farnham

- Within North Farnham the findings suggest that all proposed plans should be undertaken. This includes an initial assessment of the bypass.
- Further feedback should be sought once this initial assessment has been carried out.
- To appease discontent of residents on the issue of a bypass, clear rationale should be communicated to the public alongside plans with evidence of other public support.

South Farnham

- The majority of plans for South Farnham have significant public support and should be undertaken.
- As with North Farnham, the over or underpass is an area of disagreement. We recommend that further investigation in the utility of an over/under pass is undertaken, with particular focus on how it aligns with the FIP strategy.
- Clear communication around rational for any decision with regards to an over or bypass should be shared.

A31 corridor

- There is clear support for the FIP to undertake the assessment of the A31 corridor with the intention of developing a programme of improvements.

Farnham Infrastructure Programme

Farnham Board Meeting

SUPPORTING PAPER 1

DATE: JUNE 2021

DOC NO: 4D476001-FTC-PRG-PAP-000002

REPORT OF: TIM OLIVER – BOARD CHAIR

LEAD OFFICER: IAIN LYNCH – FARNHAM TOWN CLERK

SUBJECT: LOCAL LIAISON FORUM UPDATE

SUMMARY OF ISSUE:

To note the outcome of recent engagement activity.

RECOMMENDATIONS:

It is recommended that the Board:

1. Welcomes the engagement of councillors through two informal briefing meetings; and
2. Notes that further Local Liaison Forums are to be held following the Farnham Board meeting.

DETAILS:

1. An informal briefing meeting was held on Thursday 13 May with Farnham Town Council to receive feedback on its response to the Optimised Infrastructure Plan consultation. The Programme Team provided a response to town centre issues, neighbourhoods and the major road network.
2. A further informal briefing meeting is to be held on Thursday 3 June with members of Surrey, Waverley and Farnham Councils. The meeting has been organised to receive a place shaping presentation from PJA and provides an opportunity for general questions and answers from new councillors. There will also be some discussion on future social distancing measures.
3. Future Liaison Forums are being planned to link into each of the elements of the programme. It is proposed that regular Forums are held after each Board meeting.

CONSULTATION:

4. There are no other implications in respect of this Report.

RISK MANAGEMENT AND IMPLICATIONS:

5. The Board and Forum have no Statutory powers and as such any decisions requiring approval by the responsible Authorities, in this case Surrey County Council, will have an individual risk assessment.

FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

6. The cost of the works will be identified within the Surrey County Council Report.

SECTION 151 OFFICER COMMENTARY

7. As proposals are developed that require necessary Surrey County Council approval, individual S151 approvals will be sought.

LEGAL IMPLICATIONS – MONITORING OFFICER

8. Neither of the Boards nor the Local Liaison Forum have any Executive Powers. Any decisions made would require Surrey County Council to follow its own legal advice and its approval procedures.

EQUALITIES AND DIVERSITY

9. There are no other implications in respect of this Report.

OTHER IMPLICATIONS:

10. There are no other implications in respect of this Report.

WHAT HAPPENS NEXT:

11. Additional Local Liaison Forums are to be organised, as stated above.

Contact Officer:

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Annexes: none

Farnham Infrastructure Programme

Farnham Board Meeting

AGENDA ITEM 6

DATE: 11 JUNE 2021

DOC NO: 4D476001-ARC-PRG-PAP-000002

REPORT OF: TIM OLIVER – BOARD CHAIR

LEAD OFFICER: RICHARD MOTHERSDALE – QUICK WINS PROEJCT MANAGER

SUBJECT: QUICK WINS PROJECT UPDATE

SUMMARY OF ISSUE:

To update the Board on the Quick Wins (Project 1) works, including: the sifting process for the overall package of works; and progress to date in respect of the HGV Restrictions, Speed Restrictions, Wayfinding and Road Reclassification projects.

RECOMMENDATIONS:

It is recommended that the Board note:

1. The allocation of £2.6m to be allocated across 2021/22 and 2022/23 for the Quick Wins Project 1 works and the development of a programme of works;
2. The progress to date and the timetables going forward in respect of Quick Wins Project 1 works; and
3. The proposed 2-stage sifting methodology for determining the future Quick Wins Pipeline (contained in Annex A).

