

Notice of Meeting

Farnham Board



Date & time	Place	Contact
Friday, 24 September 2021 at 9.00 am	Hybrid – Farnham Town Hall / Video Conferencing - Zoom	Yasmin Ahmed, Cabinet Policy Manager 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 - 6)
2	MINUTES FROM LAST MEETING	(Pages 7 - 12)
	a) All to agree	
3	QUESTIONS AND QUERIES	
	a) Review of questions submitted in advance	
4	OPTIMISED INFRASTRUCTURE PLAN - FINAL DRAFT	(Pages 13 - 16)
	a) Overview of Final Report and changes made	
5	FARNHAM A31 CORRIDOR UPDATE	(Pages 17 - 22)
	a) Overview of principles to be taken forward into the Strategic Outline Business Case	
	b) Overview of outline options	
6	SHORT- AND MEDIUM-TERM INTERVENTIONS UPDATE	(Pages 23 - 28)
	a) HGV restrictions	
	b) Speed restrictions	
	c) Road reclassification	
	d) Wayfinding strategy	
	e) Overview of moderated pipeline of future schemes	
7	OVERVIEW OF PROGRESS	(Pages 29 - 38)
	a) Programme and key milestone update	
	b) Overview of key risks and issues	
8	LOCAL LIAISON FORUM UPDATE	
	a) Overview of future sessions	
9	AOB	
	a) The next meeting will be held on 17 December 2021	

Joanna Killian

MOBILE TECHNOLOGY AND FILMING – ACCEPTABLE USE

Those attending for the purpose of reporting on the meeting may use social media or mobile devices in silent mode to send electronic messages about the progress of the public parts of the meeting. To support this, County Hall has wifi available for visitors – please ask at reception for details.

Anyone is permitted to film, record or take photographs at council meetings. Please liaise with the council officer listed in the agenda prior to the start of the meeting so that those attending the meeting can be made aware of any filming taking place.

Use of mobile devices, including for the purpose of recording or filming a meeting, is subject to no interruptions, distractions or interference being caused to the PA or Induction Loop systems, or any general disturbance to proceedings. The Chairman may ask for mobile devices to be switched off in these circumstances.

It is requested that if you are not using your mobile device for any of the activities outlined above, it be switched off or placed in silent mode during the meeting to prevent interruptions and interference with PA and Induction Loop systems.

Thank you for your co-operation

This page is intentionally left blank

Agenda

Farnham Board

Date & Time:	24 September 2021 9:00-10.30
Venue:	Hybrid – Farnham Town Hall / Video Conferencing - Zoom
Chair:	Cllr Tim Oliver
In attendance:	Board Members Cllr Matt Furniss, Cllr Michaela Martin, Cllr Catherine Powell, Cllr Andy MacLeod, Cllr Paul Follows, Cllr Peter Clark, Cllr John Neale, Rt Hon Jeremy Hunt MP. Attendees Tom Horwood, Zac Ellwood, Iain Lynch, Katie Stewart, Lee Parker, Yasmin Ahmed, Simon Duke, Elaine Martin, Chris Greenwood, Paula Gough, Peter Burch, Alex Pye
Apologies:	

	Item	Who	Paper attached
1	Welcome and introduction a) Welcome	TO	Verbal
2	Minutes of meeting and matters arising from the last Board a) All to agree	TO	Verbal
3	Questions and queries a) Review of questions submitted in advance	SD	Verbal
4	Optimised Infrastructure Plan – Final Draft a) Overview of Final Report and changes made	AP / CG	Y
5	Farnham A31 Corridor update a) Overview of principles to be taken forward into the Strategic Outline Business Case b) Overview of outline options	CG	Y

	Item	Who	Paper attached
6	Short- and Medium-Term Interventions update a) HGV restrictions b) Speed restrictions c) Road reclassification d) Wayfinding strategy e) Overview of moderated pipeline of future schemes	EM	Y
7	Overview of progress a) Programme and key milestone update b) Overview of key risks and issues	EM	Y
8	Local Liaison Forum update a) Overview of future sessions	JN / AM	Verbal
9	AOB a) The next meeting will be held on 17 December 2021	All	Verbal

Farnham Board Minutes

Date & Time:	11 June 2021, 9:30-11:30
Venue:	Video Conferencing - Zoom
Chair:	Cllr Tim Oliver
In attendance:	Cllr Michaela Martin, Cllr Catherine Powell, Cllr Andy MacLeod, Cllr Paul Follows, Cllr Peter Clark, Cllr John Neale, Rt Hon Jeremy Hunt MP.
Observers	Tom Horwood, Zac Ellwood, Iain Lynch, Katie Stewart, Lee Parker, Yasmin Ahmed, Paula Gough, Jonathan Foster-Clark, Richard Mothersdale
Apologies	Cllr Matt Furniss, Veronica Moore

	Item
1	Welcome and Introduction <p>The Chair welcomed everyone and went through general housekeeping for the meeting. He also drew attention to the vision statement and its importance for the Board as a reminder of what they are to achieve.</p> <p>For interest, Simon Duke flagged that the island on Castle Street is being reinstalled on the evening of the 12th June.</p>
2	Minutes of the Meeting and Matters Arising from Last Board <p>No amendments were suggested, minutes approved.</p>
3	Questions and Queries <p>There were no questions or queries for this Board.</p>
4	Optimised Infrastructure Plan Consultation Report <p>Ben Funning introduced himself to the Board as part of the Communications Team in Surrey County Council and then introduced the item. He gave a summary of the activity going on Optimised Infrastructure Plan (OIP) consultation, stating that the consultation was open from 15 February to 14 March where people in and around the town could comment in a variety of ways including via the Commonplace platform, paper questionnaires, three Local Liaison Forums and a Facebook Live.</p> <p>Ben Funning gave a summary of the responses. There were 729 respondents to the questionnaire, of those who gave demographic information, 46% were over 65s which is an over representation of the town's population and only 4% were under 35 which is an under representation of the town's population. Ben Funning noted that this was a disappointing result after identifying this issue in the last round of consultation and taking actions to increase engagement by using Commonplace and social media to target younger groups. He noted that the team would need to do something completely different to ensure they captured the voice of young people.</p>

