

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (GUILDFORD).



SURREY

DATE: Wednesday 13 December 2017

LEAD OFFICER: Robert Curtis, Transport Strategy Project Manager

SUBJECT: LEP LGF3 TRANSPORT SCHEMES IN GUILDFORD INCLUDING OUTCOME OF PUBLIC CONSULTATION ON SUSTAINABLE MOVEMENT CORRIDOR: WEST

DIVISION(S): ALL

SUMMARY OF ISSUE:

This report presents the package of projects which was introduced at the previous Local Committee on 19 September 2017. It is proposed that the projects are consulted on with the public in January 2018, with the exception of the Sustainable Movement Corridor: West (SMC West) which has already been consulted on in September 2017, in order to enable that project to commence sooner. These works will be primarily funded by the Enterprise M3 Local Enterprise Partnership (EM3 LEP) with match funding from Guildford Borough Council, the Environment Agency and other sources. The results of the public consultation on the SMC West transport project and the recommended elements which are to be included in the LEP bid are also described.

RECOMMENDATIONS:

The Local Committee (Guildford) is asked to:

- (i) Acknowledge the results of the public consultation on the Sustainable Movement Corridor West.
- (ii) Propose that the recommended measures for the Sustainable Movement Corridor: West are taken forward to business case submission.
- (iii) Note that the proposed consultation period for the remaining schemes commences in January 2018 and agree that the Area Highways Manager in consultation with the Transportation Task Group and the Project Manager (Transport Policy) view and agree the consultation material, prior to consultation.

REASONS FOR RECOMMENDATIONS:

To enable Members to assess the public response on the SMC West project and provide their feedback and approval of the content of the project for a Business case

application to the EM3 LEP be submitted.

To enable Members to share the information with constituents during the consultation period.

1. INTRODUCTION AND BACKGROUND:

- 1.1 Six projects have been provisionally agreed between the Enterprise M3 Local Enterprise Partnership (EM3 LEP), Guildford Borough Council and Surrey County Council for the 3rd tranche of the Local Growth Fund (LGF3). The EM3 LEP has provisionally allocated a total value of £12.5M towards the six projects. Funding will be awarded by the EM3 LEP subject to the submission of a successful business case for each project to demonstrate economic viability and contribution to growth in the borough.
- 1.2 The current allocation of these funds for each project is set out below – this may be subject to change as the projects are still at feasibility stage so cost requirements are to be refined; in addition the match funding, whilst provisionally agreed requires sign off from the relevant sources.

	BID	Match Funding	Total Cost
Quality Bus Corridors	3,210,000	1,240,000	4,450,000
Sustainable Movement Corridor West	2,725,000	1,125,000	3,850,000
Blackwater Valley Hotspots phase 1 (South) and phase 2 (North)	1,965,000	1,965,000	3,930,000
A31 Highway Resilience Corridor	2,400,000	1,312,500	3,712,500
Guildford Town Centre Approaches	700,000	333,000	1,033,000
Guildford Flood Alleviation	1,500,000	5,100,000	6,600,000
Transport Total	12,500,000	11,075,500	23,575,500

- 1.3 The public must be consulted on each project to allow local residents, businesses and visitors to shape each project and voice their preferences. The analysis below explains the outcome of the Sustainable Movement Corridor: west (SMC West) public consultation. This was consulted on early to enable the business case to be submitted and work to commence on this project sooner.
- 1.4 The timescale for the EM3 LEP bidding process meant that the SMC West project needed to be consulted on and signed off by the Cabinet Member for Environment and Transport prior to enable the submission of a business case at the end of November. This was to ensure that the project was able to commence on site by 2019 and ensure full completion by the Growth Deal 3 deadline of March 2021. Following the consultation, work has continued to develop the business case and produce a strategic overarching case for the group of six projects as a whole.
- 1.5 The EM3 LEP has commissioned consultants to oversee the production of this strategic case and have set a deadline of the end of December for its submission. It has been agreed that the SMC West business case should be submitted at the same time as this strategic case.

