

Notice of Meeting

Farnham Board



Date & time

Friday, 15
September 2023
at 10.00 am

Place

Farnham Town
Council - Hybrid
Meeting via Zoom -
Members of the public
can view the
proceedings on the
Farnham Town
Council - YouTube
channel

Contact

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 David Beaman	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 - 8)
- 2 **ACTIONS AND MINUTES FROM THE LAST MEETING** (Pages 9 - 16)
Note: Detail is provided in Progress Report
- 3 **SHORT AND MEDIUM-TERM INTERVENTIONS UPDATE**
 - Wayfinding Strategy
 - 20mph Limits/ Zones and Speed restrictions
 - Borelli Park and Stride
 - Water Lane Roundabout
- 4 **TOWN CENTRE UPDATE**
- 5 **LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN (LCWIP) UPDATE**
- 6 **FARNHAM A31 CORRIDOR UPDATE**
- 7 **WRECCLESHAM AND WESTERN BYPASSES UPDATE**
- 8 **ADJACENT PROJECTS UPDATE**
 - Wrecclesham Bridge
 - A31 Speed Management Scheme
- 9 **PROGRAMME AND RISK UPDATE** (Pages 17 - 24)
- 10 **QUESTIONS AND DISCUSSION**
 - Review of questions submitted in advance (project related)
- 11 **AOB**

Date of next meeting: 15th December 2023

Joanna Killian
Chief Executive
Published: Date Not Specified

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Thank you for your co-operation



Agenda

Farnham Board



Agenda

Farnham Board

Date & Time:	15 September 2023, 10:00-11:30
Venue:	Hybrid Meeting - Farnham Town Council Offices
Chairman/SRO:	Cllr Tim Oliver
Standing attendees:	<p>Members Cllr Matt Furniss, Rt Hon Jeremy Hunt MP, Cllr Michaela Martin, Cllr Catherine Powell, Cllr Andy MacLeod, Cllr Paul Follows, Cllr Peter Clark, Cllr David Beaman.</p> <p>Officers SCC - Katie Stewart, Lee Parker, David Stempf, Elaine Martin, Katie Ludvigsen Anna Miller, Mohammed Ali, Ben Funning. WBC - Tom Horwood, Abi Lewis, Dawn Hudd. FTC - Iain Lynch Atkins - Chris Greenwood</p>

No.	Item	Speaker	Paper
1	Welcome and introduction	TO	Verbal
2	Actions and minutes from the last meeting	TO	Verbal
Note: detail is provided in Progress Report			
3	Short and Medium-Term Interventions update <ul style="list-style-type: none"> Wayfinding Strategy 20mph Limits/ Zones and Speed restrictions Borelli Park and Stride Water Lane Roundabout 	EM / DS	Verbal
4	Town Centre update	EM / DS	Verbal
5	Local Cycling and Walking Infrastructure Plan (LCWIP) update	NM	Verbal
6	Farnham A31 Corridor update	EM / DS	Verbal
7	Wrecclesham and Western Bypasses update	EM / DS	Verbal
8	Adjacent Projects update <ul style="list-style-type: none"> Wrecclesham Bridge A31 Speed Management Scheme 	EM	Verbal
9	Programme and Risk update	EM / DS	Verbal/Paper

10	Questions and discussion <ul style="list-style-type: none"> • Review of questions submitted in advance (project related) 	EM / DS	Verbal
11	AOB The next meeting will be held on 15 December 2023.	All	Verbal

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Farnham Board - meeting notes

16 June 2023



Minutes

Date and Time:	16 June 2023, 10:00-11:30
Venue:	Hybrid Meeting - Farnham Town Council Offices
Chair:	Cllr Tim Oliver
In attendance:	Cllr Michaela Martin, Cllr Catherine Powell, Cllr Andy MacLeod, Cllr Peter Clark, Cllr David Beaman, Cllr John Ward, Rt Hon Jeremy Hunt MP
Observers:	<p>SCC – Antoinette Antoine, David Stempffer, Elaine Martin, Katie Ludvigsen Anna Miller, Mohammed Ali, Ben Funning, Duncan Knox, Gemma Joyner, Neil McClure, William Bryans</p> <p>WBC - Dawn Hudd</p> <p>FTC - Iain Lynch</p> <p>Atkins - Chris Greenwood, Alex Pye, Nii Doodoo, Richard Franklin</p> <p>Richard Nelson</p>
Apologies:	Tom Horwood (WBC), Cllr Matt Furniss