Item
<p>Ben Funning gave feedback on a question that came in from a board member on how the analysis was done and detailed emails that came in from key stakeholders. He gave reassurance that all emails have been read and considered by the programme team. This information was shared with the insights team and all comments were compared to those made on Common Place to ensure that no comments were double counted and could be considered in the consultation analysis.</p> <p>Not everyone who responded completed the whole questionnaire which is why there is a variation in the number of responses. In the wider context section, 56% of people were positive towards the objectives and short-listing priorities. 55% were positive on the Farnham-wide improvements and 23% responded negatively. People were particularly keen on the walking, cycling, electric vehicles, ultra-low emission buses and across all areas said they'd be happy to use greener options of travel if they were there. There is a perception there that the buses are quite high emissions. The town centre interventions section had a 54/20% split with most respondents saying they were walking. There was particular support for a 20mph speed limit and HGV restriction and polarising views around pedestrianisation.</p> <p>North Farnham received 339 responses that were 42% positive and 33% negative. South Farnham was 53% positive and 20% negative. Again, there were polarising views for and against bypasses. For the possible A31 corridor, there was a 52% positive and 25% negative split.</p> <p>The recommendations for the Board are to note the outcome of this report and to consider the feedback provided for this version and the next of the Optimised Infrastructure Plan (OIP).</p> <p>Jeremy Hunt MP expressed that he thought this was excellent and thanked the team for making the effort to include young people although he appreciates that the result wasn't what was wanted. He asked about the timeframe in which the Board's recommended solutions will be published formally and will it include what will happen to pollution levels in the three pollution hotspots. Jonathan Foster-Clark responded that they're looking to finalise the technical work to complete the OIP including the traffic studies by September. There are no plans to explicitly model the pollution levels, but an overview can be given for the implication in traffic flows and congestion which are the two key components that drive the air quality. Jeremy Hunt MP requested that an estimate of the impact on pollution is included in the September concluding report.</p> <p>Cllr Catherine Powell asked if the traffic modelling will take account of all the impact on all the areas and include the existing housing developments proposed in Surrey, including the 8,000 or so houses to the north of Farnham to be built in the next 5 to 10 years. She would also be keen to see the impact of the proposed changes to the Upper Hale Road, another area of high pollution. Jonathan Foster-Clark responded the implication of the changes in the road layout and the air quality problems in North Farnham will be considered in the road traffic interrogation. In terms of the impact of new housing, this isn't currently incorporated in the model which is viewed as a major challenge. The proposal is to look in detail using the traffic model to take an overview of the potential forecast implications of the new housing. A new strategic model of the area will be done next year to incorporate these changes.</p> <p>Cllr Powell expressed alarm that the report is coming in September and yet the modelling won't have been completed until next year. She also raised that a large Amazon Depot has been approved and asked if the impact of that will also be looked at. Jonathan said that they are in conversations with Hampshire County Council and other adjacent authorities to ensure that the emerging proposals are taken into account.</p> <p>Cllr Paul Follows asked if additional measuring sites will be put in place around Farnham to measure the impact of the changes. Jonathan confirmed that they will be put in place where they are needed.</p> <p>Jonathan made a point that there will need to be trade-offs made in terms of balance of impacts to improve air quality. He said that to reduce congestion and improve quality of</p>

	Item
	<p>space, the best thing that could be done is to understand how to better provide greener travel choices.</p> <p>The Chair mentioned that Surrey is about to establish its Greener Future Board, a county-wide board involving all partners, which will oversee the delivery strategy of the greener agenda. A key part of that will be delivering a reduction of carbon emissions which means that a holistic view will need to be taken to ensure that emissions are reducing instead of moving to different parts of the county.</p> <p>Cllr John Neale raised a concern on the lack of visibility regarding the thinking on the Hickleys Station area and questioned how that work would be ready in time for September. Jonathon responded that the team has been looking into this and developing the objectives for a scheme in Hickleys. They have developed a set of key principles in the area as well as identified impacts of potential changes; the team will be working up options in time for a submission for the Department of Transport (DFT) in September. The team will hold a workshop with local stakeholders to work through the evidence and options before the DFT submission.</p> <p>Paula Gough raised the point that the September deadline is to ensure that Surrey has a robust strategic case to apply for funding from DFT.</p> <p>Cllr Peter Clarke if the Farnham Neighbourhood Plan and the East Hants Local Plan are being used for the traffic modelling as they give estimates for housing development in those areas. Jonathan Foster-Clark responded that the new strategic modelling on the County will take these plans into account and the OIP will be informed from this work.</p>
5	<p>Optimised Infrastructure Plan Feedback Technical Response</p> <p>Jonathan Foster-Clark introduced this item and provided an overview of the key comments that have been raised and how they are going to respond to them.</p> <p>He spoke on the Town Council response as it capture critical issues raised by stakeholders. The Western Link Road was raised and the view of the team was that a Wrecclesham Bypass could be delivered more rapidly. Atkins is examining the case for both schemes.</p> <p>Many salient points have been raised in the consultations feedback which the team agree with. The team recognises that certain points need to be made clearer within the plan. This includes that Farnham needs a pedestrian focus as an important destination town, the impacts on congestion and air quality need to be addressed in the modelling and that there needs to be a transport hub around the station, however investment at Hickleys is still required to manage traffic.</p> <p>Jonathan spoke about feedback received about the Town Centre; there is an ambition for a wide-ranging pedestrian zone across the town centre. The team have generated a wide range of options with the key principle being to improve greener transport methods.</p> <p>The feedback also identified a need to strengthen the connectivity between Brightwells and the town centre. The team will pull together a stronger narrative for this and address how to better integrate Brightwells into the town centre.</p> <p>Careful consideration will need to give on which vehicles are permitted access to the town centre as this has been raised in the consultation. Buses will be the key challenge here as they will require good access to the town centre. The OIP has also proposed a freight consolidation centre and recommends that it operates 24/7. A suitable site would need to be identified.</p> <p>The access road between Castle Hill and West Street to the Hart carpark was also raised. Jonathan spoke about a number of challenges around this including the concern ensuring</p>

