

# Notice of Meeting

## Farnham Board

**Date & time**

Wednesday, 22  
December 2021  
at 10.00 am

**Place**

Remote Meeting via  
Zoom

**Contact**

Yasmin Ahmed, Cabinet Policy Manager  
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**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.

<b>Member</b>	<b>Representing</b>
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 & INTRODUCTION** (Pages 5 - 6)
  - a) Welcome
- 2 MINUTES OF MEETING AND MATTERS ARISING FROM THE LAST BOARD** (Pages 7 - 12)
  - a) All to agree
- 3 SHORT AND MEDIUM-TERM INTERVENTIONS UPDATE**
  - a) Overview of completed and in-train interventions
  - b) Overview of next steps and Medium-Term Interventions Pipeline
- 4 TOWN CENTRE AND LCWIP UPDATE**
  - a) Overview of progress to date
  - b) Overview of next steps
  - c) Approach to planned public vote and consultation
- 5 FARNHAM A31 CORRIDOR UPDATE**
  - a) Overview of progress to date
  - b) Overview of next steps
- 6 WESTERN LINK ROAD AND WRECCLESHAM RELIEF ROAD POLICY ALIGNMENT** (Pages 13 - 16)
  - a) Overview of recent policy alignment report
  - b) Decision on how to proceed with the Wrecclesham Relief Road
  - c) Decision on how to proceed with the Western Link Road
- 7 OVERVIEW OF PROGRESS** (Pages 17 - 22)
  - a) Programme and key milestone update
  - b) Overview of key risks and issues
- 8 QUESTIONS AND DISCUSSION**
  - a) Review of questions submitted in advance
- 9 LOCAL LIAISON FORUM UPDATE**
  - a) Overview of future sessions
- 10 AOB**

The next meeting will be held on Friday 18 March 2022

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*Thank you for your co-operation*

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# Agenda

## Farnham Board

<b>Date &amp; Time:</b>	22 December 2021, 10:00-11:30
<b>Venue:</b>	Video Conferencing - Zoom
<b>Chair:</b>	Cllr Tim Oliver
<b>In attendance:</b>	<p><b>Board Members</b> 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</p> <p><b>Attendees</b> Tom Horwood, Zac Ellwood, Iain Lynch, Katie Stewart, Lee Parker, Yasmin Ahmed, Simon Duke, Elaine Martin, Chris Greenwood, Peter Burch</p>
<b>Apologies:</b>	

	Item	Who	Paper
1	<p><b>Welcome and introduction</b></p> <p>a) Welcome</p>	TO	Verbal
2	<p><b>Minutes of meeting and matters arising from the last Board</b></p> <p>a) All to agree</p>	TO	Verbal
3	<p><b>Short and Medium-Term Interventions update</b></p> <p>a) Overview of completed and in-train interventions b) Overview of next steps and Medium-Term Interventions Pipeline</p>	EM / SD	Verbal
4	<p><b>Town Centre and LCWIP update</b></p> <p>a) Overview of progress to date b) Overview of next steps c) Approach to planned public vote and consultation</p>	EM / SD	Verbal

	<b>Item</b>	<b>Who</b>	<b>Paper</b>
<b>5</b>	<b>Farnham A31 Corridor update</b> a) Overview of progress to date b) Overview of next steps	EM / SD	Verbal
<b>6</b>	<b>Western Link Road and Wrecclesham Relief Road policy alignment</b> a) Overview of recent policy alignment report b) Decision on how to proceed with the Wrecclesham Relief Road c) Decision on how to proceed with the Western Link Road	EM / SD	Y
<b>7</b>	<b>Overview of progress</b> a) Programme and key milestone update b) Overview of key risks and issues	EM / SD	Y
<b>8</b>	<b>Questions and discussion</b> a) Review of questions submitted in advance	EM / SD	Verbal
<b>9</b>	<b>Local Liaison Forum update</b> a) Overview of future sessions	JN / AM	Verbal
<b>10</b>	<b>AOB</b> The next meeting will be held on Friday 18 March 2022	TO	Verbal