	Item
1	<p>Welcome and Introduction</p> <p>The Chair welcomed attendees to the meeting.</p> <p>Apologies for absence were noted from Tom Horwood and Cllr Matt Furniss.</p>
2	<p>Actions and minutes from the last meeting</p> <p>Minutes of the previous meeting 24 March 2023 have previously been circulated and were agreed.</p> <p>Actions from previous meetings were discussed.</p>
3	<p>Short and Medium-Term Interventions update</p> <ul style="list-style-type: none"> • Wayfinding Strategy Elaine Martin updated on the wayfinding work which has been undertaken and shared images of some of the signage which has been installed. • 20mph Limits/ Zones and Speed restrictions Maps were shared displaying the proposed 20mph zones at Weydon Lane, Upper Hale Road and Farnham Town centre. • Borelli Park and Stride Elaine Martin updated that the feasibility for Borelli Park and Stride has yet to commence as discussions were still ongoing with the adjacent new bridge crossing being delivered by Crest for the Brightwells development. However some upfront ecology surveys are planned. Cllr Peter Clark asked if a revised planning application would be coming through to Waverley for the bridge, and Elaine Martin responded that one was expected once designs were finalised. • Water Lane Roundabout Elaine Martin updated that following the success of the CIL bid for funding, design work has commenced with SCC Highways teams.

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	<p>Surveys have been undertaken and in early July officers will be engaging local disability and business groups.</p> <p>Cllr Catherine Powell highlighted a public petition which had been raised concerning reduced sight lines at the junction.</p>
4	<p>Town Centre update</p> <p>Elaine Martin reminded attendees of the objectives for the work in town as agreed within the Farnham Optimised Infrastructure Plan in October 2021 and how this links to the Surrey Local Transport Plan (LTP4) which was adopted in July 2022, that prioritises walking and cycling over less sustainable modes of transport.</p> <p>Chris Greenwood (Atkins) updated on the work which had been undertaken following the previous Board meeting on the feasibility design work and countywide and local traffic modelling which has been undertaken for Options V and Y for the town centre.</p> <p>Plans for the Downing Street/ Victoria Road/Union Road junctions were shared which include the addition of traffic lights, but with limited change at South St/ Union Road junction based on consultation feedback. Plans for proposed changes to Park Row and Bear Lane were also shown. Cllr Powell queried whether this route was the northbound cycling route, with an alternative southbound route elsewhere in the town. Chris Greenwood confirmed that alternative options for cycling routes had been looked at, but that they were not displayed on the maps shown. David Stempfer clarified the options for northbound and southbound cycling routes through the town.</p> <p>Options V and Y were discussed in more detail with plans shared with attendees. Option Y includes making East St bus and limited deliveries only to enable some of the other proposed changes.</p> <p>The proposed plans for the remainder of the town were also discussed and include the following elements:</p> <ul style="list-style-type: none"> • Wider pavements • Improved and raised crossing points at several junctions • Loading bays • Improved quality of place through seating and new planting • Shorter driving routes to cross the town from north to south (for example to get from Castle Street to West Street). <p>Cllr Andy MacLeod commented on the construction timescales for East Street (delivered by Crest) and that work would be unable to commence until 2024 due to building works in the town and that mitigations should be put in place to minimise disruptions to residents and businesses. Cllr Michaela Martin supported this statement and requested that mitigations were built into the town centre plans initially, rather than added in afterwards. The Chair acknowledged the disruption these works could cause and offered attendees the opportunity to sit down with the team working on the plans to discuss possible mitigations.</p> <p>Rt Hon Jeremy Hunt MP applauded the progress made and asked for clarification about timings for engagement with the public. Elaine Martin responded that this would be covered later in the agenda, but highlighted work would start shortly with local business and organisations. The Chair clarified that this work would be starting in the autumn.</p> <p>Cllr Powell highlighted the need to consider the phasing of the work and for it to be planned in advance to minimise disruption to residents and is keen to get plans finalised so that partners can be aware of the planned works within the town.</p>

