

**SURREY COUNTY COUNCIL**

**CABINET**

**DATE: 27 NOVEMBER 2012**

**REPORT OF: MR JOHN FUREY, CABINET MEMBER FOR TRANSPORT AND ENVIRONMENT**

**LEAD OFFICER: MR TREVOR PUGH, STRATEGIC DIRECTOR, ENVIRONMENT AND INFRASTRUCTURE**

**SUBJECT: SUPPORTING THE ECONOMY THROUGH INVESTMENT IN TRANSPORT INFRASTRUCTURE 2012 - 19**



<b>SUMMARY OF ISSUE:</b>
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Improving transport infrastructure to address congestion is an important priority for businesses and residents. Preparing infrastructure schemes that address this, so that they are ready to be submitted for funding opportunities, is an important way that the County Council can promote growth in the Surrey economy ie developing so-called "shovel-ready" schemes. Building on the council's success in attracting c. £20m of funding through the Local Sustainable Transport Fund, this report sets out proposals for developing up to 16 schemes for bidding.

The Government has released a number of new funding and financing sources to facilitate the development of major transport infrastructure, in particular those supporting the economy. This includes the Growing Places funding provided to Local Enterprise Partnerships (LEPs) and most recently, financing expected to become available through the Local Transport Bodies (LTBs) yet to be set up. This is expected to amount to £7 – 10m per annum for Surrey, based on a per capita share.

This paper seeks endorsement: (a) for the preparatory work required to enable Surrey County Council to bid for all new funding sources to deliver major transport infrastructure, and (b) for the list of Major Schemes.

The Government is intending to delegate funding of these schemes to new LTBs to be set up broadly within each LEP geography. There is a tight timetable for this process. Submissions for funding are expected to commence from April 2013 and schemes will need to be fully developed subsequently to the Business Case stage to qualify for funding. A delivery pipeline for a programme of fully worked-up schemes will be developed to shorten the time to delivery from whatever funding source.

The paper summarises the various schemes being proposed as the new Major Schemes programme. This includes some new schemes that have been proposed by district and borough councils, to tackle key areas of congestion on our transport network, including several town centres.

The report re-prioritises the previous list of proposed schemes to be in line with the Government's proposed funding regime and to more accurately meet current and anticipated needs.

Through the Surrey Future programme of work with partners, we will be developing a strategy to tackle congestion that will include 3 elements: small local schemes, medium sized schemes such as the ones proposed for preparation in this report and larger and more transformational schemes that will need other funding mechanisms.

## **RECOMMENDATIONS:**

It is recommended that:

1. The revised list of Surrey County Council Major Schemes is endorsed. This change to the Major Schemes programme in the Local Transport Plan is referred to the Council.
2. The choice of Major Schemes to be progressed in any given year to be taken by the Strategic Director Environment and Infrastructure in consultation with the Cabinet Member for Transport and Environment.
3. “New Homes Bonus” funding is used to provide for that proportion of the preparatory work relating to the schemes, which is not recoverable from capital funding. The estimated cost of this for the 2012-15 period is c. £1.2m.
4. The Cabinet is provided with a high-level update on the Major Schemes programme every 2 years, except where significant developments require immediate referral.
5. Support continues to be given to Highways Agency (HA) and National Rail (NR) schemes in Surrey detailed in their programmes.
6. Delegated authority is given to the Strategic Director for Environment and Infrastructure in conjunction with the Leader and Cabinet Member for Transport and Environment to approve changes to the list of schemes where these are individually valued at less than £5 million.

## **REASON FOR RECOMMENDATIONS:**

The programme has been designed primarily to support economic growth and regeneration in Surrey, in partnership with district and borough councils. However, schemes will also be consistent, where applicable with other objectives in the Surrey Local Transport Plan.

## **DETAILS:**

### **Business Case**

### **Previous Major Schemes Programme**

1. A programme of Major Schemes was last approved by Surrey County Council’s Executive in 2007.
2. In 2006 and 2007, the Secretary of State accepted the Regional Transport Board’s (RTB) recommendations for major schemes up to 2016. This included three SCC schemes:
  - Walton Bridge (in the first half of the programme to 2011)
  - Guildford Hub transport improvement (2011-2016)
  - Reigate-Redhill Hub transport improvement (2011-2016)
3. The RTB also produced an indicative programme beyond 2016 to 2026 which included three further Major Schemes in Surrey:
  - A24 Horsham to Capel scheme (West Sussex section now abandoned)

- Woking Hub transport improvement
  - Kiln Lane Link in Epsom.
4. Major schemes for the A31 Hickley's Corner underpass at Farnham, and the Wrecclesham Relief Road were also put forward by Surrey County Council for inclusion in the 2011 to 2016 programme. However these schemes were not accepted by the RTB, nor included in the longer term indicative programme for the years 2016 to 2026.