## Farnham Board Minutes

<b>Date &amp; Time:</b>	24 September 2021, 9:30-11:30
<b>Venue:</b>	Farnham Town Council/Hybrid - Zoom
<b>Chair:</b>	Cllr Tim Oliver
<b>In attendance:</b>	Cllr Michaela Martin, Cllr Catherine Powell, Cllr Andy MacLeod, Cllr Paul Follows, Cllr Peter Clark, Cllr John Neale, Rt Hon Jeremy Hunt MP.
<b>Observers:</b>	Chris Greenwood, Alex Pye, Tom Horwood, Zac Ellwood, Iain Lynch, Peter Burch, Yasmin Ahmed, Paula Gough, Jonathan Foster-Clark, Elaine Martin
<b>Apologies:</b>	

	Item
<b>1</b>	<p><b>Welcome and Introduction</b></p> <p>The Chair welcomed everyone and went through general housekeeping for the meeting. He also took the opportunity to thank Paul Gough who is leaving the Farnham Project Team for her contribution so far.</p>
<b>2</b>	<p><b>Minutes of the Meeting and Matters Arising from Last Board</b></p> <p>No amendments were suggested, <b>minutes approved.</b></p>
<b>3</b>	<p><b>Questions and Queries</b></p> <p>There were no questions or queries for this Board.</p> <p>Simon Duke asked that any questions members have are sent to the Board before each meeting as agreed in June.</p>
<b>4</b>	<p><b>Optimised Infrastructure Plan – Final Report</b></p> <p>Alex Pye presented the feedback from extensive consultation and communications that have taken place on the Optimised Infrastructure Plan (OIP). The revised OIP final draft has incorporated comments from partners, stakeholders, resident groups and individuals. These changes include policy additions, changes to the schemes (removal, alteration or addition), clarification of text and additional information on potential carbon impacts.</p> <p>The Board was recommended to note the progress made in developing the final draft of the revised OIP and approve the publication of this document subject to any final amendments from the Board.</p> <p>Cllr Andy MacLeod expressed how important this report is, how this work is needed in Farnham, and spoke about the need to communicate the plan visually through diagrams and ensure that the plan is implemented.</p> <p>Cllr Peter Clarke commended the team in getting the OIP to this stage. He mentioned that this report has been consulted on extensively and emphasised that now is the time to focus on the delivery of the plan. Cllr Catherine Powell seconded this.</p>



Item	
	<p><b>The Board confirmed that they approve the publication of this report.</b></p>
5	<p><b>Farnham A31 Corridor update</b></p> <p>Chris Greenwood presented on the objectives of this project to ease congestion, improve road safety and transport network, reducing impacts of the level crossing and facilitate developments, improve sub regional movement and address air quality.</p> <p>He summarised the work that has been done so far; the main workstreams have been developing the business case leading to submission in November, looking at the forecasting and developing the traffic model and engineering feasibility.</p> <p>There are 19 different interventions that have been proposed since 2004. Looking at the feasibility from an engineering point of view, these have been sifted down into shortlisted interventions.</p> <p>Chris summarised the next steps as the submission of the business case in November, using the traffic model to understand how these interventions would workday today and refining the suite of business cases that will need to be submitted.</p> <p>In response to a question asked around forecasting, Chris confirmed that the traffic modelling takes account of local schemes and developments in and around Farnham from development lists from Waverly Borough Council.</p> <p>The Board is recommended to note the progress update and approve in principle the submission of the Strategic Outline Business Case in November subject to consultation and review.</p> <p>Cllr Paul Follows asked if development lists from other borough councils have been considered asked to be provided with a brief outline of what happens after submission in November. Chris Greenwood confirmed that sites have been captured in adjacent boroughs in Surrey as well as Hampshire.</p> <p>Jonathan Foster-Clarke responded that SCC will need to follow the Treasury business case process which is also known as “five cases”. First a strategic case needs to be made on why the investment is needed, what problem we are trying to solve and demonstrating how this is consistent with Government and local policies. Then a second case will need to demonstrate we are delivering good value for money on the investments and map out benefits to the economy. The other three cases relate to the financial case, a procurement strategy or commercial case and finally the delivery case, ensuring we have the right governance for the schemes in the programme. Based on the current timeline drafted with the Department of Transport (DfT), the scheme is estimated to be in use by 2028.</p> <p>Cllr Catherine Powell asked if the list of developments can be shared with the Board to better answer resident queries and also asked if manging impacts has been considered in the construction phase. Elaine Martin agreed to share the pro forma updates and Simon Duke confirmed that work is done with contractors to ensure impacts are minimised as much as possible.</p> <p><b>The Board approved the submission of the business case.</b></p>
6	<p><b>Short- and Medium-Term Interventions update</b></p>