REASON FOR RECOMMENDATIONS:

To provide Board Members with an update on the Quick Wins Project 1 and support the development of the future Quick Wins Pipeline.

DETAILS:

Projects already identified to be taken forward

1. HGV Traffic Regulation Order (TRO) Restriction:

- The consultation for the TRO completed on April 15th 2021 (further information presented in 'Consultation' below).
- A site visit with the Surrey County Council (SCC) Design Team and Farnham Town Council's Town Clerk was undertaken mid-May 2021 to review signage locations and consultation with Highways England regarding sign details for the Strategic Highway Network (SRN) has progressed. Highways England have been commissioned for the work required on the Strategic Road Network (SRN).
- Sign drawings are being finalised and will be issued to SCC Design Team w/c 7th June for review. Thereafter, signs will be procured and Kier commissioned for installation, alongside necessary lane booking procedures.
- Installation should be complete by September 2021.

2. Speed Study update:

- In response to feedback from key stakeholders, the Speed Study aims to develop measures such as 20mph zones and traffic calming to help appropriately manage speeds in and around Farnham.
- Following a review of data and identification of critical issues, Atkins has been commissioned to develop a combination of measures to appropriately manage speeds. The proposed measures are anticipated to be submitted to the November 2021 Waverley Local Committee meeting, prior to proposed implementation in Q4 of FY2021/22.

3. Wayfinding

- The Wayfinding strategy will review existing wayfinding and signage provision and consider future town development plans by setting out a new Town-wide pedestrian wayfinding strategy. This process is expected to be complete by end of June 2021.
- Atkins have been commissioned to identify provisions required to develop and determine placement strategy and implement SCC scheme mapping products. This process will commence with firstly updating existing Fingerpost signage. Appointment of an installation contractor is still required to enable implementation of the scheme on-site by Autumn 2021.

4. Road Re-Classification

- Please refer to separate paper detailing the proposals for Road Re-classification, circulated in advance of the Board.

Sifting methodology for determining the Quick Wins Pipeline

5. Quick Wins Pipeline

- Following the allocation of funding for the Quick Wins Project 1 works, a working list of potential Quick Wins has been compiled based upon internal and external stakeholder feedback. The list currently includes circa 100 projects, including similar variants, and encompasses schemes relating to:
 - Maintenance (footways, surfacing, drainage)
 - Traffic management (signage, road markings, minor improvements, highway adoption)
 - HGVs (planned restrictions, town centre deliveries, freight consolidation)
 - Traffic speeds (numerous pleas for traffic calming across the town)
 - Walking (ped crossings, signals, ped routes, wayfinding, Park & Stride, cameras)
 - Cycling (new routes, cycle parking, shelters)
 - Parking (on-street, off-street)
 - Buses (new services, shelters, information screens)
 - Schools (school streets, schools transport)

6. Sifting methodology

- To support the prioritisation of the Quick Wins Pipeline, a sifting methodology has been developed. This consists of a 2-stage process, based upon:

Stage 1 – pass / fail criteria, assessing:

- Consistency with Vision
- Availability of revenue / capital funding – can it be afforded in next 2 years?
- Timing – can it be delivered in next 2 years?
- Consistency with Projects 2, 3 and 4 – can we avoid abortive work?
- Planning policy – consistency with Farnham, Waverley and Surrey policies
- Highway powers – delivered within the existing highway? Land acquisition needed?

Stage 2 – viability and prioritisation criteria, assessing:

- Complementary
- Funding requirements, including third party funding and proportionate funding
- Deliverability
- Environmental impact – whether positive or negative
- Carbon impact – whether positive or negative
- Consultation requirements
- Potential for the scheme to facilitate modal shift
- Digital – is it required, or does the scheme contribute to digital roll-out?
- Health & Safety requirements
- Business – positive or negative impact

- The full sifting methodology is contained in Annex A. Application of Stage 1 of the sifting methodology on the current Quick Wins Pipeline has resulted in a

working list of 68 projects to be taken forward to Stage 2. The Stage 2 sifting remains ongoing.