- 1.6 The business cases for the remaining five projects are due to be submitted to the EM3 LEP at the end of March 2018; these are due to be consulted on in January 2018. The consultation will be used to introduce the Guildford Flood Alleviation to the public, it is anticipated that the Environment Agency will be presenting more detailed proposals to the public in spring 2018. Each of these projects is briefly described below:

Quality Bus Corridors

- 1.7 We are working with local bus operators to make it easier and more appealing to travel by bus around Guildford. By doing so, we hope to encourage more people to travel into Guildford town centre by bus. The match funding for this project is coming from the bus operators themselves in the form of upgrades to buses and their equipment.
- 1.8 Bus services are a vital mode of transport for the local area, carrying roughly five million passengers per year, connecting neighbouring towns and villages with Guildford. By itself, Guildford bus station alone has up to 80 bus departures per hour.
- 1.9 These improvements are likely to include:

1. Bus reliability and journey time improvements

Including bus-friendly traffic management at known pinch points where buses experience delay, intelligent bus priority at traffic signals and junction improvements at bottlenecks to benefit all users.

2. Better passenger information

Including improved timetables, maps and fare information, comprehensive real-time passenger information including the ability to text passengers.

3. Improved passenger infrastructure

Including new bus shelters, seating, lighting etc. and upgraded bus fleets with a more comfortable environment for passengers.

Blackwater Valley Hotspots phase 1 (South) and phase 2 (North)

- 1.10 The junctions currently being considered for improvements are:
- A331/A31 – A roundabout at the same level as the A331 with slip roads leading to and from the A31.
 - A331/A323 – A raised roundabout with slip roads to/from the A331 which connects to the A323 leading into Aldershot to the West and to Ash to the East.
- 1.11 The A331/A31 roundabout junction at the southern end of the Blackwater Valley Road and the next northern grade separated interchange with A323 have long suffered capacity issues, particularly during weekday peak periods. This impacts the local roads but also creates queues from slip roads onto fast moving traffic lanes on A331 southbound and A31 westbound creating wider queuing and safety issues.

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- 1.12 It is likely that, as these are weekday peak period issues, peak hour part signalisation of these junctions will be most effective. The scheme will provide a quicker and more reliable journey time for vehicles exiting the A31 westbound to join the A331 and for all road users using the A331/A323 interchange and will also provide safety benefits by reducing the incidence of slip-road traffic queuing back onto the A31 and A331.
- 1.13 The work will be funded 50% by the EM3 LEP and 50% by Guildford Borough Council.

Town Centre Approaches

- 1.14 The Town Centre Approaches scheme is about improving the day-to-day management of the road network. Match funding for this project is being provided by Guildford Borough Council.
- 1.15 Currently the Intelligent Transport System (ITS) coverage of the highway network in Guildford is limited, reducing our ability to manage the network effectively. Congestion can be severe and is likely to continue to increase whilst journey time reliability deteriorates along key business corridors. We want to expand and upgrade our network management equipment and capability to enable congestion and road safety to be managed with increased resilience.
- 1.16 Improved traffic management systems using the latest technology will provide improved management of traffic flow and congestion and support planned housing growth. The improved response times to incidents will improve journey times and journey time reliability, reducing travel costs for businesses and commuters and reducing working time lost through congestion.
- 1.17 Benefits are expected to include:
- Improved journey time reliability
 - Better traffic flow and reduced queuing
 - Faster recovery times after incidents

A31 Highway Resilience Corridor

- 1.18 The A31 Resilience bid is a proposal for capital funding to be invested into the existing highway drainage and carriageway infrastructure, between Guildford town centre and the county boundary, to enhance the durability and reliability of the road. Investment in the route will enable comprehensive planned reconstruction to replace continual reactive repairs. This will make the road safer, improve air quality, reduce uncertainty and improve journey time reliability, all of which improve confidence and lead to investment and economic growth.