	Item
	<p>that the town centre proposals aren't dependent on building a new road. Creating a new road will also create a significant change to the historical town centre and there also needs to be some thought around what the road would achieve; would it just be to provide access to the car park, if so, how would traffic be prevented. If it instead provided a through connection to West Street, the treatment and design of the road would need to be considered for higher traffic.</p> <p>Jonathan spoke about the ambition for car park accesses being retained in their current form. The response to this was that there will inevitable be changes to the carpark due to the changes to the town centre including the plans to increase walking and cycling. Jonathan also mentioned that Waverley are developing their parking strategy and that this needs to tie into the ambitions for the town centre. Visitors will also be considered as well as residents as Farnham is a destination town.</p> <p>Jonathan spoke about the responses received regarding neighbourhoods that mostly focussed on the bus service, park and ride and creating a transport hub around the station. As mentioned previously, the team agrees with these concerns and are working on options around this. He then spoke on the major road network feedback, specifically focussed on Hickleys Corner and the Western Bypass and the responses for both.</p> <p>Cllr John Neale thanked Jonathan for a comprehensive response. He suggested a visualisation of the place potentials in the next version of the OIP to help encourage those with concerns about the programme.</p> <p>Cllr Andy Macleod commented that the Hickleys project as the A31 project as it includes more than just Hickleys Corner. He also said that the Brightwells project should be integrated into this scheme as opposed to its own project.</p>
6	<h3>Quick Wins</h3> <p>Richard Mothersdale introduced himself as a project manager for Arcadis and the Quick Wins manager after Chris Tunstall's retirement. He then introduced the item and gave an update on HGV restrictions, noting that the consultation has been completed with no objections, a site visit has been undertaken and the sign drawings have been issued to Surrey County Council (SCC) for review. Once this has been done, the commissioning for installation can begin with Kier.</p> <p>Richard has met with Waverley Council to look at various measures regarding speed restrictions. The restrictions will need to be ratified by the local committee. This will be developed in Autumn and will be onsite in 2022. The Chair mentioned that an extraordinary meeting could be scheduled if the report could be ready in advance in the November meeting. Richard will come back to the Chair with a programme.</p> <p>On wayfinding, Atkins are currently doing the feasibility study and strategy. This should be completed by June after which consultation can be done with stakeholders. This should allow an Autumn start.</p> <p>Regarding road reclassification, Simon Duke has circulated a paper to board members on the recommendations to the A325. Feedback has been limited but responses are broadly in support of the A325. Simon encouraged members to comment if they had feedback. The team are ready to proceed to the next stage with Kier.</p> <p>Richard Mothersdale then gave an update on the quick wins pipeline saying that the 100 schemes have gone through the first stage of the sifting process and been cut down to 68. The second stage is set to commence. The sift and RAG assessment is to ensure that the projects are those that have a maximum impact and to ensure that abortive projects aren't undertaken.</p>

	Item
	<p>The board is recommended to note that the Quick Wins 18month Project 1 and the development of the programme of works has been allocated £2.6m.</p> <p>Jeremy Hunt MP commended the team on the progress of the quick wins.</p> <p>Cllr Michaela Martin expressed her disappointment that the HGV restrictions weren't coming in earlier than September. She also expressed her support for the reclassification of the A325. Simon Duke mentioned that the HGV signage is expected go up in August over the school holidays.</p> <p>Cllr Catherine Powell welcomed the reclassification of the A325 but strongly supported that it doesn't recommend reclassifying the A287. Simon Duke commented that the impacts on North Farnham, including the A287, has been noted and will be including in the study.</p>
7	<p>Programme Update</p> <p>Paula Gough introduced the item and gave a brief overview of the activity since the last board meeting. She touched on the coming completion of the OIP and the completed town centre study. The team started new strands of work around Farnham North & South and the Western Bypass which are being considered as feasibility studies before possibly being adopted as a project into the programme's vision. This will be brought to the board for approval.</p> <p>She also spoke about the focus on the business case strategy to ensure that the funding from DFT isn't lost. The team is also considering what elements of the town centre can be included in the infrastructure improvements and will be coming to the board with some thoughts on this. Cost planning has now been completed and an extract of this will be coming to the board.</p> <p>Paula said the team have produced a critical path for the programme around how the various key milestones will be met in the next 5-10 years and noted that some assumptions have been made. She said the programme was attached to the annex of the paper submitted with the programmes.</p> <p>Simon Duke made the point that various studies being completed that bus improvements schemes have been identified as the most effective project. The Chair concurred that we need to find funding to support bus improvements.</p>
8	<p>AOB</p> <p>Jeremy Hunt MP thanked the team for the detailed presentations and Cllr Wyatt and Cllr Steven who contributed greatly to this board. He stressed the need for honesty around the disruptions ahead around these proposals when they are being presented in September. He thinks there needs to be a firm distinction on which are firm proposals Surrey can fund and go ahead with and those that are aspirations that are still being considered. He also mentioned that the programme should be presented with measurable statistics to show the benefits for the whole town all feel they are part of this change.</p> <p>When presenting in September, Jeremy questioned whether it would be beneficial to hold a referendum to ask the town for their support for implementing this programme.</p> <p>Cllr John Neale commented that although much work has gone into communications, he thinks further work needs to be undertaken here.</p>

Item
<p>Cllr Paul Follows commented that while he is not keen on referendums, he is interested in the potential and will speak to Tom Horwood, as Returning Officer, about the mechanics of how it would work as it would be Waverley that would need to run the referendum. The Chair mentioned that the cost may fall to Surrey. The practicalities will be picked up offline.</p> <p>As a Farnham councillor, Cllr Peter Clark said that he thinks that a referendum would be a good way to get the residents in Farnham involved in the programme. Cllr Andy Macleod expressed concern that a referendum in September would be too early. The Chair responded that it's essential that what we do has the broad support of residents and that the referendum would not be another consultation but a way to get their endorsement.</p> <p>Paula Gough noted that part of the funding process for DFT needs to include evidence of public consultation and engagement.</p> <p>Jeremy Hunt MP said that the referendum would need to be explicit on what the people are being asked. Cllr Follows recommended that the referendum is run from the public authority as opposed to a political party.</p> <p>Next meeting date: The next meeting will take place on 24th September 2021.</p>

Farnham Infrastructure Programme

Farnham Board Meeting

AGENDA ITEM 04

DATE: 24 SEPTEMBER 2021

DOC NO: 4D476001-SCC-PRG-PAP-000020

REPORT OF: TIM OLIVER – BOARD CHAIR

LEAD OFFICER: SIMON DUKE – PROGRAMME DIRECTOR

SUBJECT: OPTIMISED INFRASTRUCTURE PLAN FINAL DRAFT

SUMMARY OF ISSUE:

To note the content of the revised Optimised Infrastructure Plan (OIP), amended following completion of the consultation process and review of comments received.

