

SURREY COUNTY COUNCIL

CABINET

DATE: 24 APRIL 2018

REPORT OF: MR COLIN KEMP, CABINET MEMBER FOR HIGHWAYS

**MR JOHN FUREY, DEPUTY LEADER AND CABINET MEMBER
FOR ECONOMIC PROSPERITY**

**MR MIKE GOODMAN, CABINET MEMBER FOR ENVIRONMENT
AND TRANSPORT**

**LEAD OFFICER: JASON RUSSELL DEPUTY DIRECTOR ENVIRONMENT &
INFRASTRUCTURE**

**SUBJECT: ECONOMIC GROWTH THROUGH INVESTMENT IN
INFRASTRUCTURE: EM3 AREA.**



SUMMARY OF ISSUE:

The Local Enterprise Partnerships (LEPs) are responsible for setting the strategic framework for economic growth, through the development of Strategic Economic Plans. Delivery of plans is supported through the Local Growth Fund (LGF), a competitive fund managed by the LEPs.

An important element of this is investment in transport infrastructure in order to tackle congestion and unlock economic growth. In Surrey, the County Council has worked with the 2 LEPs (Coast to Capital (C2C) and Enterprise M3 (EM3)), Elmbridge Borough Council, Guildford Borough Council and the bus companies in the Guildford area to develop these plans and to develop and deliver schemes that support delivery of economic growth objectives. These partner organisations have been critical in enabling the County Council to develop a fully funded programme.

For the funding period 2018/19 – 2020/21, EM3 LEP have agreed 10 Expression of Interest projects in Surrey. Further information on these 10 projects is provided in **Annex A**.

Approval is now sought to submit Business Cases to the EM3 LEP for capital funding for three of these projects, as set out below that contribute towards improved productivity in the relevant project area.

- Brooklands Accessibility (Elmbridge)
- Quality Bus Corridor (QBC) improvements (Guildford)
- A31 Resilience (Guildford)

Further details on these projects is provided in **Annex B**.

The LEP requires a minimum of 25% match funding for LGF bids. The match funding for the first two schemes listed above has come from other sources, including Elmbridge Borough Council and the bus operators within Guildford.

However, to support delivery of the transport investment programme, Surrey County Council (SCC) is required to contribute £1.312m of capital funding, to provide match funding for the A31 Resilience project (between the County Boundary with Hampshire and the A331 Blackwater Valley Road junction).

SCC have already spent £0.700m on Capital repairs to the A31 following failure of the road in extreme heat in 2017. This means that some of the Resilience project has already been completed, and the LEP have indicated that they might be willing to use this as part of the contribution. If this is the case, then SCC would need to make an additional contribution of £0.612m.

However, the EM3 LEP will not make that decision until the Business case has been submitted (planned 30 April 2018), and the project has been assessed through the Independent Assurance and reported to the EM3 LEP at a planned meeting towards the end of June 2018.

RECOMMENDATIONS:

It is recommended that Cabinet:

1. Approve the submission of three Business Cases for transport infrastructure projects to the EM3 LEP, in order to bid for capital funding from the Local Growth Fund, namely:
 - Brooklands Accessibility (Elmbridge)
 - Quality Bus Corridor improvements (Guildford)
 - A31 Resilience (Guildford)
2. Approve Surrey County Council's share of required remaining local contribution [matched funding], up to a maximum of £0.612m towards the *A31 Resilience* scheme.

REASON FOR RECOMMENDATIONS:

Reasons for Recommendation

Supporting Economic Growth

Inadequate transport infrastructure is identified as the biggest barrier to economic growth in the county. If the bids are successful, the EM3 LEP would contribute up to 75% of the capital scheme cost, with the remainder to be provided as match funding. In terms of match funding, working with Elmbridge Borough Council together with bus operators within Guildford, a significant amount of match funding has been identified for two of these projects as follows;

- Brooklands Accessibility (Elmbridge) - the match funding has been fully funded through Elmbridge Borough Council Community Infrastructure Levy (CIL).
- Quality Bus Corridor improvements (Guildford) - the match funding has been fully funded through the bus operators.