### **Latest Government Proposals**

5. Major Schemes continue to be funded outside the County Council's Local Transport Plan budget. The Government proposes that from 2015, Local Transport Bodies (LTBs) would be responsible for funding local major schemes. There would be two LTBs in Surrey with the same geography as the LEPs. This report defines a major transport scheme as one valued at £2 million or more, in line with current Government guidance that thresholds are best considered locally.
6. Under the new arrangements Surrey County Council will remain the transport authority for Surrey with responsibility for promoting and delivering Major Schemes. Key stakeholders will be consulted through Transport for Surrey Partnership Board. The Board consists of the following members: the County Council, the districts and boroughs in Surrey, bus and train operating companies, Ashford and St Peter's Hospitals, the Association of Train Operating Companies, BAA, the Confederation of Passenger Transport, Epsom Coaches, Epsom and St Helier University Hospitals NHS Trust, the Highways Agency, Network Rail, Surrey Chambers of Commerce, Surrey Connects, Surrey Police and Surrey Rural Partnership. The decision on accepting individual schemes will be made by the LTB.

### **Proposed Schemes and Rationale for them**

7. The proposed schemes will be part of a strategy to address bottleneck issues in Surrey, reducing congestion and supporting economic growth. This will help to attract investment as outlined in the Council's Economic Development Programme 2012-2015 Cabinet paper, which is being developed in parallel, and will be presented to a future Cabinet meeting.
8. It is proposed that the revised list of SCC Major Schemes for 2015 – 2019 (detailed in Annexes 1 and 2) be endorsed as the Major Schemes Programme at SCC. These schemes focus on addressing traffic bottlenecks and providing congestion relief, as well as delivering benefits to support economic growth within Surrey. They will deliver transport infrastructure to improve Surrey's economic prosperity.
9. All known schemes proposed by districts and boroughs valued at £2m or more are included in the revised list. The programme of schemes being developed in 2012-13 for bidding during 2014-15, is broadly dictated by schemes that are at or below £5m (construction cost) and where some preliminary analysis had already been done.
10. The schemes in the 2015 – 2019 programme have been selected because they are affordable and deliverable without major legal barriers, for example schemes that predominantly do not require land purchase and are unlikely to

go to Public Inquiry. The level of LTB funding is expected to fund two or three schemes per annum, or perhaps one large scheme over this period. An example of the latter is Kiln Lane Link, valued at £22m. This is included in the programme as an alternative option to the smaller schemes in the programme for east of the county, if preferred.

11. Schemes were reviewed from the district and borough Local Plans and Local Development Frameworks. They were assessed for suitability for inclusion in the preparation pool of schemes for the Major Schemes programme using a prioritisation methodology recommended by the DfT's Early Assessment and Sifting Tool (EAST). The assessment also used local indicators which reflect regeneration, economic development and transport effect. This identified that all of the schemes assessed were suitable for inclusion in the preparation pool, and have been included.
12. The sequence of schemes to be delivered is programmed according to their state of readiness for delivery, whilst maintaining flexibility to change the order of schemes as operational considerations dictate.
13. SCC will continue to support HA bids for funding for schemes in Surrey, as detailed in Annex 3. Junction improvement schemes on the A3 at Guildford have been prioritised for funding by the HA from 2013.

#### **Rationale for the Proposed Changes**

14. Changes to current Government transport policies on funding of Major Schemes have necessitated a review and update of the Major Schemes programme. The schemes recommended for re-affirmation or for addition to the Major Schemes programme meet SCC policy objectives, such as those defined in the Local Transport Plan, as well as meeting national government policy objectives of promoting economic growth and reducing carbon emissions.
15. The HA schemes would contribute towards the efficiency of the operation of the highways network in Surrey, helping to reduce the impact of long-distance traffic on SCC's highways. Inclusion of the schemes identified in Surrey's Rail Strategy would demonstrate SCC's support for an effective rail service in the county.

#### **CONSULTATION:**

16. The proposed schemes have been developed in consultation with the Transport for Surrey Partnership. A workshop on Major Schemes with representatives from Transport for Surrey Partnership was held on 27 June 2012, attended by 30 delegates representing Surrey's local authorities, transport providers and Surrey Connects.
17. The districts and boroughs have been consulted through the County Council's provision of infrastructure schedules, which list Major Schemes. This is to support them in developing their charging schedules for the introduction of the Community Infrastructure Levy.
18. The County Council is continuing to consult with all of the districts and boroughs that would be affected by the Major Scheme proposals, both formally and informally. In particular, the Cabinet Member for Transport and

Environment has written to the Leaders and Chief Executives of districts and boroughs in Surrey, to consult them on the proposals being put forward in this paper.

#### **RISK MANAGEMENT AND IMPLICATIONS:**

19. There are two classes of potential risks.

##### **(1) Delivery of the programme of schemes.**

20. In the absence of adequate funding, it may not be possible to deliver any or some of the schemes planned for 2015-2019 period. The most recent report from DfT does not provide any specific clarity on the scale of funding that Surrey can expect for 2015-2019. However, following informal discussions with DfT, the officer indicated that Surrey could expect funding of up to £10m per annum for the 2015-2019 period. This would enable about 10 -11 schemes of the 16 schemes being promoted by SCC indicated for 2015-2019 to be constructed. For the small number of schemes which may require land take, landowners would be consulted at the early stages. If it transpired that land would not become available, these schemes would not be progressed, unless a viable alternative which would not require land take was identified.