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Cllr Clark raised concerns around funding and political uncertainty for this project and highlighted the risk to delivery if works were delayed. The Chair confirmed that the SCC funding was confirmed for this project with a paper due to Cabinet in June to draw down some of the funding for the scheme.

The Chair also shared his view that a collaborative approach to this work was required by all and highlighted the opportunity Board members to share their local knowledge with the team. Cllr David Beaman requested that the Town Council would like to be more positively engaged in the plans for upcoming work.

Gemma Joyner from the Transport Studies Team provided an update on county wide traffic modelling work which has been undertaken and shared slides highlighting the potential impact of the options being considered.

- Option V - The town centre sees a general reduction in vehicle trips, including The Borough which sees approximately a 40% reduction. Any increases shown in the town centre relate to where new routes are available. For example the westbound carriageway between Castle Street and West Street, which would permit two-way travel in this Option. The A31 absorbs some of the displaced vehicles with up to 15% increases in the Eastbound direction in the middle of the day and pm peak times, but this doesn't appear in the am peak due to longer distance trips using alternative routes.
- Option Y – This has similar result to Option V, except for Woolmead which would be two-way, and a reduction in vehicles travelling along East Street due to this section of road being restricted to buses and access only. In the am peak and the middle of the day there are more vehicles using the bypass in both directions, but the differences are localised.
- It is estimated that bus passenger numbers will reduce by a very small amount, due to increased journey times, although they reduce less in Option Y, due to East St being bus only.
- The modelling does show that more people will walk or cycle with both options.

Chris Greenwood shared details of a sample of routes through the town and how the journey time for each of these routes would be impacted by the proposed changes.

Cllr Powell highlighted that the modelling assumes that HGV ban is 100% effective, which it currently is not. Concerns were also highlighted that the modelling assumes changes in resident behaviours, which it was felt will not occur, as the recent closure to West St did not change resident behaviour. Chris Greenwood responded that the models are a guide to support decision making. Gemma Joyner agreed that modelling is a complex process and is needed to understand potential impact of any proposed changes. Chris Greenwood also highlighted that a benefit of modelling is to be able to draw comparisons between options to help aid decisions.

The Chair highlighted that it needs to be acknowledged that the proposed changes will have an impact on vehicle travel in town by reducing road capacity and making other methods of travel more appealing. The Chair also noted that if the modelling was predicting a 30 minute increase it would be a concern, but it is a balance and broadly speaking it wasn't predicting significant increases, while there is also a need to recognise the wider benefits. Jeremy Hunt supported these points, highlighting that modelling does not show how habits change over time in reaction to any increases in journey time and also stated that without making bigger changes then pollution in the town centre would not be reduced.

Cllr MacLeod stated that it would take time for active travel changes to be implemented within the town and feels that an on-demand minibus service would significantly improve public