**Item**

Elaine Martin gave an update on the short-term interventions first:

- Rerouting HGVs - Since the last Board, the team has consulted on the TROs regarding sign locations. Kier have been installing the signs and due are to complete by the end of September.
- Wayfinding Strategy - Report on this was prepared in July identifying existing fingerpost signs and a new town centre pedestrian wayfinding strategy which incorporated the design. The strategy has developed after working closely with stakeholders and further discussions will be had around finding locations for new signage, design of totem poles and finger signs and the team are currently looking at a March 22 installation.
- 20mph Speed limit - This went to the Waverley Local committee and was approved on the 3<sup>rd</sup> September. Although heritage considerations were raised on the physical measures required in Castle Street for the Speed Restrictions. This is being looked at. TRO consultation is planned for October.

The Chair asked if Waverley’s concerns are going to be included in the TRO. Elaine confirmed that they will be included in the TRO consultation.

- A325 reclassification - A technical note has been finalised and reviewed by partners. This has been sent on to Kier to identify changes to roads signs and carriageway markings. They have been commissioned and are coordinating the installation alongside the HGV restriction to minimise the need for additional traffic management and disruptions.

Elaine then presented the medium-term interventions scheme stating that over 100 projects were compiled based on stakeholder feedback including issues related to maintenance, traffic management, HGV, traffic speeds, walking, cycling, parking buses and schools.

A sift was undertaken to prioritise this list. The methodology was shared with stakeholder and feedback has now been received and is currently being reviewed.

The Board is recommended to note the progress on the short- and medium-term interventions.

**7 Overview of progress**

Elaine Martin gave a general overview of progress to date:

- The final OIP is due to be published in October
- The installation for rerouting the HGVs is due to be completed in September
- The wayfinding strategy is due to be implemented by October 2022
- The A road classification is likely to complete in October
- The 20mph zone will be implemented by May 2022
- The medium-term interventions budget allocation limit will be reached in March 2023
- The town centre and (Local Cycling and Walking Implementation Plan) LCWIP construction phase is set to finish by January 2028

Elaine reported on the top five risks; modal shift not being achieved, the possibility of a referendum, historic street layouts, culturally and/or environmentally sensitive sites and fake news.

The Board is recommended to note the progress update, the forecast of key activities and the updated schedule, and the now in use project terminology.

	Item
	<p>The Chair asked for an update regarding the orcas on Downing Street. Elaine responded that the team have spoken with the contractor will be replacing the orcas with white lining and removable bollards from next week. The Chair then asked for a timescale on the widening of the footpath for a permanent solution. Simon Duke responded that sketches have been mocked up to present options. Consultation is being undertaken with shop owners on the street.</p> <p>Cllr Paul Follows asked whether the team will work with Waverley to ensure their plans for an LCWIP will be compatible with the plans for Farnham. Elaine confirmed that the team will be workshopping with partners and ensuring the LCWIP is looked at holistically across Farnham and beyond. Cllr Paul Follows asked the team to ensure that non-Farnham parts of Waverley are also consulted with.</p> <p>Cllr Michaela Martin is willing to host a meeting for the retailers on Downing Street to facilitate consultation.</p> <p>Cllr Catherine Powell asked that the Friends of Farnham Park and the Farnham Biodiversity group are included in discussions on the LCWIP for greenfield or park related routes as early stakeholders. On modal shift, she flagged the ongoing issue of the buses to the local colleges being too full for students travel. She has raised with officers and Stagecoach to find a solution.</p> <p>Cllr John Neale noted the plans to replace the orcas with white lining and bollards. He encouraged the team to work with officers from the local town council to ensure the design is appropriate.</p>
8	<p><b>Local Liaison Forum update</b></p> <p>Cllr John Neale spoke on the timing and content for the Local Liaison Forum (LLF) going forward. The meeting is being moved to quarterly and will take four weeks after the Farnham Board meeting. The programme team will provide an update at the LLF and the usual discussion forum with the public. The next meeting will take place on the 21<sup>st</sup> October 2021.</p> <p>Jeremy Hunt MP spoke on the progress to date and commented that extraordinary progress has been made so far including the short-term intervention such as the HGV restrictions which have already resulted in a 40% reduction of HGV traffic coming into the town.</p> <p>He noted that A31 programme has been brought forward by 3 years meaning it will open before HS2 but the Wrecclesham Relief Road is still to be delivered after HS2 opens. It would be good if both large projects could be open before HS2 happens.</p> <p>He expressed his view for the feasibility for the Western Bypass to be done quickly to assess as a group whether it is on or off the table as it is a project that has engendered strong feelings on both sides. It would be good to know before going to public consultation to avoid overshadowing the issue if it is deemed too late to be unfeasible.</p> <p>He identified that it is necessary to ensure that the Town Council can shape this project. To help with this, Jeremy asked if it would be possible to commission the local architect, Jim Duffy, to take pictures of the new scheme as he did for a previous successful public meeting to help win the support of the people of Farnham.</p> <p>Jeremy also proposed that the traffic modelers look at whether it was possible to have some pedestrianisation at weekends to include in the plans to lessen the carbon footprint.</p>