##### **(2) Development of scheme proposals that are subsequently not funded.**

21. The LTBs are expected to become operational from early 2013 and review potential scheme proposals from April 2013. In order to develop proposals for presentation by April 2013, a certain amount of work needs to be undertaken on at least 4 schemes envisaged for construction from 2015. This represents two schemes being promoted in each LTB area. The reason for this is to ensure that should slippage occur on one of these schemes for any reason, work could commence on the other scheme within the same LTB area, and spending could be assured. Any schemes which may slip by a year would be carried forward to the following year. It is expected that the LTB's assessment of SCC's performance on Major Schemes would be based on our credibility in delivering agreed schemes to time and cost.
22. The risk is that the LTBs may not approve all schemes submitted for 2015. However, any work undertaken in respect of these schemes will still be relevant, when the same schemes are submitted for later years, unless the LTBs do not support a particular scheme proposal. Work on other schemes for 2015-2019 will be undertaken on a selected and graduated basis, such that the choice of schemes and their estimated construction value closely match the expected LTB funding in that year.

#### **Financial and Value for Money Implications**

##### **Funding of development costs**

23. Two stages have been defined for the funding of the development of schemes. Stage 1 represents the preparatory work to develop schemes which is non-recoverable, constituting approximately 60% of the development costs, treated as revenue costs. Stage 2 represents the capital element of the preparatory work which may be rechargeable to the DfT/LTB, constituting approximately 40% of the development costs. The New Homes Bonus (NHB) would be used to fund the Stage 1 revenue costs for the major schemes for

the period up to 2015. This would make use of NHB money already collected and that forecast to be available and utilised over the period 2013/14 to 2014/15. Schemes would then proceed to Stage 2.

24. Stage 2 costs in this period would be incurred for capital items such as detailed design, tendering etc. However these costs would only be recovered once the scheme was accepted by the Local Transport Body. Stage 2 work would generally be undertaken only if it was fairly certain that the LTB would fund the chosen scheme. In practice, only a small amount of Stage 2 work would be undertaken, prior to obtaining LTB agreement. Such an approach reduces the financial risks to SCC. Any contribution from CIL would not materialise until 2015. Funding beyond 2015 for Stage 1 revenue costs would be agreed with Cabinet in late 2014 / early 2015.

**Scenarios used in estimating potential development costs**

25. To assess the potential costs of preparing and developing Major Schemes, three cost scenarios were considered. The most likely scenario is that the development costs would represent approximately 10% of construction costs, with 40% reimbursement of the development costs from the LTB (see Table 1). A worst case assumes the development costs represent 15% of construction costs with no reimbursement. The best case assumes the development costs represent 6.5% of construction costs with 50% reimbursement of the development costs.

**Table 1 Development Costs Summary**

Scenarios	Description & qualifications
<b>Worst case</b>	<ul style="list-style-type: none"> <li>• Development costs represent 15% of construction costs and 0% reimbursement</li> <li>• This reflects a high contingency, with no reimbursement, which is quite unlikely. The contingency covers for – land purchase; large scale consultation and external commissioning of most of the work.</li> </ul>
<b>Likely case</b>	<ul style="list-style-type: none"> <li>• Development costs represent 10% of construction costs and 40% reimbursement</li> <li>• This reflects some contingency</li> </ul>
<b>Best case</b>	<ul style="list-style-type: none"> <li>• Development costs represent 6.5% of construction costs and 50% reimbursement</li> <li>• Although represented as the ‘Best case’, this is probably a more realistic scenario for most of the schemes.</li> </ul>

**Table 2 Summary of the development costs for 2015-2019 period**

The table shows the costs for the scenario excluding Kiln Lane Link and including it as an alternative to other schemes in the east of the county.

No. of schemes	Developed during	Est. Const. costs	Likely case scenario costs	Stage 1 costs [60%]	Stage 2 costs [40%]
14 schemes, excluding Kiln Lane Link and Victoria Arch Capacity Improvements	2015-2019	£47.4m	£4,740,000	£2,844,000	£1,896,000
8 schemes, including Kiln Lane Link and Victoria Arch Capacity Improvements	2015-2019	£49.4m	£4,940,000	£2,964,000	£1,976,000

### Funding arrangements for development work

26. Unless specified otherwise, SCC is not expected to bear any of the construction (capital) costs associated with the Major Schemes. It initially bears the (revenue) cost for developing the design for schemes, which includes the costs for consultation and any necessary statutory orders, requiring land purchase and/or re-positioning of extant assets belonging to utility companies (e.g.: power, communications, etc). These have been referred to above as Stage 1 costs and can be about 60% of the total development costs. If the LTBs continue with DfT's previous financing arrangements, whereby scheme promoters can claim reimbursement for all development costs from the 'detailed design stage', (referred to above as Stage 2 costs), this can be about 40% of the total development costs. For some schemes, the associated district/ borough council have committed funding of the development costs. For other schemes, the development costs could be funded from one of the following –
- a) The New Home Bonus grant, provided from central Government on an annual basis. At present, this is not ring-fenced for supporting development of Major Schemes but it could be, in view of their significance to economic development and improved traffic flow in the county.
  - b) Future potential CIL receipts which are expected to become available from 2014-2015 onwards. These could be linked with schemes for particular district/ borough councils.
27. The Cabinet is requested to endorse the use of the funding mechanisms outlined above to fund the development of Major Schemes.