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	<p>transport in the town. The Chair confirmed the on-demand minibus would be implemented in September in 4 areas, including Waverley, and then it planned to be rolled out to the rest of the County in April 2024.</p> <p>Elaine Martin summarised that the modelling had identified that Option V is the best performing option. Initial engagement work will start in early July with local disability groups, and on parking provisions for Castle Street.</p> <p>Cllr Beaman commented that resident's habits could be changed by changing car parking charges. The Chair asked if it was worth engaging with the Police and Trading Standards to aid enforcement of the HGV bans.</p>
5	<p>Local Cycling and Walking Infrastructure Plan (LCWIP) update</p> <p>Elaine Martin provided a brief overview of progress since the last meeting and then introduced Neil McClure to provide further details on the LCWIP plans.</p> <p>The Farnham LCWIP includes a 'high to low' ranking of cycle routes and core walking zones, whereas alternative approaches have been made in the Waverley Borough and other LCWIP area plans which already include an agreed 'phase 1' prioritisation of routes to take forward to the next stage of design/development. Stage 2 feasibility design/development for Farnham routes will commence after the priority routes are agreed with stakeholders. A series of Active Travel workshops are being held by local councillors to engage further with key stakeholders to help inform the prioritisation of routes within Farnham. These workshops will be completed during the summer. A final workshop will then be hosted by Surrey CC to review the outputs from these earlier workshops and finalise the agreed set of initial routes to take forward to the next stage of design.</p> <p>Cllr Powell highlighted the 4 local engagement workshops that are taking place across the summer period to discuss the plans for the town, and how these align with LCWIP discussions. The Chair suggested that Cllr Powell and Neil McClure discuss outside the meeting plans for local engagement.</p> <p>A budget funding allocation of £100k has been agreed from the Surrey Infrastructure Programme to take forward the initial LCWIP feasibility stage work for Farnham. Public consultation will be undertaken within the feasibility stage to invite public feedback on the proposed schemes and options.</p> <p>Capital funding for the scheme construction phase is not yet secured. Possible funding opportunities were shared, with the majority of the funding expected to come from future rounds of the DfT/Active Travel Fund. However it is also noted that DfT budgets in this area have recently been reduced, with limited funds expected to be made available nationwide for competitive bidding. Prioritisation of active travel routes from across our countywide programme of LCWIPs will be required in order to put forward the schemes that will provide value for money and best meet the strategic objectives and delivery requirements of any future funding bid opportunity.</p> <p>ACTION: Cllr Powell and Neil McClure to discuss meeting dates</p>
6	<p>Farnham A31 Corridor update</p> <p>Elaine Martin shared that plans for the A31 corridor were presented to DfT and Active Travel in November 2021 for scrutiny and review, and in November 2022 it was submitted to the DfT investment panel. It is currently sitting with the Treasury to await further funding information and approval for the works.</p>

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7	<p>Wrecclesham and Western Bypasses update</p> <p>Elaine Martin updated that the environmental report is being updated by Atkins and that the team are currently reviewing the next activities.</p>
8	<p>Adjacent Projects update</p> <ul style="list-style-type: none"> • Wrecclesham Bridge <p>Elaine Martin introduced Duncan Knox to update on the work undertaken to prevent bridge strikes at Wrecclesham, including adding additional signage and ensuring foliage has been kept cut back to improve visibility.</p> <p>Network Rail have been pressed to improve the conspicuousness of the bridge and further information has been requested around the details of the work they will be undertaking on the bridge.</p> <p>Atkins were commissioned to explore a range of options for attempting to resolve the issue of repeated bridge strikes. The options discussed were:</p> <ol style="list-style-type: none"> 1. Lowering the road – which would eliminate the risk completely, but it would be a significant engineering undertaking and would cost around £8.2million. 2. <ol style="list-style-type: none"> a) Perpendicular Bash Beam installation – the siting of the beam on the south side would require a new footway being built, which would then prohibit left hand turns due to the angle of the turn. The cost of this option would be around £2.1million b) Perpendicular Bash Beam installation and one-way Weydon Lane – this builds on the previous option but would allow vehicles to turn left in Weydon Lane as this would allow more space on the carriage way for the turn. 3. Traffic signals for the junction with Weydon lane, providing a new bash beam on the southbound approach and retaining the existing northbound bash beam – this option would prevent any toppling vehicles, after a bridge strike, from falling on other vehicles, but would not protect any pedestrians using the crossing on Weydon Lane. 4. Install priority give way traffic islands, so that only one vehicle can travel under the bridge at a time. 5. Option 2a, with the addition of give way islands to reduce speeds. <p>Following a discussion of the options, Duncan Knox summarised the options that had been considered and shared the key recommendations from the work:</p> <ul style="list-style-type: none"> • Implement the amendments to the unplanned diversion route • Continue to maintain the foliage to a high standard • Correct the triangular warning signs to make them prohibition signs • Continue to lobby network rail to make the bridge more conspicuous • Consider a 20mph speed limit, without traffic calming • Communicate to residents and stakeholders on the way forward. <p>Duncan Knox commented on the suggestion of Cllr Michaela Martin and others of creating a pedestrian tunnel alongside the road bridge, however it was noted that whilst this would make walking and cycling safer, it would not address the issue of potential bridge strikes.</p> <p>Cllr Clark shared that discussion had been held with Tom Horwood, CEO of Waverley Borough Council, on how to reduce the number of HGVs travelling from the A3 onto the A325 north. An option suggested had been to install a low bridge warning sign on the A3, just before the A325 junction. The junction falls in Hampshire and discussion had been held</p>