CONSULTATION:

7. The TRO consultation for the HGV weight restriction closed on April 15th 2021. No objections were received from statutory consultees.
8. 139 responses were received from members of the public – 103 supported, 22 commented, and 14 objected. Two of those who ticked 'object' appear to support the proposals based on their free text comments, approximately 50% support the principle but want a wider spatial extent, and a handful reference the need for similar interventions on Crondall Lane and Dora's Green Lane (n.b. these roads already have HGV weight restrictions in place). Only 1 response objects, in principle, to HGV restrictions.
9. The TRO consultation for the Speed Study measures is set to commence in November 2021, following the Waverley Local Committee meeting (Nov 12th). Implementation to follow in January – March 2022.
10. A consultation exercise on the Wayfinding project will also need to be undertaken prior to and to allow implementation in the Autumn.

RISK MANAGEMENT AND IMPLICATIONS:

11. The Board has no Statutory powers and as such any decisions requiring approval by the responsible Authorities, in this case SCC, will have individual risk assessments.

FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

12. The cost in respect of the works will be met from the £2m SCC Quick Wins capital allocation for 2021/22. An additional £0.6m is available from applicable Community Infrastructure Levy and Section 106 and the allocated Waverley Borough Council Car Parking Surplus, creating a total allocation of £2.6m for the Quick Wins project.
13. It is proposed that the allocation for this project is spread across FY 2021/22 and FY 2022/23 to ensure sufficient time to assess and implement the schemes identified through the Quick Wins Pipeline.

SECTION 151 OFFICER COMMENTARY

14. The central SCC allocation was approved by SCC Cabinet on the 26 January 2021 and subsequently ratified by SCC's corporate Capital Programme Panel on the 24 February 2021.
15. The allocation of the Waverley Brough Council Car Parking Surplus was agreed at the Waverley Local Committee on 26 March 2021.

LEGAL IMPLICATIONS – MONITORING OFFICER

16. The Board has no Executive Powers. Any decisions made would require SCC to follow its own legal advice and its approval procedures.

EQUALITIES AND DIVERSITY

17. As part of SCC reporting requirements, individual Equality Impact Assessments (EIAs) will be undertaken as required.

OTHER IMPLICATIONS:

18. There are no other implications in respect of this Report.

WHAT HAPPENS NEXT:

19. Following completion of the Quick Wins sifting process, proposals for improvements will be worked up in more detail for implementation and progress reports brought back to the Board.

Contact Officer:

Richard Mothersdale
Quick Wins Project Manager
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Annexes: Annex A – Farnham Quick Wins Process

Annex A – Farnham Quick Wins Process

Farnham ‘Quick Wins’ – Assessment Process

The Quick Wins Assessment will be a two-stage process. The first stage will carry out an initial review of a proposal. This will involve assessing proposals against the pass/fail criteria set out below for inclusion within the Quick Win Programme. The second stage will then be subjected to an assessment and scoring criteria to determine its priority for both funding and programming purposes, impact on the public and how well it meets our overall aims and objectives.

Stage 1 – Review of Quick Win

Pass/Fail Criteria	Details
Does the idea fit with the aims and objectives of the Farnham Vision	Highlight which of the aims the project will meet: <ul style="list-style-type: none"> • Prioritise health, safety and wellbeing • Enhance Mobility and Connectivity • Respond to Climate Emergency • Place Community first • Support Businesses and support Economic Growth • Integrate Digital and technology Meeting one of the aims will result in a pass.
Will this result in an improved or new infrastructure asset	The Quick Win will result in a visual improvement/ addition to the infrastructure which will require either capital or revenue expenditure. NB Revenue expenditure will either need to be met from a 3 rd Party or the Parking Surplus Fund (as agreed by the Divisional Member). If it is more about a pure feasibility/ consultation this could be considered as part of the Programme Revenue funding.
Timing	Can this be provided within the next year 21/22 or no later than 22/23. If not it could be considered for Projects 2, 3 and 4 although with Project 4 Wrecclesham a longer term period may be considered.
Complementarity with Projects 2, 3 and 4	Is it likely that the proposal will be removed as part of the overall Programme when implemented. If it's not clear at this stage it can be given a Pass and dealt with as part of the second stage.
Conformity with the Farnham Neighbourhood Plan	Does the proposal conform with the Neighbourhood Plan
Conformity with Planning requirements	The proposal does not require planning approval or any necessary planning approval can be achieved in line with 'Timing' above. Where this can't be met the proposal can still be considered later as part of projects 2,3 and 4
Does the proposal meet with any applicable Surrey Highway/ Transport Policies	If it doesn't can a derogation be sought within the 'Timing' outlined above. Where this can't be met the proposal can still be considered later as part of projects 2,3 and 4