### New Homes Bonus grant funding for development work up to 2015

28. In order to undertake development work up to 2015, when LTB funding becomes available, it is necessary to use funds from the secured and expected NHB grant.
29. The following schemes are expected to be developed (not constructed) during 2012-2015 period, depending on the scenario that finds favour with the LTBs.

30. **Scenario A:** (excludes Kiln Lane Link)

- Runnymede Roundabout (developed during 2012-2014)
- Guildford Gyratory (developed during 2012-2014)
- Redhill Balanced Network (developed during 2012-2014)
- Epsom Town Centre – Plan E (developed during 2013-2015)
- Egham Sustainable Transport Package (developed during 2013-2015)
- Farnham Town Centre (developed during 2013-2015)

Likely case costs for Scenario A (up to 2015): £1,950,000; (Stage 1 costs: £1,170,000; Stage 2 costs: £780,000)

Stage 1 costs require support from the secured and expected NHB grant. The following are the indicative requirements for:

- 2013 – 2014: £828,000
- 2014 – 2015: £342,000

Stage 2 costs are expected to be recoverable from LTBs during 2015.

31. **Scenario B:** (with Kiln Lane Link replacing all other schemes in the east of the county)

- Runnymede Roundabout (developed during 2012-2014)
- Guildford Gyratory (developed during 2012-2014)
- Egham Sustainable Transport Package (developed during 2013-2015)
- Farnham Town Centre (developed during 2013-2015)
- Kiln Lane Link (developed during 2013-2015. Costs are given for this period only)

Likely case costs for Scenario B (up to 2015) : £2,110,000 (Stage 1 costs: £1,266,000; Stage 2 costs: £844,000)

Stage 1 costs require support from the secured and expected NHB grant. The following are the indicative requirements for:

- 2013 – 2014: £883,200
- 2014 – 2015: £382,800

32. Stage 2 costs are expected to be recoverable from LTBs during 2015.

**Maintenance costs**

33. Almost all of the schemes for 2015-2019 would replace existing ageing infrastructure. As such, the quantum of maintenance costs should be lower. Provision will be made for maintenance costs for the life of a scheme during the preliminary design stage.

**Section 151 Officer Commentary**

34. The s151 officer confirms that all material financial, business issues and risks have been considered in this report.

**Legal Implications – Monitoring Officer**



35. As the Major Schemes programme will form part of the Local Transport Plan when updated, it is one of the Plans/Policies which must be decided by Full Council. This is set out in the Local Authorities (Functions and Responsibilities) (England) Regulations 2000 (as amended).
36. Some schemes would require some land take, requiring consultation with landowners. SCC will need to consult with statutory undertakers.
37. The Major Schemes team has had discussions with SCC Legal and Democratic Services to address these and other statutory processes. The latter may include, depending on the scheme:
  - Identification of land ownership issues;
  - Consultation with statutory undertakers (utilities);
  - Consultation with statutory consultees (such as boroughs and districts, Highways Agency, Network Rail, Environment Agency etc);
  - Consultation with SCC Planning and Development Group on requirement for planning applications and Environmental Impact Assessments;
  - Application of statutory orders.

#### **Equalities and Diversity**

38. An initial Equalities and Diversity screening was carried out, which indicated that a full Equalities Impact Assessment was not required. All the proposals will seek to eliminate any perceived and / or actual inequalities through compliance with up to date design standards which address disabled access and social inclusivity.
39. Improved crossing facilities and disabled access will be provided at pedestrian crossings and junctions wherever possible within the Major Schemes programme. The design details will be examined on a scheme by scheme basis at the preliminary design stage.

#### **Climate change/carbon emissions implications**

40. A key objective of many of the proposed Major Schemes is to reduce congestion. The overall effect is expected to be to reduce carbon emissions through reduced vehicle delays and reduced fuel consumption, helping to reduce the impact of transport in Surrey on climate change.

#### **WHAT HAPPENS NEXT:**

41. The County Council will continue to develop the schemes detailed in Annex 1.
42. An indicative programme for the delivery of Major Schemes following Cabinet approval is as follows:
  - It is expected that the first tranche of schemes ready for delivery for 2015 – 2019 will be submitted to the relevant LTBs by end of March 2013;
  - Agreement in principle on the schemes for which funding will be applied is likely to be reached by summer 2013;
  - Business Cases and detailed design for the first tranche of four schemes will be prepared to be ready for submission by March 2014 or by the date stipulated by the LTBs;

- A bid for funding the first tranche of four schemes will be submitted to the relevant LTBs during 2014 or as required by the LTBs.
  - A rolling programme of Major Schemes will be developed using a similar process for each year up to March 2019.
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**Consulted:**