	Item
	<p>Cllr Paul Follows commented that any referendum on the issue would need to be led by the local authority. He raised the concern that pedestrianisation in Farnham at this time could have a negative reaction due to the negative experience they recently had. He recommended some caution and acknowledgement of the negative experience had by Farnham. Finally, he asked if supporting evidence for the 40% reduction of HGVs could be sent around.</p> <p>Cllr John Neale expressed his support for phased pedestrianisation.</p> <p>Cllr Andy MacLeod also expressed his support or pedestrianisation but also cautioned that it could overshadow the important improvements in the plan and vision at this time. Jeremy Hunt MP suggested that the decision on whether to go public or not could wait until the traffic study has been completed.</p> <p>Elaine Martin spoke about early engagement with partners taking place in October and the visuals that are being developed for this with the public consultation going live in spring next year.</p> <p>Cllr Catherine Powell raised the point that a recent PJA presentation showed that full pedestrianisation the town, it would displace 45 – 55% more traffic on to roads that can't cope today.</p>
9	<p><b>AOB</b></p> <p>The next meeting is <b>17 December 2021</b> and will be held at Farnham Town Council.</p>

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## **Farnham Infrastructure Programme**

### **Farnham Board Meeting**

#### **AGENDA ITEM 06**

**DATE:** 22 DECEMBER 2021

**DOC NO:** 4D476001-SCC-PRG-PAP-000024

**REPORT OF:** TIM OLIVER – BOARD CHAIR

**LEAD OFFICER:** ELAINE MARTIN – PROGRAMME MANAGER

**SUBJECT:** WESTERN LINK ROAD AND WRECCLESHAM RELIEF ROAD POLICY ALIGNMENT

#### **SUMMARY OF ISSUE:**

The Western Link Road and Wrecclesham Relief Road have been reviewed by the Programme Team in terms of their alignment with current national, regional, and local policies, which is summarised in this paper.

The review indicates that neither road project (if considered on stand-alone merits alone) would fully align with current national, regional, or local policies. It is therefore questionable if either scheme, when considered as stand-alone projects to build new roads, would be able to secure central government funding at this time. This is because these policies prioritise new infrastructure which encourages people towards using more sustainable travel.

The two schemes address different connectivity and place issues within Farnham and should therefore be considered as separate projects.

The Western Link Road has been promoted by stakeholders for a number of years and was identified in the 2008 Scott Wilson report as a potential major scheme that could provide opportunities for significant enhancements to the pedestrian experience within the Town Centre strategy. This concept was highlighted by stakeholders during the development of the Optimised Infrastructure Plan (OIP) as one that could form part of a package of solutions addressing movement and place issues and problems in Farnham Town Centre and North Farnham. There is currently insufficient technical evidence to assess the scheme in detail, but the balance of potential impacts against potential benefits indicates that it would not have a strong policy case as a stand-alone scheme.