- A Fail in any of the above will result in the proposal being ineligible for the Quick Win Programme. However it can still be considered for the overall Programme Projects 2, 3 and 4

Stage 2 – Assessment and scoring against criteria

- Subject to the outcome of Stage 1 the Quick Win will then be assessed and scored against the following criteria, which includes the positive benefits to the community, deliverability and complementarity/ legacy of a project.
- Depending on the scale, some projects may be expected to have carried out a version of the county council's Equality Impact Assessment and Environmental Sustainability Assessment which will be reviewed as part of the scoring process.

Criteria to be scored against	Scoring	Details	Weighting (to add to 100%)
Complementary with overall Programme	1 - 5	Proposals that have some complementarity to the programme but are likely to be removed as part of the main programme will be scored low. Those that are complementary and likely to be retained scored high	10
What's the Scale of Impact	1 - 5	Low usage/ low requests through the public scored low. High usage/ high number of requests e.g. numbers of individuals/ stakeholder groups scored high	7.5
Is there 3 rd Party funding available.	1 - 3	Full funding i.e. 3 rd Party/ s106/ S278 scored high. Full Programme Funding Scored low	5
Is the funding proportionate to the overall Quick Wins Programme	1 - 5	This will also take into account 3 rd party funding and scale of impact in that high funding but large 3 rd party contribution with a high impact will be scored higher than high funding with little to no 3 rd party funding and low impact.	7.5
Deliverability	1 - 3	If the proposal can be delivered in 21/22 scored high. If only deliverable in 22/23 scored low	10
Has the environmental impact of the project been considered?	1 - 3	The project will encourage sustainable practices and activity and that long term won't have a negative impact on the environment	7.5
Will it result in carbon savings.	1 - 5	Linked with modal shift to walking and cycling would be high or alternative power sources such as electric would be medium	10
Will consultation be required	1 - 3	No consultation high? Full period of consultation low?	5
Will modal shift be achieved	1 - 3	Limited low, significant high	10

Will it incorporate new digital technology	1 - 3	Yes high, No low.	7.5
Will it improve Health and Safety	1 - 3	Improved footways i.e. widened, segregated cycleways and improved air quality will score high	10
Will it help support Businesses and the Farnham Economy	1 - 3	Will it encourage more visits/ footfall to the town/ enhance the experience and has support from the business community will be high. Limited additional footfall/ enhancement will be low.	10

Weighting

- Scores for the above Stage 2 criteria have been weighted to reflect their relative importance. Once the project has been scored against each of the criteria, a weighted overall score will be produced.

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Farnham Infrastructure Programme

Farnham Board Meeting

AGENDA ITEM 7

DATE: 11 JUNE 2021

DOC NO: 4D476001-ARC-PRG-PAP-000003

REPORT OF: TIM OLIVER – BOARD CHAIR

LEAD OFFICER: PAULA GOUGH – PROGRAMME MANAGER

SUBJECT: PROGRESS UPDATE

SUMMARY OF ISSUE:

To note the progress achieved to date and the forecast key activities, including providing increased visibility of the next phase of the Farnham Infrastructure Programme (FIP) development (i.e. that following on from the conclusion of the Optimised Infrastructure Plan (OIP) consultation exercise).

RECOMMENDATIONS:

It is recommended that the Board:

1. Note the progress update provided;
2. Note the forecast key activities and updated Summary Integrated Schedule;
3. Note the creation of new strands of work for the Western Bypass, and North and South Farnham Area Studies; and
4. Note the collaborative working on Cross-boundary issues and stakeholder consultation related to these (Active Travel, Walking and Cycling, Public Transport).

REASON FOR RECOMMENDATIONS:

To ensure the Farnham Board (Sponsoring Group) is aware of the Programme progress to date and has visibility of future Programme activity.