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 Trevor Pugh, Strategic Director, Environment and Infrastructure  
 Iain Reeve, Assistant Director, Economy, Transport and Planning  
 Jason Russell, Assistant Director, Highways  
 Ian Boast, Assistant Director, Environment  
 Transport for Surrey Partnership (representing districts and boroughs, transport providers and Surrey Connects)

**Annexes:**

The following annexes are attached to this report:

Annex 1 - Proposed County Council Major Schemes programme for 2015 – 2019

Annex 2 - Proposed County Council Major Schemes programme for post-2019

Annex 3 – Highways Agency schemes which are recommended for support in the Major Schemes programme

Annex 4 – National Rail schemes which are recommended for support in the Major Schemes programme

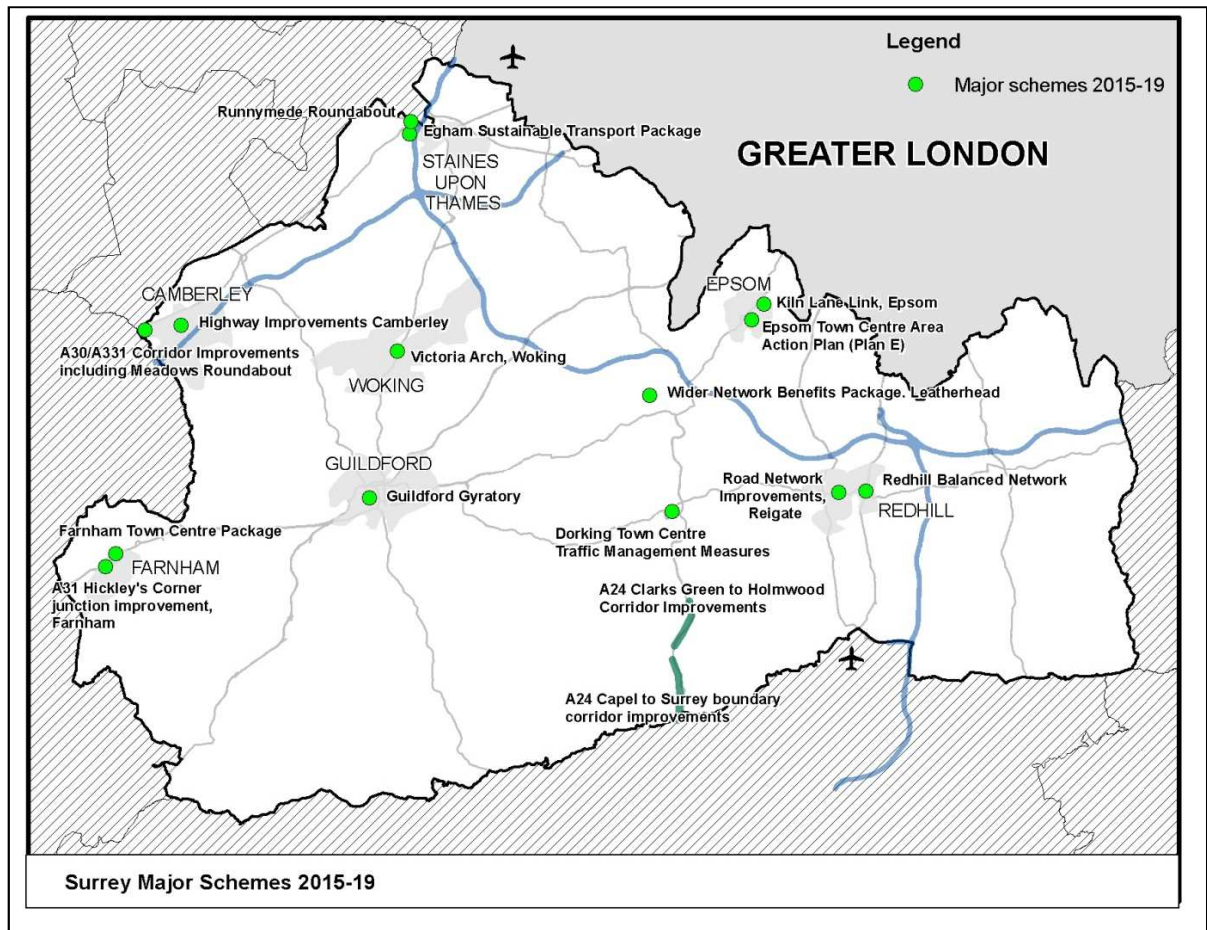
**Sources/background papers:**

Reference Document	Date
Consultation Paper: Devolving local major transport schemes. DfT	31 January 2012
Devolving local major transport schemes: next steps. DfT	September 2012
Highways Scheme Rescission – A24 Horsham – Capel Improvement. Report by Director Communities and Infrastructure and Strategic Planning Manager. West Sussex County Council Committee Report	December 2011
Mole Valley Partnership Area Sub-Committee report. Surrey County Council	14 April 1999
Officer Report to Executive: Major Transport Schemes Programme. Surrey County Council	9 October 2007
Surrey Transport Plan (LTP3). Surrey County Council	April 2011
TravelSMART in Surrey: Surrey's Large Bid to the Local Sustainable Transport Fund. Surrey County Council	December 2011

