

SURREY COUNTY COUNCIL**LOCAL COMMITTEE (SURREY HEATH)**

DATE: 12 March 2015
LEAD OFFICER: Steve Howard, Transport Strategy Project Manager,
 Transport Policy
SUBJECT: Major transport schemes – Surrey Heath
DIVISION: Camberely (West) and Frimley Green & Mychett

**SUMMARY OF ISSUE:**

This paper is to update members on the current status and feedback from the EM3 LEP for the Surrey Heath Major transport schemes, namely the A30 / A331 Meadows Gyrotory and Corridor Improvements, and Blackwater Valley Better Connectivity Sustainable Transport Package.

A30/A331 Meadows Gyrotory and Corridor Improvements

- The business case has been submitted to the Enterprise M3 Local Enterprise Partnership Local Transport Board (EM3 LEP LTB) on 30 January 2015, with a decision to approve funding expected in mid March.
- The scheme is now at a stage where it will be necessary to carry out a public engagement event to raise awareness of the proposals and allow public and businesses the opportunity to give their views. The engagement will build on the consultation on the Local Transport Strategy and Forward Programme Sep 14 where the major schemes were listed in the Forward Programme.

Blackwater Valley Better Connectivity Sustainable Transport Package

- The business case was submitted to the EM3 LEP on 16 September 2014, and a phase 1 project was approved by the EM3 LEP Board on the 27 November 2014.
- The phase 1 of the project is cross boundary with Hampshire County Council, but the Surrey section is all contained within Surrey Heath.
- Part of the project 'dovetails' with the A30/A331 project at the A331 junction with Riverside Way and this section will form part of the public engagement.
- The remaining section within Surrey is The Hatches to Farnborough North bridleway 19, which has been the subject of a petition to improve the surface (minute 84/14 refers). The proposals are to carry out a major improvement to this bridleway within the Surrey section.

The projects described above will require some approvals from this committee for certain items and to enable Notices and legal orders to be processed (programmed for the June 2015 meeting). Some other approvals will be obtained from Bracknell Forest District Council and Hampshire County Council.

The A30 / A331 Meadows Gyrotory and Corridor Improvements scheme is currently programmed to commence works in the 2015/16 financial year, but the Blackwater

Valley Better Connectivity STP only has grant funding available for 2015/16 financial year. Therefore, this project will need to be completed by 31 March 2016.

RECOMMENDATIONS:

The Local Committee (Surrey Heath) is asked to

- (i) Note the progress made so far with the Major schemes submission (Annexes 1 & 2 provides layout plans).
- (ii) Note the draft proposals for the A30 / A331 Meadows Gyratory, and the Blackwater Better Connectivity STP - phase 1 (Annex 3).
- (iii) Agree to consultation on the A30/A331 The Meadows project and the A331 junction with Riverside Way (Blackwater Valley STP) during the period 15 June to 26 July (6 weeks), and to delegate authority to the Area Team Manager, in consultation with the Chairman, Vice Chairman, the Member Task Group for Major Schemes, and the Project Managers for both projects to agree the final consultation material.

REASONS FOR RECOMMENDATIONS:

To ensure that the Local Committee are kept informed, the Local Committee are asked to Note the progress made to date with the A30/A331 Meadows Major scheme project submitted to the Enterprise M3 Local Enterprise Partnership for funding and the Blackwater Valley Better Connectivity STP (phase 1) which has already been approved for grant funding by the EM3 LEP.