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	<p>between relevant colleagues in Hampshire and Surrey and the idea received positive feedback, but had not yet progressed further.</p> <p>Cllr Martin thanked the Chair for facilitating the recent meeting between Network Rail and Surrey Highways.</p> <p>Cllr Beaman suggested raising the height of the bridge, so that the low height of the bridge became more obvious. Iain Lynch highlighted that the community had suggested a height barrier near Echo Barn Lane and asked if this had been considered by Atkins. Duncan Knox responded that the team had not considered raising the bridge, as it was felt that this could cause more issues. 'Height gauges' as suggested by Iain Lynch had been considered, as these are used in other places, however it was felt that this wouldn't be appropriate given the other vehicles who might need to use these roads for access elsewhere.</p> <p>The Chair summarised and asked Duncan Knox to take away the comments made during the meeting.</p> <ul style="list-style-type: none"> • A31 Speed Management Scheme Elaine Martin updated that Surrey is aligning installation work with planned drainage improvements to reduce the traffic management costs for the scheme.
4	<p>Town Centre Update</p> <p>Elaine Martin returned to the previous agenda item and asked for clarification that there was consensus from the Board to continue with work developing Option V for the Town Centre. The Chair confirmed that the other option was not possible currently as required purchase of land which was currently not available.</p> <p>DECISION: Work to continue developing Option V for the Town Centre.</p>
9	<p>Programme and Risk update</p> <p>Elaine Martin provided a brief overview of progress on programme key milestones. Key risks for the work include rising inflation costs, funding availability, 'scope creep' and managing stakeholder expectations for the works.</p> <p>The Chair summarised that the work in the town is now gathering real momentum, and that it has public support, and he thanks everyone for their work on achieving this.</p>
10	<p>Questions and discussion</p> <p>The Chair commented that questions were only received late this morning, but reassured the questioners that an answer would be emailed to them and added to the website.</p>
11	<p>AOB</p> <p>No AOB items were raised.</p> <p>The next meeting is 15 September 2023.</p>

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Farnham Infrastructure Programme

Farnham Board Meeting Items 3-9 – Progress Update



Farnham Infrastructure Programme

Farnham Board Meeting

Items 3-9

DATE: 15 September 2023

REPORT OF: TIM OLIVER – BOARD CHAIRMAN

LEAD OFFICER: ELAINE MARTIN – PROGRAMME MANAGER

SUBJECT: PROGRESS UPDATE

SUMMARY OF ISSUE:

This paper summarises the activity and progress achieved since the June 2023 Board, including any matters of note arising during this period, and outlines the activity which will be carried out up until the next Farnham Board in December 2023.

RECOMMENDATIONS:

It is recommended that the Board:

1. Notes the progress update provided; and
2. 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.

Programme Projects Completed

Project	Element
Programme	<ul style="list-style-type: none"> • Vision developed. • Optimised Infrastructure Plan developed, consulted on and endorsed. • Medium term interventions sifted into allocated projects.
Wayfinding	<ul style="list-style-type: none"> • Strategy completed and approved. • Artwork designed and approved. • Totems manufactured. • 11 of 15 totems installed.
20mph Limits/ Zones and Speed restrictions	<ul style="list-style-type: none"> • Feasibility completed. • Detailed design completed for 3 zones. • Traffic Regulation Order (TRO) advertised for 3 areas. • TRO approved for Weydon Lane and town centre.
A325 reclassification	<ul style="list-style-type: none"> • Feasibility study and surveys completed. • Detailed design approved. • Construction completed.
Re-routing of Heavy Goods Vehicles (HGVs)	<ul style="list-style-type: none"> • Feasibility study and surveys completed. • TRO advertised and finalised. • Detailed design completed. • Construction completed. • Review of other areas and negotiation with National Highways and Hampshire County Council.
Local Cycling and Walking Plan	<ul style="list-style-type: none"> • Full Strategy report finalised. • Strategy endorsed. • Funding allocated to progress feasibility.
Town Centre Improvements	<ul style="list-style-type: none"> • Feasibility and surveys completed. • Future town visualisation and virtual reality completed. • Public consultation. • Review and design of East Street developer works. • Strategic modelling completed. • Surrey Coalition of Disabled People site visit. • Business questionnaire completed.
Farnham A31 Corridor	<ul style="list-style-type: none"> • Feasibility design completed. • Public consultation. • Submission of Strategic Outline Business Case to DfT for funding.
Western and Wrecclesham Bypasses	<ul style="list-style-type: none"> • Alignment of policy review completed.
Water Lane Roundabout	<ul style="list-style-type: none"> • Preliminary design completed. • Successful Community Infrastructure bid – awarded £400k.
Borelli Park and Stride	<ul style="list-style-type: none"> • Engagement with developer on redesign of the connecting pedestrian and cycling bridge.
Wrecclesham Bridge	<ul style="list-style-type: none"> • Vegetation removed. • Highway signing enhanced. • Bridge painted to improve conspicuousness.

Activities carried out since the previous board.

Wayfinding Strategy

- Continued engagement with Network Rail regarding re-issue of License to Alter. Multiple meetings with Network Rail and Southwestern Railway.

20mph Limits/ Zones and Speed Restrictions

- Preparation for consultation on Traffic Regulation Order (TRO) for speed tables on Upper Hale Road.
- Advertisement of TRO for speed tables on Upper Hale Road.
- Mobilisation for installation of signage in Weydon Lane and Town Centre (signage in Upper Hale to be installed in parallel with proposed speed calming measures).

Borelli Park and Stride

- Engagement with Crest Nicolson (developer at Brightwells), Farnham Town Council (FTC) and Waverley Borough Council (WBC) on interdependencies with Brightwell's development and design of the bridge and shared cycleway connecting Brightwell's Yard to Borelli Walk.
- Proposal developed for Atkins to carry out feasibility, design and costing of scheme.
- Formal response from Surrey County Council (SCC) to WBC on width the bridge and shared cycleway connecting Brightwell's Yard to Borelli Walk.

Water Lane Roundabout

- Submission of business case to SCC Infrastructure Board and Capital Programme Panel.
- Approval of business case at both forums.
- Instruction and completion of Stage 1 and 2 Road Safety Audit.
- Statutory utility searches completed.
- Detailed design complete and sent for internal review.
- Engagement with Surrey Coalition of Disabled People.
- Development of communication strategy.
- Drainage survey and trial trenches completed.
- Continued liaison taking place with Traffic Signals and Milestone.

Town Centre Improvements

- Paper submitted to June Cabinet following recommendation from Farnham Board, to progress to detailed design.
- Ongoing air quality analysis including mapping.
- Engagement with businesses in Farnham with online questionnaire.
- Site visit with Surrey Coalition group for Disabled People.
- Preparation of Business Case.
- Preparation of bid for funding from WBC's Strategic Community Infrastructure Levy (CIL).
- Discussions with Farnham Town Council for allocation of Neighbourhood CIL towards the project.

Local Cycling and Walking Infrastructure Plan (LCWIP)

- Farnham LCWIP to be delivered by the Transport Policy Team.

Farnham A31 Corridor

- Awaiting outcome from Department for Transport (DfT).

Wrecclesham Bridge

- Network Rail have repainted the Wrecclesham Bridge.