**Proposed County Council Major Schemes programme for 2015 – 2019  
(Also see Figure 1 below)**

<b>Scheme</b>	<b>Indicative Description subject to feasibility</b>	<b>Indicative construction start subject to Transport Body approval</b>
<b>Runnymede Roundabout; Runnymede</b>	<ul style="list-style-type: none"> <li>• To convert the roundabout to signal control, widen the circulatory carriageway and approach lanes, with enhanced pedestrian &amp; cycle facilities, to provide more direct routes and improve access to Egham High St.</li> </ul>	2015
<b>Guildford Gyrotory; Guildford</b>	<ul style="list-style-type: none"> <li>• To improve journey time reliability and traffic flow through the gyratory.</li> <li>• To increase the urban permeability for walkers and cyclists</li> <li>• To provide bus priority.</li> </ul>	2015
<b>Redhill Balanced Network; Reigate &amp; Banstead</b>	<ul style="list-style-type: none"> <li>• Provide improved facilities for buses, cycling &amp; walking, including disabled people.</li> <li>• Introduce two-way working along existing one-way system,</li> <li>• Alterations to Lombard and Station roundabouts</li> <li>• Layout changes along Princess Way and Station Road/Redstone Hill</li> <li>• Reduce congestion and journey time for vehicles.</li> </ul>	2015
<b>Epsom Town Centre Area Action Plan (Plan E); Epsom &amp; Ewell</b>	<ul style="list-style-type: none"> <li>• Return South Street to 2-way traffic</li> <li>• New pedestrian and cycle links</li> <li>• Improve public transport accessibility</li> <li>• Develop Epsom Station into a public transport interchange</li> <li>• Traffic management</li> <li>• Contra-flow lane through Station Approach and shared cycle path and footway along East Street</li> </ul>	2015
<b>Farnham Town Centre Package; Waverley</b>	<ul style="list-style-type: none"> <li>• Improvements to the highway network to reduce congestion, improve air quality, support economic growth and to enhance the town's employment status.</li> </ul>	2016
<b>A30 / A331 Corridor Improvements including Meadows Roundabout, Camberley; Surrey Heath</b>	<p>Package of measures which may include:</p> <ul style="list-style-type: none"> <li>• Improvements to Meadows Roundabout to relieve congestion and improve accessibility</li> <li>• Realignment and refurbishment of B3411 Frimley Road / A30 London Road</li> <li>• New Bracebridge - A30 London Road link</li> <li>• Off-carriageway pedestrian and cycle route along A331</li> <li>• Reduce speed limits on A331 to 50 mph</li> <li>• Four bus lay-bys on the A331</li> <li>• Toucan crossings on The Meadows shopping centre accesses</li> </ul>	2016

<b>Egham Sustainable Transport Package; Runnymede</b>	<ul style="list-style-type: none"> <li>• A package of cycling &amp; walking measures, concentrating on railway line crossing points that could be crossed easily by walking or cycling.</li> <li>• Improved bus priority.</li> </ul>	2016
<b>Wider Network Benefits Package, Leatherhead; Mole Valley</b>	<ul style="list-style-type: none"> <li>• Expansion and development of SCC's Network Management and Information Centre (NMIC).</li> </ul>	2017
<b>Highway Improvements, Camberley; Surrey Heath</b>	<p>Junction/highway improvements at:</p> <ul style="list-style-type: none"> <li>• A30 London Road/Knoll Road/Kings Ride</li> <li>• A30 London Road/Park Street</li> <li>• Knoll Road/ Portesbery Road</li> <li>• High Street/ Portesbery Road / Pembroke Broadway</li> <li>• A30 London Road between town centre and Meadows gyratory.</li> <li>• A cycle network along A30 London Road/Knoll Road/Portesbery Road/Pembroke Broadway/Charles Street</li> </ul>	2017
<b>Victoria Arch Capacity Improvements, Woking; Woking</b>	<ul style="list-style-type: none"> <li>• Increase road capacity in both directions with improvements for all modes (walking, cycling, public transport, goods vehicles and cars)</li> </ul>	2017
<b>A31 Hickley's Corner junction improvement; Waverley</b>	<ul style="list-style-type: none"> <li>• Junction improvement to reduce congestion and re-routing of traffic through Farnham, and improve A31 crossing facilities for pedestrians and cyclists.</li> <li>• Change the junction layout, increasing capacity from A31, subject to feasibility</li> </ul>	2018
<b>A24 Capel to Surrey boundary Corridor Improvements; Mole Valley</b>	<ul style="list-style-type: none"> <li>• A safety scheme to improve Clark's Green roundabout and Clockhouse Bends; carriageway widening/ realignment.</li> </ul>	2018
<b>Dorking Town Centre Traffic Management Measures; Mole Valley</b>	<ul style="list-style-type: none"> <li>• Scheme to improve traffic and pedestrian flow and network performance in Dorking Town Centre.</li> </ul>	2018
<b>Kiln Lane Link; Epsom &amp; Ewell</b>	<ul style="list-style-type: none"> <li>• A new single carriageway road linking Blenheim Road, Ewell with Kiln Lane, Epsom.</li> </ul>	2018
<b>Road Network Improvements, Reigate; Reigate &amp; Banstead</b>	<ul style="list-style-type: none"> <li>• Improvements to the road network in Reigate Town Centre, including pedestrian priority for High Street.</li> </ul>	2019
<b>A24 Clarks Green to Holmwood; Mole Valley</b>	<p>To be investigated:</p> <ul style="list-style-type: none"> <li>• Road safety improvements including gap closures, enhanced access arrangements, improved visibility, signing and road markings</li> <li>• New and improved roundabouts</li> </ul>	2019