The Western Link Road could be considered as part of a package of measures to reduce traffic, enable improvements to quality of place, and support modal shift in Farnham. However, it is unlikely that such a scheme would enable benefits of a sufficient scale to

justify the cost and environmental impacts of the scheme. This is particularly the case given that there are currently very mixed views amongst stakeholders on the extent of 'place' improvements that are considered appropriate in Farnham town centre. Therefore, the policy case remains weak.

The Wrecclesham Relief Road has been promoted by stakeholders as a potential solution to the safety issues and environmental impacts associated with traffic passing along the A325 through Wrecclesham village. The Wrecclesham Relief Road was last investigated in detail by the 2002 Mouchel report. It is currently within a reserve list of schemes in the Transport for the South East investment pipeline and was also identified as a possible scheme by stakeholders during the development of the OIP. However, although there is insufficient technical evidence to assess the scheme in detail, the balance of potential impacts against potential benefits indicates that it would have a weak policy case as a stand-alone scheme. When considered as a potential intervention as part of a wider policy package to address the traffic challenges in Wrecclesham, the case would improve, although it would remain a significant challenge for the scheme to support wider policies. This in turn would suggest that attracting funding for a new relief road would remain a challenge.

#### **DETAILS:**

1. A policy alignment review of the Western Link Road and Wrecclesham Relief Road has been carried out by the Programme Team (Executive Summary included as Annex A). The policy alignment review was carried out against key current policies, including the 2008 Climate Change Act (2050 Target Update), Department for Transport's Transport Decarbonisation Plan, and local policy including Surrey's Climate Change Strategy and Local Transport Plan 4 (Emerging).
2. The review of relevant national policies highlights the requirement to promote sustainable transport, to support strong, vibrant, and healthy communities with a strong, responsive, and competitive economy and to contribute to and enhance the natural and local environment. Typically, this would require aligning growth and infrastructure whilst also limiting the need to travel and offering a genuine choice of transport modes. The local policies, mirroring national policies, outline the importance of land use planning in improving local neighbourhoods to provide attractive environments for people and providing sustainable transport choices.
3. It is recognised in the EM3 Local Industrial Strategy that a lack of infrastructure development in the area is holding back the region's potential for economic growth and industrial development. However, any such development would need to reflect national policies on sustainable transport whilst maintaining the open spaces that characterise the area and contribute to the region's attractiveness to live and work in.
4. It is unlikely that central government funding would be secured for either scheme if they are promoted as stand-alone road schemes with no complementary measures. Current policies have a strong emphasis on improving the quality of local places, promoting modal shift and in reducing the need to travel. These policies would not be supported by stand-alone road building schemes. The policies would only be supported if it can be shown that the road schemes are required to promote and achieve mode shift through more sustainable travel behaviours and support placemaking by reducing traffic.
5. Central government will only provide funding for schemes if they are consistent with policies. It is, therefore, highly unlikely that central government funding would be forthcoming for these schemes, if promoted as stand-alone projects.

6. In the absence of central government funding, Surrey County Council, as Highways Authority, and by default the Farnham Infrastructure Programme, would not be able to proceed with either stand-alone scheme.
7. In summary, the policy alignment review has indicated that there are inherent policy difficulties associated with building stand-alone bypass schemes to the west of Farnham and Wrecclesham at this time.
8. Before the programme commits more resources on these projects, this Board is asked to consider the following options:

#### **Western Link Road**

- a. Cease work to develop and investigate the Western Link Road, but periodically review against any emerging national, regional, and local policies to see if the position has changed.
- b. Carry out initial cost and environmental feasibility work on the Western Link Road and report the conclusions and options to the Board.
- c. Following the traffic modelling outcomes for the wider area; look at the opportunity to develop a smaller package of measures for Farnham town centre and North Farnham that seek to address the negative safety and environmental impacts of traffic.

#### **Wrecclesham Relief Road**

- a. Cease work to develop and investigate the Wrecclesham Relief Road, but periodically review against any emerging national, regional, and local policies to see if the position has changed.
- b. Carry out initial cost and environmental feasibility work on the Wrecclesham Relief Road and report the conclusions and options to the Board.
- c. Following the traffic modelling outcomes for the wider area; look at the opportunity to develop a smaller package of measures for Wrecclesham that seek to address the negative safety and environmental impacts of traffic.

#### **CONSULTATION:**

9. There are no other implications in respect of this report. Public views on both the Wrecclesham Relief Road and the Western Link Road were sought during the recent consultation on the Optimised Infrastructure Plan.