RECOMMENDATIONS:

It is recommended that the Board:

1. Notes the progress made in developing the final draft of the revised OIP. This has taken account of initial officer feedback, but the production of the final version of the OIP awaits formal feedback from Farnham Infrastructure Programme (FIP) partners.
2. Approves the publication of the final version of the OIP, subject to completion of any final amendments following feedback from the Board.

REASON FOR RECOMMENDATIONS:

The OIP has been amended following completion of the consultation process and receipt of comments from the public, stakeholders, and partners.

The OIP Consultation Report previously summarised the responses to the consultation, including any additional commentary or suggestions provided by consultees. The consultation on the draft OIP suggested that there was broad agreement with many components of the draft OIP, but that further work would be needed to develop specific components of the Plan.

The team leading the development of the OIP has reviewed the consultation feedback and has undertaken further technical work to inform key components of the OIP. Engagement has taken place with FIP partners to inform development of the final draft version of the OIP.

The final draft will be circulated to Board members under separate cover. Formal feedback is still awaited from Waverley Borough Council and Farnham Town Council, and this will need to be addressed in the production of the final version.

DETAILS:

Background

1. The OIP is the latest stage of the FIP 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.

Overview

2. The draft OIP received broad support, as outlined by the consultation response.
3. The final draft of the revised OIP has incorporated comments from the following.
 - Partners: Surrey County Council (Councillors and Officers), Waverley Borough Council (Councillors and Officers), Farnham Town Council (Councillors and Officers)
 - Stakeholders, e.g. Farnham Biodiversity Partnership, Farnham Cycle Campaign, The Farnham Society, Friends of Farnham Park, Farnham Architects Forum
 - Resident groups: North Farnham Voice, South Farnham Residents Association
 - Individual residents and business owners
4. Due to time and space constraints in this briefing report, the full list of amendments is not supplied. Below is an overview of the types of changes made to the draft OIP when creating the final document.
 - Policy additions, e.g. policy adopted since the publication of the draft OIP
 - Removal of some potential schemes
 - Alteration of some potential schemes
 - Addition of some potential schemes
 - Text alterations – clarifications, supplementary text etc...
 - Mapping alterations reflecting revisions and corrections
 - Additional information on potential carbon impacts
5. It is important to note that some comments and requests have not been reflected in the amended OIP. In some instances, this is because the suggestions are not viable

or are not supported by UK legislation, regulations, or guidelines. In other instances, these suggestions and comments relate to specific projects within the Farnham Infrastructure Programme, e.g. the Farnham A31 Corridor, Town Centre, Short- and Medium-term interventions etc... Where this is the case, these comments have been relayed to those project teams for action at the project level.

6. The OIP is a strategic document that sets out the overall principles for improving the transport system in Farnham over the next decade. It is not intended to provide detail, which will instead be developed through the individual projects (Short- and Medium-Term Interventions, Town Centre and associated active travel programme, Farnham A31 Corridor, Wrecclesham Relief Road). Interventions shown in the OIP are indicative concepts and will be subject to further development through the individual projects.

CONSULTATION:

6. Consultation on the OIP ran from 15 February to 14 March 2021. The consultation 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, a programme-level Equality Impact Assessment (EqIA) has been undertaken for the FIP, drawing on evidence from the Vision and the OIP. This has been approved by the Programme Team at the September Programme Board.

OTHER IMPLICATIONS:

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

WHAT HAPPENS NEXT:

13. The OIP has been amended to produce a final draft version, reflecting and incorporating feedback provided as part of the consultation. Following final feedback and approval from the Board, the final OIP will be published in the public domain.
-

Contact Officer:

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

Annexes: None. Final Draft OIP to follow as a separate paper.

Farnham Infrastructure Programme

Farnham Board Meeting

AGENDA ITEM 05

DATE: 24 SEPTEMBER 2021

DOC NO: 4D476001-SCC-PRG-PAP-000021

REPORT OF: TIM OLIVER – BOARD CHAIR

LEAD OFFICER: SIMON DUKE – PROGRAMME DIRECTOR

SUBJECT: FARNHAM A31 CORRIDOR UPDATE

SUMMARY OF ISSUE:

To note the current progress with the Farnham A31 Corridor project.

RECOMMENDATIONS:

It is recommended that the Board:

1. Notes the progress update on the Farnham A31 Corridor project.
2. Approves in principle the submission of the Farnham A31 Corridor Strategic Outline Business Case to the Department for Transport in November 2021, subject to the consultation and review measures outline below.

REASON FOR RECOMMENDATIONS:

To provide Board Members with an update on the Farnham A31 Corridor project and support the development of the Strategic Outline Business Case (SOBC) due to be submitted to the Department for Transport (DfT) in November 2021.

DETAILS:

PROGRAMME UPDATE

1. Overall, the Farnham A31 Corridor project remains on schedule, with activity progressing in period in line with expectation leading up to submission of the SOBC to the DfT in November 2021.

GEOGRAPHICAL SCOPE

2. In July 2021, the geographical scope of the project was extended from the Hickley's Corner / Firgrove Hill area to a wider area encompassing the Coxbridge roundabout to the west and the Shepherd and Flock roundabout to the east, following consultation with the DfT.

OBJECTIVE SETTING AND ENGAGEMENT WITH THE DfT

3. The project objectives were developed in July 2021 and refined following engagement with the DfT. The project objectives are as follows:
 - Ease congestion and delays on the A31 and at key junctions.
 - Improve road safety
 - Improve the transport network with prioritisation of public transport
 - Improve walking and cycling at the Hickley's Corner junction and connections to/and from Farnham Town Centre
 - Resolve community severance by improving connectivity across Farnham
 - Reduce the impacts of the level crossing
 - Facilitate development in Farnham
 - Improve sub-regional movement along the A31 corridor
 - Address air quality issues in Farnham

SCHEME INTERDEPENDENCIES

4. The Farnham A31 Corridor project has direct interdependencies with Project 2 (Town Centre and associated active travel programme), as well as the Station area and related development. Project 1 (Short- and Medium-term interventions) includes proposals put forward by stakeholders for the area covered by the Farnham A31 Corridor project, including: cycle lanes along the A31, greening of the A31 corridor, and requests to reduce the downtime of the level crossing barriers at Farnham Station.