**Figure 1 Surrey Major Schemes 2015 - 2019**

**Proposed County Council Major Schemes programme for post-2019  
(Also see Figure 2 below)**

<b>Scheme</b>	<b>Indicative Description subject to feasibility</b>
<b>Guildford Hub Transport Improvement; Guildford</b>	<ul style="list-style-type: none"> <li>• Park and Ride proposed sites along Worplesdon and Burpham corridors</li> <li>• Bus Corridors</li> <li>• Junction and bottleneck improvement</li> <li>• Walking and cycling improvements relating to the town centre</li> <li>• Traffic management and safety improvements</li> <li>• New restricted access crossing River Wey</li> </ul>
<b>Staines-upon-Thames Bridge Widening; Spelthorne</b>	<ul style="list-style-type: none"> <li>• Carriageway widening on the bridge and foot/cycle way on upstream side</li> </ul>
<b>Woking Hub Transport Improvement; Woking</b>	<ul style="list-style-type: none"> <li>• Enhanced provision for taxis</li> <li>• An intelligent traffic management system</li> <li>• Road/freight transport measures</li> <li>• Complementary travel planning measures</li> </ul>
<b>A31 Hickley's Corner Underpass, Farnham; Waverley</b>	<ul style="list-style-type: none"> <li>• Traffic signals converted to roundabout and A31 to pass below it</li> <li>• Provision of single lane slip roads and controlled crossings.</li> <li>• Firgrove Hill Bridge to be rebuilt to allow provision of four lanes along A31.</li> </ul>
<b>Wrecclesham Relief Road, Farnham; Waverley</b>	<ul style="list-style-type: none"> <li>• Single carriageway connecting A325 south of Wrecclesham to A31 west of Farnham, bypassing Wrecclesham</li> <li>• Gateway features to Wrecclesham with 20 mph zone and HGV limit</li> <li>• Small roundabouts on A325</li> <li>• Signal control at railway bridge</li> <li>• Improved HGV signing</li> <li>• Increased capacity for A31 eastbound at Coxbridge Roundabout</li> <li>• Improved footways, advisory cycleways on A325 and new cycle routes</li> <li>• Speed reducing measures in Rowledge</li> <li>• More frequent and reliable bus services, improved passenger facilities, real time passenger information and integrated bus and rail ticketing.</li> <li>•</li> </ul>
<b>Guildford A3 Strategic Corridor Improvements; Guildford</b>	<ul style="list-style-type: none"> <li>• A3 Link from south to north bypassing Guildford</li> </ul>
<b>Reigate- Redhill Hub Transport Improvement; Reigate &amp; Banstead</b>	<ul style="list-style-type: none"> <li>• Extend Fastway bus services over wider area</li> <li>• 2 Park and Ride sites on line of route</li> <li>• Improve interchange facilities in Redhill Town Centre</li> </ul>