DETAILS:

1. Overall, the FIP remains on schedule, with activity progressing in period in line with expectation. However, there have been delays associated with several near-term items, including:
 - Completion of the final OIP, which is now forecast for August 2021, due to the need to review and accommodate a greater than anticipated complexity of public consultation feedback.
 - Submission of the Strategic Outline Business Case (SOBC) for the A31 and Hickley's Corner to the Department for Transport has also been deferred to September 2021 (by mutual agreement) to ensure that it is to the required quality.
 - Delays have been experienced in implementing the Quick Wins HGV Restriction project, due to procurement and signage installation issues, potentially pushing the completion of this project back to September 2021; conversations with the installation contractor Kier are ongoing to improve upon this date.
 - Development of the schedule for the Quick Wins Speed Study project has also resulted in a longer duration than anticipated at the previous Board.
 - The volume of Quick Wins proposals has also resulted in the overall Quick Wins project being extended by 12 months to maximise the number of schemes that can be delivered under the project; a rolling programme of works is being developed with Kier to deliver the identified Quick Wins Pipeline.
2. The focus of FIP activity since the previous Board has been on concluding and refining the OIP following on from the completed public consultation exercise. The consultation outcomes are addressed in a different report, while the 'final' OIP will be shared with the Board in advance of the next meeting.
3. An options study on the Town centre has also been carried out, with modelling of the resulting three planning options now ongoing. Early outcomes of this work have been shared with the Programme Board on 13 May 2021 and Councillors on 13 May 2021, 3 June 2021 and 8 June 2021.
4. FIP activity in advance of the next Board will be focused upon:
 - Producing the final OIP report and seeking approvals from the Board (including the initial stages of the production of a Local Cycling and Walking Implementation Plan); and
 - Progressing development of the town centre design solutions, following on from the modelling exercise noted above.
5. Activity has also commenced to:
 - Initiate the A31 and Hickley's Corner Local Large Major (LLM) SOBC submission to the Department for Transport; and
 - Start early consideration of feasibility and business case development for the Wrecclesham and Western Bypasses.
6. Further specifics on activity to progress the 'quick wins' are provided under the applicable Board Report. A review of the current social distancing measures has also

been initiated in recognition of public and councillor feedback. A verbal update on this work will be provided during the Board meeting.

7. A Summary Integrated Schedule showing key milestones and roadmap to delivery is enclosed as Annex A. This combines the Post-OIP Activity Schedule shared at the previous Board with the overall summary schedule for the Programme.
8. The cost planning exercise noted at the previous Board has been completed, creating a baseline cost position for the Programme.
9. Work to scale the systems and processes of the FIP to align with the expansion of Programme activity and complexity, ensuing that the FIP continues to be able to operate in an efficient and controlled manner, is well underway. Learning from the adoption and implementation of the processes established by the Surrey County Council (SCC) Environment, Transportation and Infrastructure Portfolio Management Office has also been shared.
10. A plan to decarbonise transport through FIP, aligned to the overarching strategy of SCC, is also under development. This work is in collaboration with SCC and WBC environment teams.
11. Work is also ongoing to develop closer working relationships with adjacent Councils and authorities, to support closer collaboration on a range of matters relevant to the FIP. A cross-Council forum is currently being established, with the aspiration of developing a shared framework of assumptions, evidence and requirements from which to make decisions and progress interventions. In particular, this will support the creation of a 'seamless' travel network, especially for active and public modes of transport.

CONSULTATION:

12. There are no other implications in respect of this Report.

RISK MANAGEMENT AND IMPLICATIONS:

13. The Board has no Statutory powers and as such any decisions requiring approval by the responsible Authorities, in this case SCC, will have individual risk assessments.

FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

14. The cost and value for money in respect of the works will be identified within the SCC Report.

SECTION 151 OFFICER COMMENTARY

15. As proposals are developed that require necessary SCC approval, individual S151 approvals will be sought.

LEGAL IMPLICATIONS – MONITORING OFFICER

16. The Board has no Executive Powers. Any decisions made would require SCC to follow its own legal advice and its approval procedures.

EQUALITIES AND DIVERSITY

17. As part of SCC reporting requirements, individual Equality Impact Assessments (EIAs) will be undertaken as required.

OTHER IMPLICATIONS:

18. There are no other implications in respect of this Report.

WHAT HAPPENS NEXT:

19. FIP activity will continue in line with the summary provided above and the Summary Integrated Schedule included as Annex A.