1. INTRODUCTION AND BACKGROUND:

- 1.1 The Government via the Enterprise M3 Local Enterprise Partnerships (EM3 LEP) set out a new Local Growth Fund (devolved funding) to fund transport schemes aim at driving economic growth. SCC submitted a number of expressions of interest for Surrey Heath and Camberley as part of the EM3 Strategic Economic Plan (SEP) in March 2014.
- 1.2 Camberley was identified as a '**Step-Up**' town in the Enterprise M3 Strategic Plan. This recognises the significant potential of Camberley and highlights the intention of partners to develop a series of interventions to 'unlock' economic growth. The growth package for Camberley, sets out a vision and context for the area and the interventions provide a series of deliverable schemes that will help achieve the vision. It is based on the Borough's Town Centre Statement 2014-203, which sets out a radical vision to transform the town centre by delivering a High Street 'anchor store' to significantly improve the retail offer and serve a greater number of people along the A30 and M3 corridors.
- 1.3 The Camberley Growth Package aims to complement and provide a catalyst for the town centre redevelopment and achieve the borough target of an additional 7,500 jobs which is set out in the Council's Core Strategy. The package will also support the creation of 3,240 homes in the Borough and will allow transformative actions in an area of growth potential, particularly with regard to transport and impacts of traffic congestion.
- 1.4 The Government settlement for transport schemes was announced during week commencing 7 July 2014, and the A30 \ A331 Meadows Gyration & Corridor Improvements schemes alongside the Runnymede Roundabout Improvements Scheme were included as named prioritised scheme, making them top priorities in the North West Surrey. Local Authorities are expected to provide 25% local contributions to the LEP Local Growth Fund schemes.
- 1.5 All schemes are subject to the submission of a business case to prove Value for Money and provide a positive Benefits to Cost Ratio (BCR >2) i.e. £2 of monetised benefit for £1 spent. The LEP is focussed upon local economic priorities of job creation, economic growth and housing delivery.
- 1.6 In order to help assess how the scheme could contribute to the local economy a joint SCC & SHBC economic study was commissioned to provide evidence to support the scheme by interviewing local business and property agents.
- 1.7 The Local Committee received a report at their meeting on the 3 July 2014 to convene a major projects task group and agree the draft terms of reference as discussed at the informal meeting on 19 June 2014. The Task Group will advise the Local Committee on the development of Major schemes initially focusing upon Camberley and then the rest of Surrey Heath, depending upon prioritisation and funding opportunities.
- 1.8 The Major Schemes Task Group was given a progress report on 4 December 2014 to explain the design rationale and traffic modelling results leading to the preferred scheme.
- 1.9 The prioritisation provided confidence to develop the scheme in more detail and submit a business case to EM3 LEP Local Transport Board on the 30th January 2015.

- 1.10 The expression of interest submitted as part of the Strategic Economic Plan are included in the Local Transport Strategy and Forward Programme which was subject to a recent public engagement event and Local Area Committee approval in December 2014, which included a programme of transport infrastructure required to deliver the objectives set out in the SCC Environment & Infrastructure directorate and Surrey's Heath Borough Council Local Plan (2012) and Camberley Town Centre Area Action Plan (2014).

2. ANALYSIS:

A30/A331 The Meadows Gyratory

- 2.1 The Meadows Gyratory junction is acknowledged locally as a key location on both the local and strategic highway network, with capacity and congestion a regular issue. Survey data identified over 50,000 vehicles passing through the junction during an average 12-hour weekday period, and over 45,000 at the weekend, with weekday PM peak flows of 5,400 vehicles, illustrating the multi-functional role of the gyratory in accommodating commuter trips as well as leisure based trip during the weekend.
- 2.2 Outputs from the transport model in the Base (Do-nothing) scenarios identifies a continual deterioration in the operation of the Meadow's Gyratory and its approach routes, with average journey time delays during the AM peak period increasing by approximately 60 seconds per vehicle by the year 2026. These additional delays are generated as a result of increased queuing and congestion in the network, which will exacerbate the existing peak period conditions on the A30 / A331 corridors.
- 2.3 The proposed scheme is expected to deliver improvements to maximise junction throughput, reduce delays and provide a more stable Urban Traffic Control platform from which to manage and control journey time reliability by introducing the following improvements:
- a. A re-design of the Meadows Gyratory by providing more direct movements for the A30 and A331;
 - b. Bus priority measures and pedestrian and cycle crossings and off – carriageway routes between Blackwater Station and the Yorktown Industrial Estate and the Watchmoor Business Park;
 - c. Realignment and upgrade of the A30 \ B3411 Frimley Rd junction in association with development gain
 - d. Revalidation of the Urban Traffic Control system including CCTV and Variable Message signs to provide by better network management
- 2.4 A plan showing the extent of the scheme is shown in **Annex 1**.
- 2.5 Economic benefits in Surrey Heath will stem from improvements to the transport network to deliver journey time reliability, increased accessibility, reduced journey time and encourage modal shift. The Corridor improvements will play a key role in addressing one of the key road infrastructure constraints in Camberley and unlocking the potential for investment in the local economy and job creation for the town centre and

local business and industrial parks located adjacent to the Meadows Gyrotory.

Blackwater Valley Better Connectivity STP (phase 1)