BUSINESS CASE DOCUMENTATION

5. The SOBC to be submitted in quarter 4 of 2021 will comprise of the following documents:
 - Option Assessment Report (OAR)
 - Appraisal Specification Report (ASR)
 - Strategic Outline business Case (SOBC)
 - Local Model Validation Report (LMVR) for the PARAMICS model
 - Modelling and Appraisal Report
 - Appraisal Toolkit

DRAFT LONG LIST AND OPTIONEERING APPROACH

6. The starting point for optioneering was a draft 'longlist' of eighteen interventions put forward by the Programme Team, partners and stakeholders since 2004. The 'longlist' of interventions has been sifted against five key criteria:
 - Eligibility for funding stream

- Compatibility with other Town Centre measures
- Deliverability
- Major Road Network/Large Local Majors objectives
- Scheme objectives

SHORTLISTED INTERVENTIONS

7. As a result of the sifting exercise and discussions with the DfT, the following junctions have been shortlisted for design development and supplementing with complementary measures:
 - A31 Coxbridge roundabout – to include improvements to vehicular circulation and crossing facilities for pedestrians and cyclists
 - A31 Hickley's Corner and Firgrove Hill area – to include improved connection for walking and cycling between the Station area and Farnham Town Centre and measures to provide additional capacity on the A31, along with improvements to the Station approach.
 - A31 Shepherd and Flock roundabout – to include improvements to vehicular circulation and crossing facilities for pedestrians and cyclists
8. Any junction designs will be evaluated against their respective performance in delivering against the project objectives, deliverability / land take and cost, alongside consultation with the Programme Team and partners. The SOBC to be submitted in November 2021 will contain interventions for the corridor sifted into up to three packages.

APPROACH TO DESIGN

9. Outline designs are being developed through August and September 2021, focussing in particular on horizontal / vertical alignments, and potential land take based on Ordnance Survey base mapping, highway boundary information, and some limited levels information. The scope for a topographical survey to provide more information on levels is currently being developed, as is a 'red line' boundary to form the basis of a land ownership search.

APPROACH TO FORECASTING AND MODELLING

10. A forecast year of 2033 has been adopted based on consultation with Surrey County Council Officers and the DfT. Forecasting taking account of committed or near-certain employment and housing schemes has been undertaken based on the TEMPRO software which accounts for changes in GDP, employment, and other factors like car ownership, as well as an 'Uncertainty Log' of local schemes and developments agreed with Waverley Borough Council.
11. Testing of the agreed shortlisted interventions will commence in September 2021, using a reviewed and refined version of the Farnham PARAMICS micro-simulation model. The modifications and adjustments made to the PARAMICS model to improve the accuracy of its predictions in and around the A31 corridor will be documented in the LMVR.
12. The performance of the shortlisted interventions will be compared against the performance of a 'do minimum' scenario, which represents the case without the Farnham A31 Corridor project, during September and October 2021 using the PARAMICS model. The 'do minimum' scenario will include an option for Farnham

Town Centre in which both Castle Street and Downing Street are pedestrianised as this option is predicted to displace the greatest volume of traffic from the town centre to the A31 corridor.

NEXT STEPS

13. The next steps include:

- Consultation with the Programme Team, partners and major stakeholders on the shortlisted options
- Completion and refinement of the outline design of the shortlisted interventions
- Commencement and completion of the PARAMICs modelling of the interventions, including a comparison of their performance against that of the 'do minimum' for a forecast year of 2033.
- Circulation for comments to Programme Team, partners and major stakeholders
- Refinement of the OAR based on feedback
- Further development of the SOBC based on feedback
- Sharing of details of the shortlisted options with stakeholders before submission of the SOBC
- Completion of the full documentation and submission of the SOBC in November 2021

CONSULTATION:

14. There has been no public consultation to-date, and none is planned before submission of the SOBC to the DfT in November 2021, although details on the concept options developed so far will be shared with the Programme Team, partners and major stakeholders in late September and October 2021.

RISK MANAGEMENT AND IMPLICATIONS:

15. 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

16. The cost of the works will be identified through estimation work once three shortlisted options have been identified. The estimated costs of the options will be presented in the financial case of the SOBC.

SECTION 151 OFFICER COMMENTARY

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

LEGAL IMPLICATIONS – MONITORING OFFICER

18. 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

19. As part of Surrey County Council's reporting requirements, an Equality Impact Assessment (EqIA) has been undertaken for the Farnham Infrastructure Programme,

and subsequently approved by the Programme Team at the September Programme Board.

OTHER IMPLICATIONS:

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

WHAT HAPPENS NEXT:

21. The SOBC and option designs will be worked up in more detail and progress reports brought back to the Board. The design concepts will be shared with the Programme Team, partners and major stakeholders in September and October 2021 before the SOBC is submitted to the DfT.
-

Contact Officer:

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

Annexes: None.

This page is intentionally left blank

Farnham Infrastructure Programme

Farnham Board Meeting

AGENDA ITEM 06

DATE: 24 SEPTEMBER 2021

DOC NO: 4D476001- SCC-PRG-PAP-000022

REPORT OF: TIM OLIVER – BOARD CHAIR

LEAD OFFICER: SIMON DUKE – PROGRAMME DIRECTOR

SUBJECT: SHORT-AND MEDIUM-TERM INTERVENTIONS UPDATE

SUMMARY OF ISSUE:

To update the Board on Project 1 (Short- and Medium-Term Interventions) including progress to date regarding the short-term interventions of heavy goods vehicle (HGV) restrictions, speed limits, wayfinding and A325 reclassification projects, and the ‘sift 2’ process for the list of Medium-Term Interventions.

