

Farnham Infrastructure Programme

Farnham Board Meeting

AGENDA ITEM 6

DATE: 11 JUNE 2021

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REPORT OF: TIM OLIVER – BOARD CHAIR

LEAD OFFICER: RICHARD MOTHERSDALE – QUICK WINS PROEJCT MANAGER

SUBJECT: QUICK WINS PROJECT UPDATE

SUMMARY OF ISSUE:

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

RECOMMENDATIONS:

It is recommended that the Board note:

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

REASON FOR RECOMMENDATIONS:

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

DETAILS:

Projects already identified to be taken forward

1. HGV Traffic Regulation Order (TRO) Restriction:

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

2. Speed Study update:

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

3. Wayfinding

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

4. Road Re-Classification

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

Sifting methodology for determining the Quick Wins Pipeline

5. Quick Wins Pipeline

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

6. Sifting methodology

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

Stage 1 – pass / fail criteria, assessing:

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

Stage 2 – viability and prioritisation criteria, assessing:

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

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

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

CONSULTATION:

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

RISK MANAGEMENT AND IMPLICATIONS:

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

FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

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

SECTION 151 OFFICER COMMENTARY

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

LEGAL IMPLICATIONS – MONITORING OFFICER

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

EQUALITIES AND DIVERSITY

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

OTHER IMPLICATIONS:

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

WHAT HAPPENS NEXT:

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

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Annexes: Annex A – Farnham Quick Wins Process

Annex A – Farnham Quick Wins Process