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- A31 Resilience (Guildford) - the proposed match funding is a mixture of £0.700m that has already been spent on emergency repairs during the summer of 2017, subject to LEP approval that this spend can be counted as match, and additional capital contribution from SCC.

If the £0.700m of match funding is not accepted by the EM3 LEP the *A31 Resilience project* may become a smaller project based on the funding available.

DETAILS:

Background and Business Case

6. In July 2014, the Government announced the Local Growth Fund (LGF) allocation for transport infrastructure to Local Enterprise Partnerships (LEPs), for the 2015 – 2021 periods, based on their respective SEPs.
7. Allocation of funding has been made available in tranches by government and a further allocation was made available in July 2017 through the LEPs for the period covering 2018 to 2021, with a key contributory factor of improving productivity to an area.
8. Surrey County Council has submitted 10 Expressions of Interest for projects that have been agreed with the EM3 LEP following the announcement of grant funding. These are set out in Annex A.
9. Approval is now sought to submit Business Cases on the 30 April 2018 to the EM3 LEP for the following projects (further details can be found in Annex B);
 - Brooklands Accessibility (Elmbridge)
 - Quality Bus Corridor improvements (Guildford)
 - A31 Resilience (Guildford)

Local Contribution [match funding]

- The requirement of the EM3 LEP is for the delivery body (Surrey County Council) to provide a local contribution [match funding] of at least 25%.
- Sufficient funding has been obtained by working closely with Elmbridge Borough Council to provide the match for the Brooklands Accessibility project and the local bus operators in the Guildford area to provide the match for the Guildford QBC project.
- Match funding is required for the A31 Resilience Scheme. The Business Case includes £0.700m of spend in 2017, which resulted from deterioration of the carriageway in hot weather. These works support the aims of the A31 Resilience project.
- Set out below in **Table 1** are the project description and funding arrangements.

Table 1

Project description	Estimated cost (£)	Match funding required (£)	Source of match funding
Brooklands Accessibility (Elmbridge)	£2.500m	£0.620m	£0.620m provided by Elmbridge Borough Council
Quality Bus Corridor improvements (Guildford)	£4.450m	£1.240m	£1.240m provided by bus operators within Guildford.
A31 Resilience (Guildford)	£3.710m	£1.312m	SCC £0.700m already spent during summer of 2017. However, £0.612m is required to complete the full match funding required from SCC.

CONSULTATION:

10. **Brooklands Accessibility (Elmbridge);** significant work has already been undertaken to develop the project with key stakeholders, Elmbridge Borough Council and several landowners. The majority of the pedestrian/cycle scheme is not on highway land, and this scheme is critical in ensuring that the public are able to continue to have a right of access over it. As part of the scheme SCC are seeking to ensure control over privately owned assets, including Wellington Way, currently being used by the public to ensure that these future rights of access are maintained and that this vital and local link remains open. This would avoid these privately controlled access routes being closed that could result in delays to movement. All landowners including the Borough Council have been consulted and are supportive, especially the landowners/stakeholders with greatest influence over the cycle scheme - Elmbridge Borough Council and Mercedes Benz World. Further consultations are continuing during March and April 2018 before the Business case submission.
11. Permissions are being formally secured and the aim is to obtain agreements in principle prior to the business case submission date.
12. If any agreements in principle are not obtained prior to the business case submission date (30 April 2018) a decision will be made whether to submit the business case at that time or delay until the end of June 2018. That decision will be based on the likely timing and confidence of obtaining the agreement in principle.

13. The Local Committee for Elmbridge receive regular updates on project progress.
14. **Quality Bus Corridor improvements (Guildford) and A31 Resilience (Guildford)**; these two projects are included within the Unlocking Guildford Package where the County Council have worked closely with Guildford Borough Council.
15. This package was subject to a public consultation during February and early March 2018, to help determine the level of support for each project, including the projects to be submitted by Guildford Borough Council and the Environment Agency. Overall there was a good level of support for each of the projects and a completed report on the consultation was presented to the Local Committee for Guildford at their meeting on the 21 March 2018.
16. The Local Committee for Guildford receive regular updates on project progress.
17. Where any further consultations are required, for example related to Traffic Regulation Orders, these will be consulted upon separately at that time, via the Local Committee process.