Flood Alleviation

- 1.19 This partnership project is being led by the Environment Agency with Guildford Borough Council, Surrey County Council, Thames Water and the National Trust holding roles on the project sponsor group. The project has an allocation of funding from government grant in aid from DEFRA as well as local levy funding from the Thames Regional Flood and Coastal Committee.
- 1.20 The aim of the project is to protect properties and the highway in the Town Centre close to the River Wey from flooding. The scope of the scheme is

understood and key project objectives have been agreed by the partners. The outline details of engineering designs and options for alignments are still being defined and will be presented to the public in spring 2018.

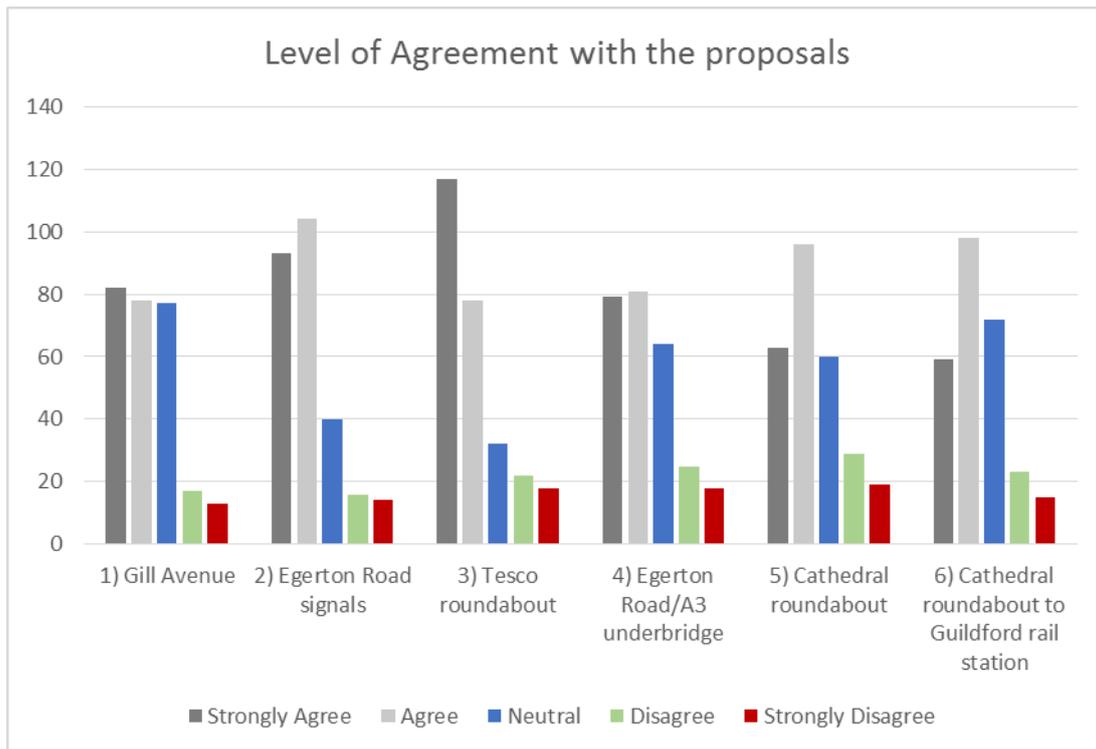
2. ANALYSIS:

SMC West Public Consultation

- 2.1 The public consultation took place over a six week period, it started on Monday 18 September and ended Sunday 29 October 2017.
- 2.2 The information displayed online and at the exhibitions during the public consultation is available in Annex 1. A full feasibility study for the project is underway and these plans continue to be developed based on technical data, economic analysis and the outcome of consultation and stakeholder discussions.
- 2.3 The current estimate to build all the sections of the SMC West presented during the public consultation is in excess of £8m, however the funding available, which includes a significant contribution from Guildford Borough Council, amounts to less than half this figure (£3.85m). There is potential for the total cost estimate to increase further depending on the outcome of further design work and survey data. For this reason, a key part of the consultation asked respondents which sections they felt were of the highest priority.
- 2.4 The main source of engagement for the consultation was the Surrey County Council web site where visitors were able to view the panels and fill in an online questionnaire.
- 2.5 Following discussions with the affected Divisional and Ward members, it was agreed that there should be two public exhibitions to enable local residents located near to the scheme or without the ability to engage online to learn about the proposals and have their say. Posters and flyers were be distributed to advertise these events in addition to promotion via mailshots and social media. The exhibitions took place at the Park Barn Centre and Guildford Park Church on the evenings of 10 and 11 October respectively.

Results

- 2.6 A more detailed summary of the consultation and analysis of the results are provided in Annex 2.
- 2.7 267 responses were received and overall there was general agreement with each of the proposals, as demonstrated in the chart below:



2.8 Tesco Roundabout was shown to be the highest priority by the respondents. The proposals for the roundabout include toucan crossings on two arms and a short bus lane on the westbound approach to support sustainable travel. It also includes alterations to its geometry and addition of signals to the main arms to enable traffic flow through the roundabout to be regulated. This is expected to help reduce the amount of queuing on the A3 and also has safety benefits as there have been a number of incidents on the roundabout and its approaches.

2.9 Due to the limitations of the available funding, it is suggested that the Tesco Roundabout should be the primary focus of the business case submission to the EM3 LEP. Once more detailed costs are known the remaining funding will be aimed at some of the more cost effective measures which might only deliver certain elements of each of the sections.

2.10 In the long term it is intended that the remainder of the SMC West will be delivered using developer funding and other funding opportunities as they come forward.

3. OPTIONS:

SMC West

3.1 As stated above, there is a limited amount of funding available for the project and total estimates for all sections amount to more than double this figure. This project would therefore represent a first phase, with future necessary work to be completed from alternative funds such as developments.

3.2 The options to consider therefore are which elements of the project should be further progressed and delivered as part of phase 1.

- 3.3 The consultation generally received positive feedback on the proposed elements of the project. However, it is also important that the selected elements are able to deliver enough benefit in isolation (with regards to reduced delay / congestion, active mode benefits and improved road safety) to be able to produce a credible business case.
- 3.4 There are also works planned by Highways England on the A3 northbound slip which joins Tesco Roundabout. Coordinating our works will mean cost savings and also a combined benefit which could help both progress perform more effectively.
- 3.5 In addition, there are other factors to consider, including the risk that underground services might make some sections more difficult/expensive to deliver within the timescales.
- 3.6 For the above reasons it is clear that there remains work to be completed to establish the best location in terms of cost/benefit, affordability/deliverability and also effectiveness and value for money. Early indications are that the Tesco Roundabout improvements would be the first priority, which aligns with the public's preference. This is being studied further however it is recommended that, subject to the above work establishing that this is indeed the best use of the money, this section be prioritised for the business case.

4. CONSULTATIONS:

Quality Bus Corridors, Blackwater Valley Hotspots phase 1 (South) and phase 2 (North), Town Centre Approaches, A31 Resilience and Flood Alleviation schemes

- 4.1 The public consultation for the five projects is due to commence on 8 January. The programme for the consultation and subsequent submission of business cases is set out below:
- 4.2 We are currently working towards a business case submission date of late March / early April 2018 for these five schemes.
- 4.3 The draft timetable between now and the planned date of business case submission, is to develop the package of schemes further ready for consultation, carry out a 6-week consultation, analysis of the feedback, report the results of the consultation to a subsequent Local Committee in March 2018 and develop the Business Case with the consultation feedback in mind.
- 4.4 The consultation will include obtaining views of local bus operators and consider improvements that could be included within the package of measures.
- 4.5 This paper asks the Local Committee for delegated authority to the Area Highways Manager in consultation with the Transportation Task Group and the Project Manager (Transport Policy) to agree the final consultation materials, prior to consultation.
- 4.6 Members are asked to approve the package of five schemes to be the subject of a public consultation for 6 weeks from 8 January 2018.