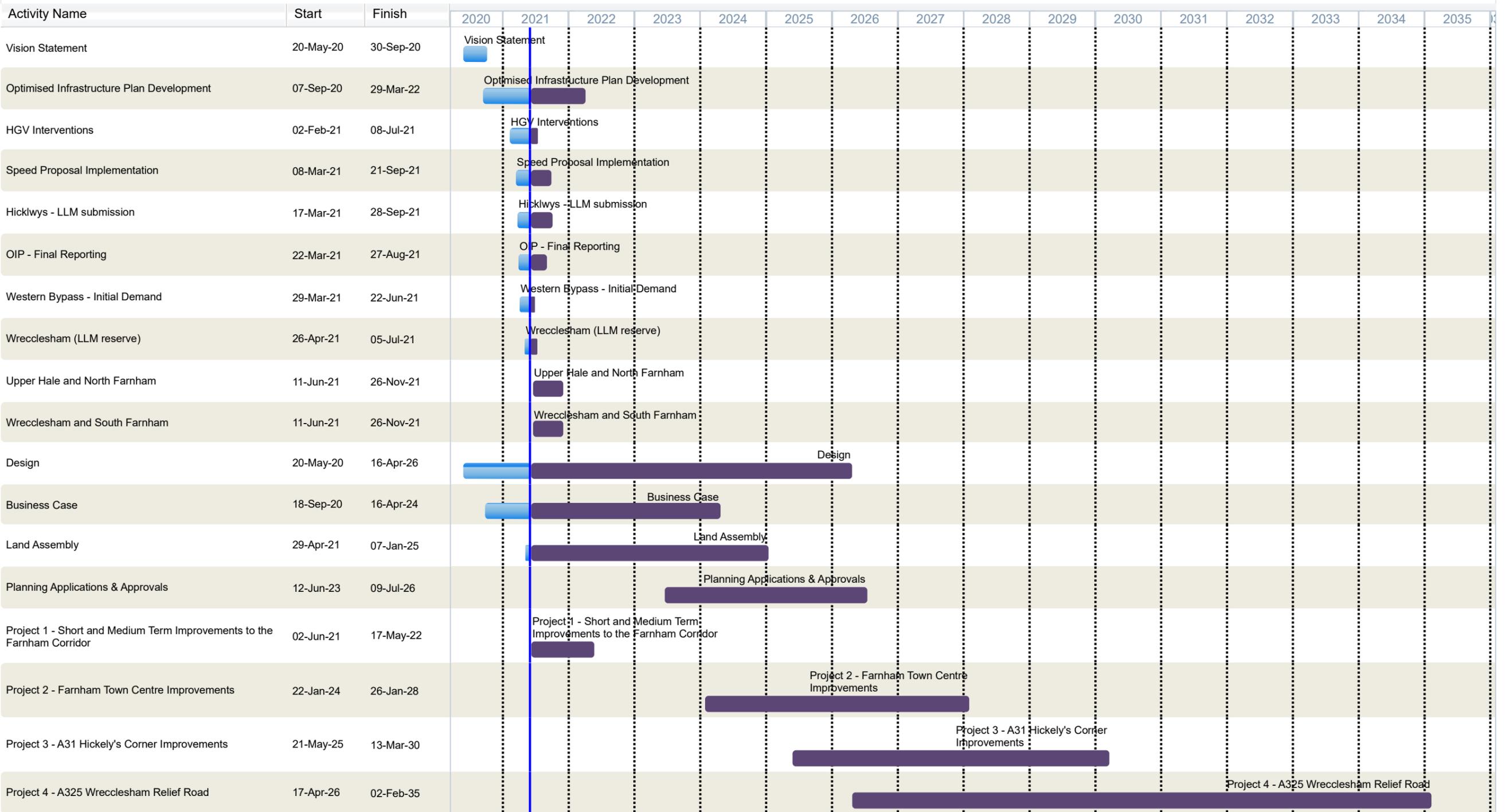
Contact Officer:

Paula Gough
Programme Manager
Paula.Gough@arcadis.com

Annexes: Annex A – FIP Summary Integrated Schedule

Annex A – FIP Summary Integrated Schedule

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Actual Work
Remaining Work

