

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 summarise 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 Wrecclesham relief road project	Wrecclesham 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 Levy (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 Wrecclesham 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		1. Development of benefit mapping and a blueprint for deliver of the Programme benefits to determine the level and nature of the change required 2. Publicly / regularly / compelling make the case for modal shift in public forums ('be the change you want to see in the world', etc...) 3. Use of 'persona' analysis to identify the specifics of the change required and 'make changes real' 4. Gain senior leadership sponsorship and drive for these thoughts 5. Introduction of a change mgt workstream and associated sub-projects (aligned to the blueprint/benefit mapping)		
4D476001-R067	Referendum proposal	A potential referendum on the Programme was proposed by Jeremy Hunt MP during the June 2021 Farnham Board	20	1. Consideration of the benefits / risks of a referendum 2. A positive communications campaign is being embarked upon to promote the Programme 3. Relationships with local Councillors are being developed / enhanced to build support for the Programme	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	1. Shared space / time-based restrictions to be explored 2. Phase approach to be considered 3. Demand management options to be explored 4. Range of options to be developed to support public engagement	CG	Ongoing
4D476001-R074	Cultural / environmental sensitive sites	There is a risk that major road schemes would conflict with these sites	15	1. Schemes to be tested against policy and legislation 2. Environmental mitigations to be identified if / as required 3. Schemes not to be proceeded with if environmental mitigations are not possible	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.

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Annexes: Annex A – FIP Summary Integrated Schedule

Annex A – FIP Summary Integrated Schedule

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