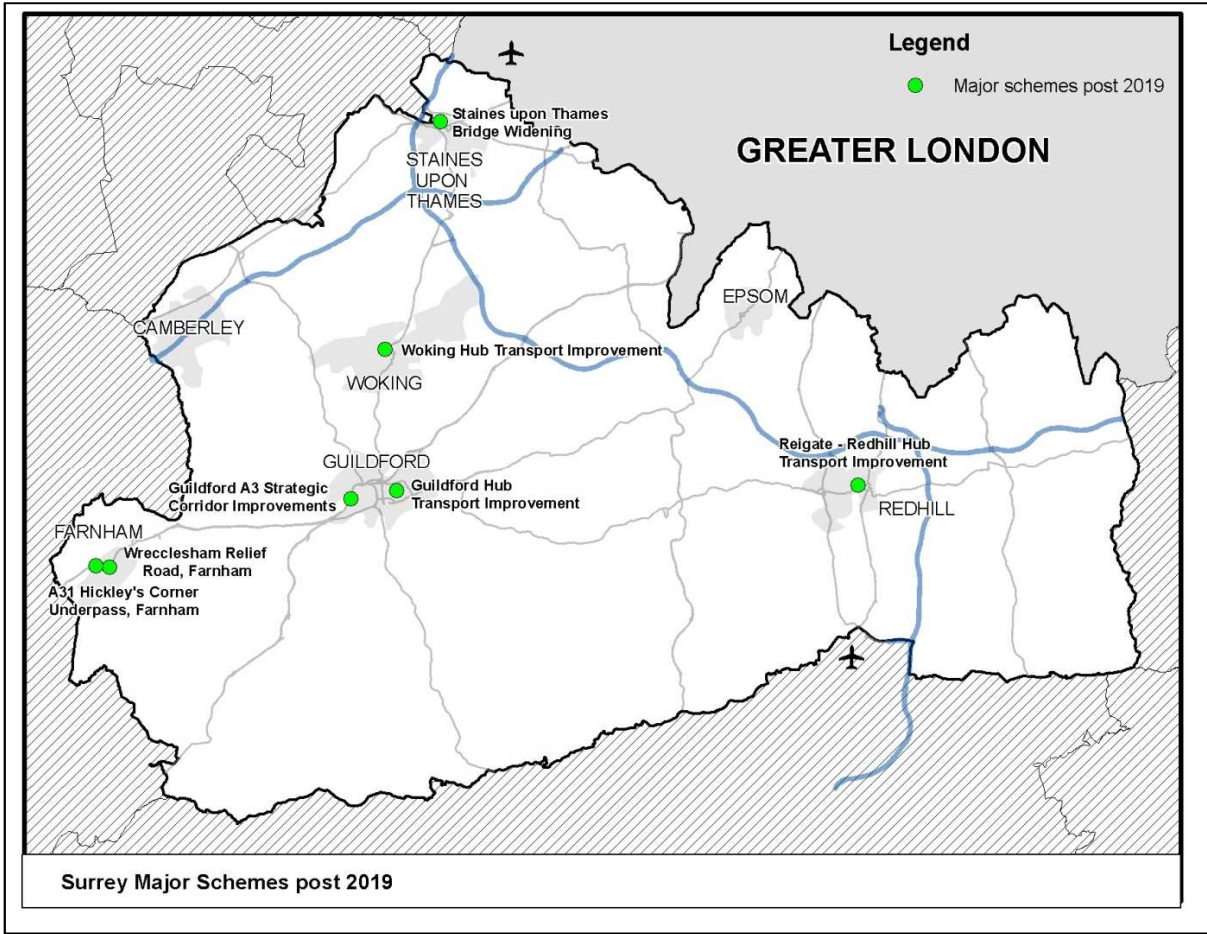


Figure 2 Surrey Major Schemes Post - 2019



## ANNEX 3

### HIGHWAYS AGENCY SCHEMES which are recommended for support in the Major Schemes programme

Scheme	Funding	Notes
<b>A3 Guildford Capacity Improvements<sup>1</sup></b> <ul style="list-style-type: none"><li>• A3 Burpham junction</li><li>• A3/A320 Woking Road junction</li><li>• A3/A322/A25 Dennis Roundabout</li><li>• A3/A31 (Hog's Back)</li></ul>	Junction improvement schemes have been prioritised for funding from 2013	<ul style="list-style-type: none"><li>• Following the deferral/removal of the A31 (A247-A31) Improvements scheme from the National Roads Programme, on-line junction improvements are being considered.</li><li>• Support for these proposals to assist regeneration and congestion relief in Guildford.</li><li>• SCC gave support to the proposals in Enterprise M3 consultation on HA schemes, April 2012.</li></ul>
<b>M25 Junction 10 Wisley Junction</b>	Government Major Schemes - not currently funded	<ul style="list-style-type: none"><li>• Congestion on northbound A3 on-slip and northbound M25 off-slip</li><li>• Solutions under consideration</li><li>• SCC gave support to the proposals in Enterprise M3 consultation on HA schemes, April 2012.</li></ul>
<b>A23/M23 Hooley Junction</b>	Government Major Schemes - not currently funded	<ul style="list-style-type: none"><li>• Proposal to provide an all-movements interchange</li><li>• This project has remained in the 'Planned' stage since 2003. A number of costed options have been outlined to address the problems.</li><li>• SCC gave support to the proposals in Coast to Capital consultation on HA schemes, April 2012.</li></ul>
<b>Future Highways Agency schemes</b>	Government funding	<ul style="list-style-type: none"><li>• Future partnership working between SCC and Highways Agency</li></ul>

## ANNEX 4

### NETWORK RAIL SCHEMES which are recommended for support in the Major Schemes programme

Scheme	Funding	Notes
<b>North Downs Line</b>	Government and revenue funding	<ul style="list-style-type: none"><li>• Supported in the Local Transport Plan</li></ul>
<b>Brighton Main Line</b>	Government and revenue funding	<ul style="list-style-type: none"><li>• Supported in the Local Transport Plan</li></ul>
<b>Schemes to be included in the SCC Rail Strategy</b>	Government and revenue funding	<ul style="list-style-type: none"><li>• A number of schemes published in the London and South East and the Sussex Route Utilisation Strategies which SCC wishes to support. Details to be published in the SCC Rail Strategy.</li></ul>

<sup>1</sup> SCC will continue to support Highways Agency bids for schemes in Surrey, as detailed in Annex 3. Junction improvement schemes on the A3 at Guildford have been prioritised for funding from 2013.

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