A31 Speed Management Scheme

- Speed limit reduction has now been installed.

Activity up until the next Board

Wayfinding Strategy

- Installation of totems at Farnham Station.

20mph Limits/ Zones and Speed restrictions

- Installation of signage in Weydon Lane and Town Centre.
- Review of feedback to consultation on TRO for speed tables on Upper Hale Road.
- Review of speed limit extents on Upper Hale Road.

Borelli Park and Stride

- Planning position confirmed on bridge design.
- Review of arboricultural requirements for design.
- Commence process for making a Cycle Track Order and Planning Application for the Borelli Park and Stride route, including initial consultation.
- Ongoing feasibility, design and costing of scheme.

Water Lane Roundabout

- Internal review of detailed design.
- Stakeholder communication to be sent to residents and businesses.
- Temporary Traffic Order to be submitted.
- Utility search update.
- Final approval and construction issue of design.
- Work order placed.
- Construction estimates to be produced and agreed.

Town Centre Improvements

- Present Business Case to Infrastructure Board and Capital Programme Panel.
- Commence detailed design.
- Submission of bid for WBC Strategic CIL.

Project 2 – LCWIP

- Farnham LCWIP to be delivered by the Transport Policy Team.

Project 3 - Farnham A31 Corridor

- Awaiting outcome from DfT.

Key Milestones

The key milestone summary of the Programme schedule is provided in Table 1 below.

Table 1 - Programme Milestones

Project	Milestone	Previous forecast	Current Forecast	Status/ Comments
Rerouting of HGVs	Construction complete	Oct-21	Oct-21	Additional signage on A287/B3349 roundabout being reviewed.
Removing A road category status	Construction complete	Oct-21	Oct-21	
Wayfinding Strategy	Construction complete	Jun-23	Oct-23	Awaiting approval from Network Rail.
20 mph Zones & Speed Restrictions	Construction complete (first phase)	Jun-23	Oct-23	Delay due to contractor resource.
Water Lane	Detailed design complete	Oct 23	Oct 23	
Borelli Park and Stride	Preliminary Design complete	TBC	TBC	Preliminary design commencement dependant on planning design of bridge.
Town Centre Improvements	Construction complete	Oct-25	Oct-25	
LCWIP	Strategic plan endorsed	Mar-23	Mar-23	
Farnham A31 Corridor	Construction complete	TBC	TBC	Still awaiting outcome of DfT bid, once notified the programme will be reprofiled.
Wrecclesham Bypass		TBC	TBC	Review of scheme viability.
North and South Farnham Studies		TBC	TBC	Review following town centre modelling outcomes.

Western Bypass		TBC	TBC	Review of scheme viability.
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Key Programme Risks

The current key risks for the Programme are provided in Table 2 below. These risks are actively managed through the Programme risk management approach.

Table 2 - Programme Risks

Risk title	Risk description
Inflation	Due to current uncertain economic environment, inflation is likely to impact programme costs.
Funding Availability Programme Wide	Risk of lack of funding available to deliver the full programme.
Alignment with evolving central government policy	There is increased number of changes to governmental policy which may affect the business case (s). Additional time and cost impact due to reshaping of existing business case to suit new requirements.
Scope Creep	As a result of additional work being added to the programme, there is a risk that additional work may reduce the funding available for other projects and schemes within the Farnham Infrastructure Programme. Finances for the programme are highly constrained.
Achievable Programme	The Farnham Infrastructure Programme is made up of a number of interdependent schemes and projects. A viable delivery programme is required to ensure successful outcomes

Risk management and implications

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

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

Section 151 officer commentary

As proposals are developed some may require Surrey County Council approval, individual S151 approvals will be sought.

Legal implications – Monitoring Officer

The Board has no executive powers, therefore any decisions made would require Surrey County Council to follow its own legal advice and its approval procedures.

Equalities and diversity

A Programme-level Equality Impact Assessment was carried out in August 2021. This was approved by the Programme Team at the September 2021 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

There are no other implications in respect of this Report.

What happens next

FIP activity will continue in line with the summary provided above.

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