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- 4.7 The consultation will be carried out online, with posters and flyers distributed at key locations around Guildford.
- 4.8 It is proposed we hold three staffed public exhibitions during the consultation period. It is anticipated that at least one of the public exhibitions will be held in the Ash/Tongham area to engage respondents located near to the A331 Hotspots scheme, with the remaining exhibitions held in locations within Guildford Town Centre to maximise engagement and capture bus users.
- 4.9 Recent consultations have received around a 90% of responses via the online methods.
- 4.10 As with similar recent consultations it is planned to advertise repeatedly via social media channels, including the county council's Facebook and Twitter platforms. Advertising banners on the Surrey homepage at regular intervals that will direct users to the web pages, and the project will also be advertised on the Borough Council web site.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 Guildford Borough Council have allocated revenue budgets to the development of the SMC West and the production of the business case by an appointed consultant in conjunction with Guildford Borough Council and Surrey County Council officers. The consultation of the remaining projects is being managed jointly by both Councils with Surrey Council also utilising previously agreed budgets to produce the materials and attend consultation events.
- 5.2 The capital funding is mainly coming from the EM3 LEP. Each project will require match funding and each of the organisations providing the match will need to demonstrate that the funding is available before the EM3 LEP will provide the funding.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 A full equality impact assessment will be completed as part of the business case submission process.
- 6.2 For the consultation, groups and individuals are targeted based on previous experience and which typically includes dialogue with groups catering for individuals with protected characteristics. Letters and posters will be used to raise awareness of the project to those in the area who are not easily contactable by email, the internet or social media channels.

7. LOCALISM:

- 7.1 The proposals will affect all road users in the areas where amendments are proposed. The proposals will be publicised, local residents and businesses written to directly and any comments received given careful consideration.

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.

Sustainability implications

- 8.1 The improvements will promote modal shift which has implications for health, improved mobility, accessibility and reduced dependency on private vehicles.
- 8.2 The proposed improvements are intended to help reduce congestion, the resultant journey times and pollution. This can be particularly important on bus routes.

Public Health implications

- 8.3 The promotion of active travel and reduction in pollution are also significant benefits.

9. CONCLUSION AND RECOMMENDATIONS:

9.1 The Local Committee (Guildford) is asked to:

- Acknowledge the results of the public consultation on the Sustainable Movement Corridor West.
- Propose that the recommended measures for the Sustainable Movement Corridor: West are taken forward to business case submission.
- Note the proposed consultation period for the remaining schemes commences in January and agree that the Area Highways Manager in consultation with the Transportation Task Group and the Project Manager (Transport Policy) view and agree the consultation material, prior to the consultation.

10. WHAT HAPPENS NEXT:

SMC West scheme

- 10.1 The business case for the SMC West will be developed further based upon the outcomes of the public consultation and further feasibility, design and economic appraisal work. It is intended that the business case will be submitted to the EM3 LEP by the end of December 2017.

Quality Bus Corridors, Blackwater Valley Hotspots phase 1 (South) and phase 2 (North), Town Centre Approaches, A31 Resilience and Flood Alleviation schemes

10.2 The five remaining schemes will be consulted on between 8 January and 18 February 2018 as outlined within this paper. It is anticipated that the results of this public consultation are expected to be provided at a future meeting of the Guildford Local Committee.

Contact Officer:

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Consulted:

Local Ward and Divisional Councillors

Annexes:

Annex A – SMC West public consultation information pack

Annex B – SMC West public consultation report