- 2.6 The Blackwater Valley is a densely populated urban area straddling the Hampshire, Surrey and Berkshire borders.
- 2.7 The latest population estimate of the area is 252,937¹. However, despite good rail and bus connections serving the area, public transport, walking and cycling levels are lower than the average for Surrey and Hampshire. The proportion of people driving to work is also higher, with 73% of Ash Vale residents and 65% of Aldershot residents driving to work compared to a Surrey average of 60%.²
- 2.8 Despite there being 10 train stations in the area, connectivity between the three different train lines, North Downs Line (Reading to Guildford section), Ascot to Guildford/Alton line and South West Main Line (Basingstoke to Woking section), is considered poor, meaning long train journey times between nearby towns.
- 2.9 This proposal aims to provide better connectivity between local train stations and residential, business areas and town centres by improved walking and cycling infrastructure, upgrading existing routes or creating new routes.
- 2.10 The EM3 LEP requested Surrey County Council as lead authority and Hampshire County Council as partner to develop a standalone phase 1 for the 2015/16 financial year. This is shown in Annex 3.
- 2.11 The EM3 LEP approved the phase 1 proposal on the 27 November 2014 and grant funding of £0.5 million will be made available from 1 April 2015 for one year only.
- 2.12 Annex 3 indicates the phase 1 proposal and both Surrey County Council and Hampshire County have agreed to deliver sections of this project.
- The RED route (The Hatches to Farnborough North station) will be delivered by Surrey County Council and consists of a major upgrade to the existing bridleway. It is proposed to carry out these works during the summer of 2015.
 - The BLUE route (Frimley to Riverside car park) will be delivered by Hampshire County Council, probably during the summer of 2015.
 - The GREEN route (crossing of the A331 at Riverside Way) will be delivered by Surrey County Council and this part of the project will be 'dovetailed' to the A30/A331 The Meadows for design, consultation, tendering and construction.
 - The ORANGE route (off road cycle and footway) adjacent to the A331 Blackwater Valley Road, forms part of the A30/A331 major scheme.

¹ Census 2011

² *ibid*

OPTIONS:

A30/A331 The Meadows Gyratory

- 3.1 A number of options were developed and tested using outputs informed by the traffic model to arrive at the preferred solution.
- 3.2 The Base situation has been modelled to represent the 'Do-nothing' scenario, however based on the forecast growth in the number of vehicles vehicle trips (travel demands) the existing congestion and delay issues only intensify without any intervention at the Meadows Gyratory. Committed network changes in the Base network include Frimley Road widening on approach to A30, and while not committed the stopping up of Tank Road is considered a feasible short-term option which could be delivered separately from the A30/A331 improvement scheme.
- 3.3 **Option 1**, this was a refinement on the existing layout of the Meadows Gyratory with minor carriageway widening to improve lane discipline, specifically for A30 eastbound traffic. This option was discounted based on the relatively minor improves over the Do-nothing Base scenario. This also failed to improve accessibility for pedestrian and cyclists to link up with the proposed Blackwater Valley Rd shared footway / cycleway to the Yorktown Industrial Estate and Watchmoor Business Park.
- 3.4 **Option 2**, removes the need to A30 westbound traffic to circulate the gyratory, changing the southern link to two-way movements. This reconfigured the gyratory and rationalised movements to reduce delay on key east-west movements. Again, this option was discounted based on the delay and queuing results relative to the Do-nothing Base scenario.
- 3.5 **Option 3**, building on Option 2, this layout introduced a direct right turn lane from the A30 (W) to the A331(S), while also incorporating the two-way A30 movements shown in Option 2. This rationalisation of movements generated a less complex staggered signal controlled junction layout, which minimised journey distance and time while including improved pedestrian and cycle links. This was identified as the '**preferred**' option taken forward for detailed appraisal for the business case submission.
- 3.6 A plan showing the proposed alteration to the Meadows Gyratory and traffic signal stages is shown in **Annex 2**.
- 3.7 Option 3 provides a positive Benefit Cost Ratio greater than 2, and provides clear and direct journey time savings for key movements using the gyratory and provide more reliable journey times to access Camberley town centre. The scheme is expected to have a positive impact on employment and is estimated that the scheme could deliver around 750 jobs by helping to fill in the the vacant employment space in Camberley.

Blackwater Valley Better Connectivity STP

- 3.8 Options were considered by the officers from Surrey and Hampshire County Council's and the proposals set out in Annex 3 were considered the best option based on cost to fit in with available funding and deliverability within a tight timeframe.

4. CONSULTATIONS:

4.1 Officers now propose carrying out public engagement to provide information and give an opportunity for public and local businesses to find out more. It is also likely that this will be undertaken with other transport schemes within the Camberley area as set out in the Camberley Growth Package.

4.2 The following timetable is proposed:

• Local Committee	Briefing & agree engagement	12 March 15
• Detail Design Stage		Mar – May 15
• TRO's & Notices		Apr 15
• Member Task Grp	Agree engagement material	Jun 15
• Local Committee	Approvals and Notices	Jun 15
• Public Consultation	6 weeks	Jun – Jul 15
• Local Committee	Report consultation	Sept 15
• Start Construction		Jan 16
• End Construction		Sept 17

4.3 It is recognised that the overall programme is extremely tight, with funding expected to be available from April 2015 for a two year period, for the A30/A331 The Meadows project and already obtained for the Blackwater Valley Better Connectivity STP for April 15 for one year only.

4.4 Where on the highway, the construction phasing will need to be carefully considered alongside the M3 Smart Motorway Improvement Scheme works and any other schemes being constructed with the immediate area.