#### **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 was carried out in August 2021. 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. Programme activity will continue in line with the decisions made by the Board.

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**Contact Officer:**

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## **Farnham Infrastructure Programme**

### **Farnham Board Meeting**

#### **AGENDA ITEM 07**

**DATE:** 17 DECEMBER

**DOC NO:** 4D476001-SCC-PRG-PAP-000025

**REPORT OF:** TIM OLIVER – BOARD CHAIRMAN

**LEAD OFFICER:** ELAINE MARTIN – PROGRAMME MANAGER

**SUBJECT:** PROGRESS UPDATE

#### **SUMMARY OF ISSUE:**

This paper has been drafted to summarise the activity and progress achieved since the September 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 March 2021.

#### **RECOMMENDATIONS:**

It is recommended that the Board:

- i. Notes the progress update provided; and
- ii. Notes the ongoing update to the Programme schedule and the associated revisions to forecast milestones.

#### **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 September:

- Initiation of review and ‘remastering’ of the Programme schedule;
- Publication of the Optimised Infrastructure Plan in October 2021.

#### **Project 1 - Short and Medium-Term interventions**

- Completion of the signage installation for the HGV restrictions (excluding that on the M3) – the associated Traffic Regulation order (TRO) went live on 4 October 2021;

- Completion of the reclassification of the A325 and associated signage and road marking changes; the changes have also been reported to Google Maps;
- Completion of the Wayfinding Strategy report;
- Preparation for the TRO consultation on the 20mph speed limit proposals – the consultation commenced on 25 November 2021 and will run until the 3 January 2022;
- Completion of Sift 2 moderation of the Medium-term interventions list;
- Submission of Community Infrastructure Levy bids to Waverley Borough Council in October 2021.

#### **Project 2 - Town Centre and LCWIP**

- Workshop held on 20 October 2021 and Local Liaison Forum (LLF) held on 21 October 2021; a draft technical note on next steps has been produced following the workshop, which will be addressed during the Town Centre agenda item;
- A topographical survey of the Town Centre has also been commissioned;
- A draft 'long list' of potential walking and cycling routes has been developed as part of the Farnham LCWIP;
- Route alignment with adjacent Councils has also been initiated.

#### **Project 3 - Farnham A31 Corridor**

- Submission of the Farnham A31 Corridor Strategic Outline Business Case to the Department of Transport in November 2021.

#### **Project 4 - Western Link Road and Wrecclesham Relief Road**

- Policy alignment review of the Western Link Road and Wrecclesham Relief Road.

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

#### **Project 1 - Short and Medium-Term interventions**

- Liaison with developer for their installation of additional HGV signage at the new Redfield Lane Roundabout;
- Continuing discussions with National Highways regarding the installation of signage on the M3;
- Further liaison with Google Maps to ensure changes to reclassification of the A325 are update;
- Progression of detailed design for the Wayfinding Strategy;
- Review and action of feedback on 20mph speed limit and traffic calming proposal consultation responses revision of designs, if applicable;
- Final review and grouping of medium-term interventions to ensure there are no duplications against the deliverables of Projects 2-4 and identify a shortlist of schemes to prioritise and take forward.

#### **Project 2 - Town Centre and LCWIP**

- Further surveys and baseline assessments for the Town Centre;
- Workshops with key stakeholders on long list of LCWIP routes and development of short list to be taken forward.

#### **Project 3 - Farnham A31 Corridor**

- Ongoing discussions with the Department for Transport.