RECOMMENDATIONS:

It is recommended that the Board:

1. Notes the progress update on the Short- and Medium-Term Interventions.

REASON FOR RECOMMENDATIONS:

To provide Board Members with an update on Project 1 (Short- and Medium-Term Interventions).

DETAILS:

Projects already identified to be taken forward:

1. HGV Traffic Regulation Order (TRO) Restrictions:

- Consultation for the TROs regarding sign locations were completed in the previous period.
- Sign drawings were reviewed by the Surrey County Council Design Team and finalised.
- Kier have been commissioned to procure and install the signs, currently due to complete in September 2021.

2. 20mph Speed Limits:

- Speed surveys were undertaken in June and July 2021 to supplement those conducted in November and December 2020 in the three proposed 20mph speed limit areas of Farnham Town Centre, Upper Hale Road and Weydon Lane.
- Signs designs and, where appropriate, complementary physical measures to actively reduce speeds have been developed for all three areas.
- Engagement has been undertaken with Surrey Police's Road Safety and Traffic Management Team, Surrey County Council's Highways Area Manager and Surrey County Council's Road Safety and Sustainable School Travel Manager.
- The proposed measures were presented to Waverley Local Committee on 3 September 2021 and approvals was received to proceed with statutory consultation on the proposals alongside further engagement with Waverley's Heritage officer, Farnham Town Council and Waverley councillors regarding the measures in Castle Street and a possible extension to the 20mph speed limit for Upper Hale Road.
- Road Safety Audit Stage 1 has been undertaken.
- The start of the Traffic Regulation Order consultation period is currently planned for November 2021.

3. Wayfinding

- A Wayfinding Strategy Report was prepared in July 2021 and identified the existing fingerpost signs and a new town centre pedestrian wayfinding strategy incorporating fingerpost signs with new mapping products consistent with those delivered in other Surrey towns.
- The Wayfinding Strategy report was developed working closely with stakeholders and has been shared with Surrey County Council officers, Waverley Borough Council officers and Farnham Town Council's Town Clerk.
- Feedback has now been received from all stakeholders ready for consideration.

4. A325 Re-Classification

- A technical note has been finalised following review by Surrey County Council's teams and Kier identifying the changes to road signs and carriageway markings to no longer sign the A325 as a route through Farnham town centre.
- The proposals involve removing 'A325' from directional signs and carriageway markings without replacing this with a new 'B' road number as this provides cost and programme savings.

- Kier have been commission and are coordinating installation alongside the installation of the HGV restrictions to minimise the need for additional temporary traffic management, thereby minimising traffic disruption.
- The changes to signs and markings will be made in September and early October 2021.

5. Medium-Term Interventions Pipeline

- In previous periods and following the allocation of funding for the Medium-Term Interventions, a working list of circa 100 projects was compiled based on stakeholder feedback including:
 - Maintenance (footways, surfacing, drainage)
 - Traffic management (signage, road markings, minor improvements, highway adoption)
 - HGVs (planned restrictions, town centre deliveries, freight consolidation)
 - Traffic speeds and traffic calming
 - Walking (crossings, signals, routes, wayfinding, Park & Stride and monitoring cameras)
 - Cycling (new routes, cycle parking, shelters)
 - Parking (on-street and off-street)
 - Buses (new services, shelters, information screens)
 - Schools (school streets, schools transport)
- To support the prioritisation of the Medium-Term Interventions, a Stage 1 sift was completed in previous period taking account of alignment with the Farnham Vision, availability of funding, timing, consistency with Projects 2, 3 and 4, planning policy and land availability.
- In this period a Stage 2 sift was undertaken to further prioritise the list taking account of:
 - Funding requirements.
 - Deliverability.
 - Environmental impact.
 - Carbon impact.
 - Consultation requirements.
 - Potential for modal shift.
 - Digital technology.
 - Health & safety.
 - Impact on local businesses
- The Stage 2 sifted list and methodology has been shared with Surrey County Council, Waverley Borough Council and FTC councillors. Feedback has been received from Surrey County Council / Waverley Borough Council councillors and is expected from FTC councillors on 17 September 2021.

CONSULTATION:

6. The TRO consultation for the HGV restrictions closed on 15 April 2021. No objections were received from statutory consultees.
7. The TRO consultation for the 20mph Speed Limits is set to commence in November 2021.
8. A public consultation exercise on the wayfinding project will need to be undertaken prior to implementation this will extend this project.

RISK MANAGEMENT AND IMPLICATIONS:

9. 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

10. The cost in respect of the works will be met from the £2m Surrey County Council capital allocation for 2021/22 and 2022/23. An additional £0.5m is available from Waverley Borough Council Car Parking Surplus, along with applicable Community Infrastructure Levy and Section 106 funding.
11. It is planned 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 Medium-Term Interventions Pipeline.

SECTION 151 OFFICER COMMENTARY

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

LEGAL IMPLICATIONS – MONITORING OFFICER

13. 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

14. As part of Surrey County Council's reporting requirements, an Equality Impact Assessment (EqIA) has been undertaken for the Farnham Infrastructure Programme, and subsequently approved by the Programme Team at the September Programme Board.

OTHER IMPLICATIONS:

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

WHAT HAPPENS NEXT:

16. The HGV and A325 Reclassification works are being delivered in September and October 2021.

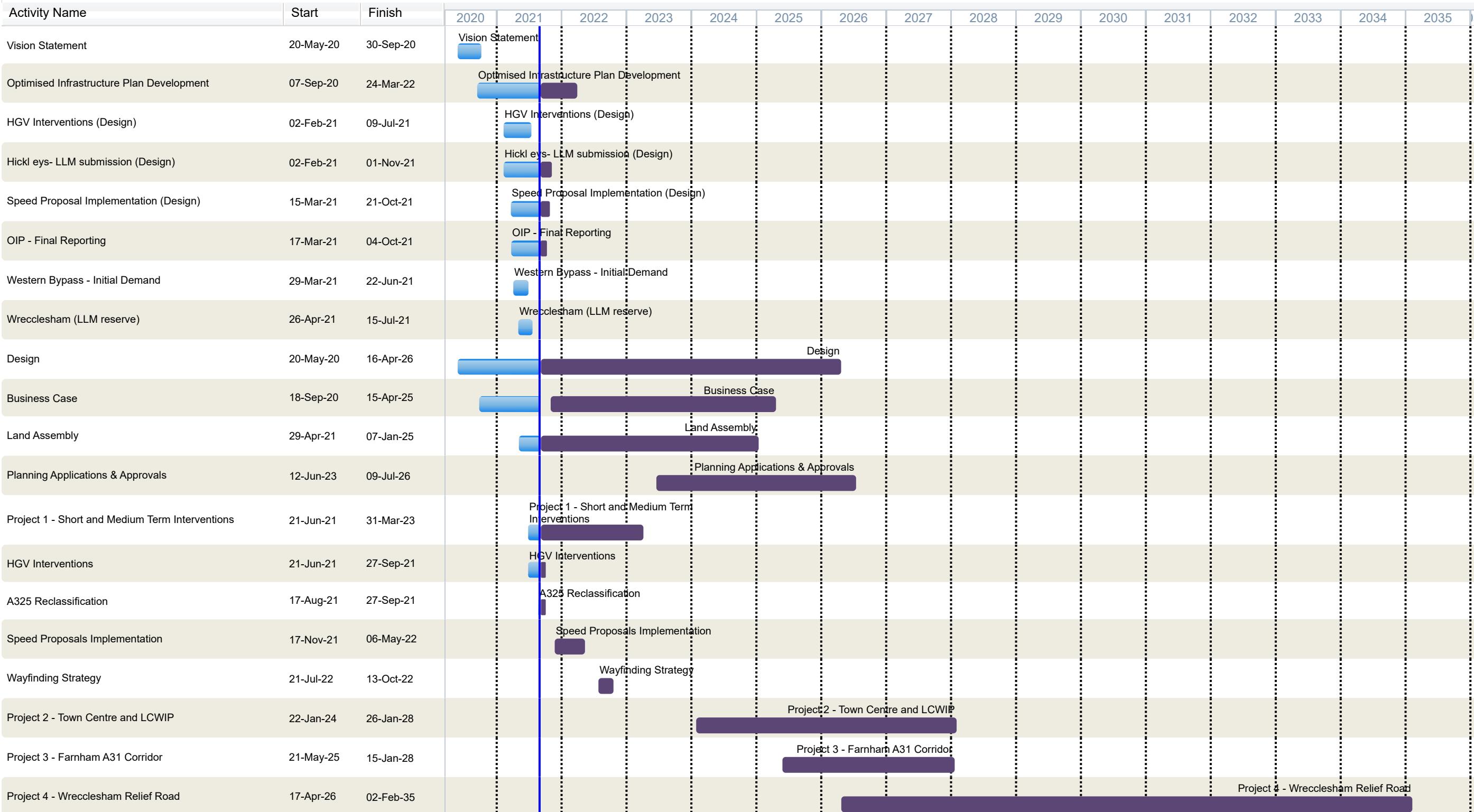
17. Further engagement with stakeholders and statutory TRO consultation will be undertaken for the 20mph speed limits.
 18. The Wayfinding Strategy Report will be refined based on stakeholder feedback.
 19. Following completion of the Medium-Term Interventions sifting process, proposals for improvements will be worked up in more detail for implementation and progress reports brought back to the Board.
-

Contact Officer:

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

Annexes: None.

This page is intentionally left blank



Farnham Infrastructure Programme

Farnham Board Meeting

AGENDA ITEM 07

DATE: 24 SEPTEMBER

DOC NO: 4D476001-SCC-PRG-PAP-000023

REPORT OF: TIM OLIVER – BOARD CHAIR

LEAD OFFICER: ELAINE MARTIN – PROGRAMME MANAGER

SUBJECT: PROGRESS UPDATE

SUMMARY OF ISSUE:

This paper has been drafted to summaries the activity and progress achieved since the June 2021 Board, including any matters of note arising during this period, and to outline the activity to be carried out up until the next Board in December 2021.

RECOMMENDATIONS:

It is recommended that the Board:

1. Notes the progress update provided.
2. Notes the forecast key activities and updated Summary Integrated Schedule.
3. Notes the updated Project Terminology, now in use.

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. The following activities have been carried out since the previous Board in June:

- Incorporation of consultation feedback into the Optimised Infrastructure Plan (OIP) and development of a final draft (addressed under a dedicated paper). An initial development phase of a Local Walking and Cycling Infrastructure Plan (LCWIP) for Farnham has also been completed as part of this work.
- Progression of the Short-Term Interventions currently ongoing, including:
 - Near implementation of the HGV restrictions.

- Feasibility of 20mph speed limits in Farnham presented and approved at Waverley Local Committee.
 - Reclassification of the A325 through Farnham.
 - The Wayfinding Strategy has been produced for partner comment.
- The initial sifting process for the Medium-Term Interventions Pipeline has also been completed, allowing for consultation with Programme partners on the nature and contents of the Medium-Term Interventions Pipeline (addressed under a dedicated paper).
- Traffic modelling to support the options study for the Town centre noted at the previous Board, alongside drafting of the associated final report. An initial methodology for options to review vehicular, non-motorised movement and place making within the Town has also been developed.
- Progression of the development of the Farnham A31 Corridor Local Large Major (LLM) Strategic Outline Business Case (SOBC) for submission to the Department for Transport (addressed under a dedicated paper).
- Completion of an initial feasibility assessment of a potential Wrecclesham Relief Road, indicating a base traffic demand.
- Completion of an initial feasibility assessment of a potential Western Link Road, again indicating a base traffic demand.

2. Activity up until the next Board will focus upon:

- Publication of the OIP following any final comments from the Board.
- Continuing to progress the Short-Term Interventions currently under way, including close-out of the HGV restrictions and reclassification of the A325.
- Traffic Regulation Order statutory process for the 20mph speed limit.
- Publishing a moderated Medium-Term Interventions Pipeline, supported by the scoping, sequencing and initial development of projects contained in this list.
- Finalising the Wayfinding Strategy and developing designs.
- Development of more detailed designs for the town centre and LCWIP schemes including supporting traffic modelling.
- Submission of the Farnham A31 Corridor LLM SOBC to the Department for Transport.
- Carrying out a policy alignment review of the proposed Wrecclesham Relief Road and Western Link Road to continue to assess and build the case for these projects.