4.5 It is envisaged that a Communication Strategy will be devised to help broadcast the likely impacts during construction to inform stakeholders, general public and local businesses.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

5.1 The detailed business cases were submitted which included a value for money section.

5.2 The current estimated cost for each project is as follows:

- A30 / A331 Meadows Gyratory & Corridor Improvements £4.9 million (grant fund £3.65 million and local contribution requirement £1.25 million).

- Blackwater Better Connectivity STP (phase 1) £0.5 million grant funding available with local contribution tied to an LSTF successful bid.

5.3 (The local contribution funding is now in place for these projects and the county council is now awaiting approval of the funding from the LEP, for the A30/A331 The Meadows, which is expected during mid March 2015.

5.4 The funding for the A30/A331 The Meadows is for a two year period, but the Blackwater Better Connectivity STP (phase 1) is for one year only.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

6.1 It is the objective of Surrey Highways to treat all users of the public highway equally and with understanding. An Equalities Impact Assessment (EqIA's) will be carried out for each Major scheme as part of the business case and through the Detail Design process.

7. LOCALISM:

7.1 The headline benefits for the Major schemes within Camberely are as follows:

- Boosting economic growth by;
- Tackling congestion
- Improved journey time reliability
- Reduced journey times
- Reduced vehicle operating costs
- Improved walking and cycling connectivity from Blackwater Station to the Yorktown Industrial Estate & Watchmoor Park

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report
Sustainability (including Climate Change and Carbon Emissions)	Set out below
Corporate Parenting/Looked After Children	No significant implications arising from this report
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report
Public Health	Set out below.

8.1 Sustainability and Public Health implications

It is envisaged that both schemes will provide opportunities

Increased walking and cycling, where it can substitute for motorised forms of transport such as the car, will improve air quality and reduce carbon emission levels, which is a key objective of the Surrey LTP. Passenger transport and modal shift from the car to buses/rail are a further key objective of the Surrey LTP.

Transport is responsible for one third of carbon emission in Surrey. Surrey's Local Transport Plan has a target to reduce carbon emissions from (non-motorway) transport by 10% (absolute emissions) by 2020, increasing to 25% reduction by 2035 from 2007 baseline of 2,114k tonnes.

Increased walking and cycling has a positive impact on the health of a person. The NHS identifies cycling as an activity which provides significant health benefits. The emerging Surrey Health and Well-being Strategy have identified obesity as one of the priority public health challenges.

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 Work has been carried out on the A30 \ A331 Meadows Gyratory and Corridor Improvements to a feasibility design stage, to ensure that the scheme is feasible in terms of buildability and delivers the necessary traffic benefits to maximise junction throughput, reduce delays and provide more reliable journey time to access Camberley Town Centre, thus achieving the and economic benefits of revitalising the town centre to provide more jobs and economic growth.
- 9.2 Work on the Blackwater Better Connectivity has been carried out to a feasibility stage, but further design work will need to take place at the A331 / Riverside Way
- 9.3 SCC officers would like to continue with the design process and liaise with other appropriate stakeholders to obtain the necessary Traffic Regulation Orders and Notices to work towards a public engagement event in the summer 2015.
- 9.4 The Local Committee are asked to Note the progress of the development of the scheme to date and the submission of the business case to confirm funding from the Enterprise M3 Local Enterprise Partnership Local Transport Body and agree that officers identify the necessary legal consents and bring these to the planned June meeting of this committee.
- 9.5 In addition, the committee is asked to agree to the consultation on the A30/A331 The Meadows project and the A331 junction with Riverside Way (Blackwater Valley STP) during the period 15 June to 26 July (6 weeks), and to delegate authority to the Area Team Manager, in consultation with the Chairman, Vice Chairman, the Member Task Group for Major Schemes, and the Project Managers for both projects to agree the final consultation material.

10. WHAT HAPPENS NEXT:

- 10.1 The EM3 LEP will notify the county council during March 2015 about the funding outcome for the A30 \ A331 Meadows Gyratory Scheme.
- 10.2 Subject to the approval of this Local Committee, a 6 week consultation period will be carried out during June/July and the results presented to the Member Task Group and Local Committee during September 2015.

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Consulted:

Surrey County Council officers:
Surrey Heath Borough Council officers:
Surrey Heath Major Schemes Member Task Group (4 December 2014 & 17 February 2015).

Annexes:

Annex 1 – A30 / A331 Meadows Gyratory Improvement Scheme
Annex 2 – A30 / A331 Meadows Gyratory Phasing & Staging Diagram
Annex 3 – Blackwater Valley Better Connectivity STP (phase 1)

Sources/background papers:

A30 / A331 Meadows Gyratory and Corridor Improvements,
– Business case – 30 January 2015
Blackwater Valley Better Connectivity STP (phase 1)
- Business case 16 September 2014