#### **Project 4 - Western Link Road and Wrecclesham Relief Road**

- Review of additional work required to progress and build the case for the Wrecclesham and Western Link Road, subject to any decision taken at the Farnham Board.
3. Overall, the Farnham Infrastructure Programme remains on schedule, with activity progressing in period broadly in line with expectation. However, the following forecast changes should be highlighted as arising from the ongoing schedule ‘remaster’:
- Project 1 - Short and Medium-Term interventions: Wayfinding Strategy** – this has the potential to be brought forward to May 2022 to align with the opening of the Brightwell’s Yard development; however, some elements of the scheme may need to be deferred to be delivered in conjunction with Project 2 – Town centre delivery (specifics to be confirmed)
  - Project 1 - Short and Medium-Term interventions: Medium Term Interventions List** – Final list to progress will be taken to the March 2022 Farnham Board
  - Project 1 - Short and Medium-Term interventions: 20 mph Zones and Speed Restrictions** – review may be required of completion date to accommodate feedback.
  - Project 2 - Town Centre and LCWIP** – forecast completion brought forward to October 2025 from January 2028 in response to Board feedback on the need for ‘immediate’ change
  - Project 3 - Farnham A31 Corridor** – Strategic Outline Business Case Submitted to the Department for Transport in November 2021.
  - Project 4 - Wrecclesham Relief Road** – Forecast completion brought forward to July 2029 from February 2035 to align more closely with public expectations, subject to decision taken at the Farnham Board.
4. A key milestone summary of the Programme schedule is provided in Table 1 below. It should, however, be emphasised that the ‘remaster’ of the Programme schedule remains ongoing, and any forecasts provided remain provisional, pending the conclusion of this review exercise.

**Table 1 – Key Programme Milestones**

Project [Sub-Project]	Milestone	Previous forecast	Current Forecast	Commentary	Status
<b>Optimised infrastructure plan</b>	Final OIP published to SCC	Oct-21	Oct-21	OIP completed and issued on 04-Oct-21	
<b>Project 1 Short-term interventions</b> [Rerouting of HGVs]	Implementation [complete]	Sept-21	Oct-21	Final signage on the M3 outstanding (being progressed by National Highways)	
<b>Project 1 Short-term interventions</b> [Removing A road category status]	Implementation [complete]	n/a	Oct-21	Complete	
<b>Project 1 Short-term interventions</b> [Wayfinding Strategy]	Implementation [complete]	Oct-22	May-22		
<b>Project 1 Short-term interventions</b>	Implementation [complete]	May-22	Dec-22	Later installation date, to accommodate potential feedback	

[20 mph Zones and Speed Restrictions]					
<b>Project 1 Medium-term interventions</b>	Budget allocation limit	Mar-23	Mar-23		
<b>Project 2 Town Centre and LCWIP</b>	Construction phase – finish	Jan-28	Oct-25	Implementation brought forward in response to Board feedback	
<b>Project 3 Farnham A31 Corridor</b>	Construction phase – finish	Nov-27	Nov-27		
<b>Project 4 Wrecclesham relief road</b>	Construction phase – finish	Feb-35	Jul-29	Delivery estimate brought forward to align more closely with public expectation	

5. As discussed at the September Farnham Board, a detailed review of Programme funding sources has been initiated and is currently ongoing. Bids for seven of the schemes within the Medium-Term Interventions Pipeline have been submitted for funding from the Waverley Strategic Community Infrastructure Levy. S106 contributions have also been identified for Projects 2 and 3, and further opportunities for funding for Project 1 - Medium Term Interventions are currently being examined. The submission to the Department for Transport to secure Local Large Major funding for Project 3 – Farnham A31 Corridor has also been made in period.
6. It was agreed at the June Farnham Board that an update on key risks and issues should be provided going forward. 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**

Risk title	Risk description
Cost Plan	The programme Cost Plan needs to be further developed as it is primarily based on assumptions from inception.
Public engagement outcomes	In order for the Programme to be successful the public need to be supportive of the proposals put forward
Public perception ('fake news')	Articles and negativity around the Programme in the public domain could lead to lack of support for the scheme and for it to be subsequently dropped
Student Engagement	It is incrementally more difficult to engage with students / generally most successful engagement techniques unavailable
Historic street layout	There is a risk that pedestrians cannot be suitably prioritised whilst continuing to facilitate motorised traffic within Farnham

**CONSULTATION:**

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

**RISK MANAGEMENT AND IMPLICATIONS:**

8. 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**

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

**SECTION 151 OFFICER COMMENTARY**

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

**LEGAL IMPLICATIONS – MONITORING OFFICER**

11. 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**

12. A Programme-level Equality Impact Assessment (EqIA) was carried out in August 2021. 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:**

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

**WHAT HAPPENS NEXT:**

14. FIP activity will continue in line with the summary provided above and any further decision made by the Board regarding the Western Link Road and Wrecclesham Relief Road.

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**Annexes:** None

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