3. Overall, the Farnham Infrastructure Programme (FIP) remains on schedule, with activity progressing in period broadly in line with expectation. However, the following should be noted:

- Publication of the final OIP was deferred from August 2021 to early October 2021 to provide time to complete the underpinning carbon assessments and fully incorporate partner feedback.
- Submission of the Farnham A31 Corridor LLM SOBC was deferred from September 2021 to November 2021 (by mutual agreement with the Department for Transport) to provide sufficient time for the required corridor-wide approach to be developed.
- However, as part of these same discussions with the Department for Transport, it was agreed that it was achievable to bring the planned in-use date for the Farnham A31 Corridor forward from March 2031 to January 2028.

- Development of and consultation on the Medium-Term Interventions Pipeline also continues to require more time than initially hoped for.
4. A Summary Integrated Schedule showing key milestones and roadmap to delivery is enclosed as Annex A. It should be noted that a revised schedule baseline was agreed to at the August 2021 Programme Board, to which this schedule continues to align.
 5. It was similarly agreed at the August 2021 Programme Board that key project terminology should be updated to reflect current usage and avoid any potential misunderstandings. This is summarised in the table below.

Table 1 – Project Terminology Refresh, August 2021

Project	Name in Vision Statement	Current Usage	Comments
Project 1	Short- and medium-term improvements (quick wins)	Short- and medium-term interventions	Short term to be implemented in FY 2021/22 Medium term to be implemented in FY 2022/23
Project 2	Farnham town centre transport infrastructure improvements	Town centre and LCWIP	
Project 3	A31 Hickley's Corner improvements	Farnham A31 corridor	
Project 4	A325 Wreclesham relief road project	Wreclesham relief road	
Cited studies	Optimised infrastructure plan Western bypass	Optimised infrastructure plan Western link road North Farnham area study South Farnham area study	Not currently classed as projects

6. The Programme approach to stakeholder engagement has also been reviewed and refreshed since the previous Board. This has included the development of a monthly member and key stakeholder newsletter. A dedicated collaboration area for the Board and the Programme team is also to be set-up to support the sharing of information.
7. A 'deep-dive' review of Programme funding sources has also been initiated. This has included the cross-referencing of the current Medium-Term Interventions Pipeline with available Section 106 contributions and potential Community Infrastructure Levey (CIL) bids. A broader review of available funding is also ongoing, focusing upon the Town centre, but also examining ways to supplement possible funding routes for the Farnham A31 corridor and Wreclesham Relief Road.
8. It was also agreed at the last Board that an update on key risks and issues should be provided at the following meeting. The current key risks for the Programme, based upon post-mitigation weighting, are provided in the table below. These risks are actively managed through the Programme risk management approach.

Table 2 – Key Programme Risks

ID	Threat title	Threat description	Threat score	Mitigation / treatment action	Action owner	Action due date
4D476001-R029	Modal shift is not achieved	The likely affect of current public sentiment is that	25	Modal shift to be considered throughout programme delivery:	EM	Ongoing

ID	Threat title	Threat description	Threat score	Mitigation / treatment action	Action owner	Action due date
		modal shift is not achieved		<p>1. Development of benefit mapping and a blueprint for deliver of the Programme benefits to determine the level and nature of the change required</p> <p>2. Publicly / regularly / compelling make the case for modal shift in public forums ('be the change you want to see in the world', etc...)</p> <p>3. Use of 'persona' analysis to identify the specifics of the change required and 'make changes real'</p> <p>4. Gain senior leadership sponsorship and drive for these thoughts</p> <p>5. Introduction of a change mgt workstream and associated sub-projects (aligned to the blueprint/benefit mapping)</p>		
4D476001-R067	Referendum proposal	A potential referendum on the Programme was proposed by Jeremy Hunt MP during the June 2021 Farnham Board	20	<p>1. Consideration of the benefits / risks of a referendum</p> <p>2. A positive communications campaign is being embarked upon to promote the Programme</p> <p>3. Relationships with local Councillors are being developed / enhanced to build support for the Programme</p>	EM	Ongoing
4D476001-R069	Historic street layout	There is a risk that pedestrians cannot be suitably prioritised whilst continuing to facilitate motorised traffic within Farnham	16	<p>1. Shared space / time-based restrictions to be explored</p> <p>2. Phase approach to be considered</p> <p>3. Demand management options to be explored</p> <p>4. Range of options to be developed to support public engagement</p>	CG	Ongoing
4D476001-R074	Cultural / environmental sensitive sites	There is a risk that major road schemes would conflict with these sites	15	<p>1. Schemes to be tested against policy and legislation</p> <p>2. Environmental mitigations to be identified if / as required</p> <p>3. Schemes not to be proceeded with if environmental mitigations are not possible</p>	EM	Ongoing
4D476001-R031	Fake News	Articles and negativity around	25	Create proactive, 2-way, communications which details	BF	Ongoing

ID	Threat title	Threat description	Threat score	Mitigation / treatment action	Action owner	Action due date
		the programme in the public domain could lead to the lack of support for the scheme and be subsequently dropped		what we are actually doing: 1. Create several sources of information all aligned i.e. Surrey County Council, Waverley Borough Council, Farnham Town Council, Herald 2. Explore Potential for further resource (informal liaison/ engagement) 3. Monitor and review all communications sources / public opinion 4. Engage directly with key stakeholders (FCC, SOFRA, Farnham Society, etc...) as required		

CONSULTATION:

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

RISK MANAGEMENT AND IMPLICATIONS:

10. 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

11. The cost and value for money in respect of the works will be identified within the Surrey County Council Report.

SECTION 151 OFFICER COMMENTARY

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

LEGAL IMPLICATIONS – MONITORING OFFICER

13. 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

14. A Programme-level Equality Impact Assessment (EqIA) was recently carried out. This was approved by the Programme Team at the September Programme Board and indicated that there are currently no substantive concerns associated with the Programme's proposals based upon the level of information available.

OTHER IMPLICATIONS:

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

WHAT HAPPENS NEXT:

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

Contact Officer:

Elaine Martin
Programme Manager
Elaine.Martin@surreycc.gov.uk

Annexes: Annex A – FIP Summary Integrated Schedule

Annex A – FIP Summary Integrated Schedule

This page is intentionally left blank