RISK MANAGEMENT AND IMPLICATIONS:

18. Each of the projects have their own project risk register that is reviewed regularly by the project team.
19. The project costs set out in this report are estimates that were reviewed in 2017/18, based on outline scheme designs. Whilst they include a sum for contingency and optimism bias there is a risk that these estimated costs could increase once the designs are finalised and procurement undertaken. If these estimated costs increase, such that the local contribution required would then exceed the amount stated in this report, then the following mitigation strategies would apply:
 - Further value engineering exercises would be undertaken as the design is developed to see if scheme costs could be brought down without reducing the scope of the scheme.
 - If estimated scheme costs cannot be reduced then the scope of the scheme would be reviewed to see if the primary benefits could still be realised but with a reduced scheme.
 - If it is not possible to reduce the estimated scheme cost in either of these ways, then we would engage with the LEPs and the relevant borough/district to see if they are able to increase their contribution.
 - If, after following the steps above, the scheme would still require a greater contribution from Surrey, a further decision would be sought from Cabinet or Cabinet Member, as appropriate.
20. It should be noted that if these business cases are not submitted to Enterprise M3 LEP the County Council will not be in a position given the financial situation, to allocated funds from elsewhere.
21. The LEPs are urging Councils and other delivery bodies to ensure that they utilise the LGF funding available in each year as any unused funds could be clawed back.

Financial and Value for Money Implications

22. The requirement of the LEP is for the delivery body (Surrey County Council) to provide a local contribution of at least 25%.
23. After positive close working with Elmbridge Borough Council as well as local bus operators in the Guildford area to obtain significant match funding towards two of the projects there remains a shortfall of £1.312m to support the A31 Resilience.
24. The *A31 Resilience project* £0.700m has already been spent on the A31 Hogs Back section during the summer of 2017, to deal with the impacts of heat on the carriageway, which supports the aims of the resilience scheme. This project is a highway/drainage scheme to address infrastructure defects which currently impacts on journey times and network reliability. We are awaiting confirmation from the LEP that this previous expenditure can be considered eligible as match funding.
25. The £0.612m match funding can be provided from within the existing Place Development capital budget identified within the 2018-21 Medium Term Financial Plan.
26. The Quality Bus Corridor improvements project (Guildford), which forms part of the *Unlocking Guildford Package* has the full local contribution funding requirement. This is being provided by the bus operators in the Guildford area.
27. The Brooklands Accessibility project has the full local contribution requirement. This is being provided by Elmbridge Borough Council.

Section 151 Officer Commentary

28. The Council is required to make a financial contribution toward LGF schemes, unless this is provided by other partners. In the case of the schemes put forward in this report, the Council is required to make a contribution of £1.312m to that A31 Resilience scheme. This will be made up of works already completed totalling £0.7m (which is subject to agreement by the LEP) and a planned contribution of £0.612m from the existing capital budget within the council's MTFP 2018-21. Should EM3 LEP not allow the council to use works already completed as part of its contribution, the A31 Resilience project may not be able to proceed.
29. The Section 151 Officer also highlights that scheme costs are in some cases based on outline scheme designs and therefore would be expected to change as designs evolve, and are also subject to change as schemes are procured. In recognition of this, estimated costs include an allowance for risk. If costs exceed agreed funding the mitigation strategy outlined in this report would apply, although ultimately the Council may need to consider how it would fund cost increases, e.g. by reducing spend elsewhere.
30. The Council would also need to meet any future maintenance costs for assets created as part of these schemes.

Legal Implications – Monitoring Officer

31. Ten Expressions of Interest have been agreed with the EM3 LEP following the announcement of the grant funding covering the 2018/19 to 2020/21 period as set out in **Annex A** – Programme overview.
32. These identified projects have been the subject of consultation and may need to have further public consultation, if required, before final approval by the EM3 LEP. The LEP will need to take account of the results of those consultations when finalising their views.
33. **Annex A** also sets out the planned match funding for each of the projects that have been committed by the Boroughs councils as well as local bus operators.

Equalities and Diversity

34. The Brooklands Accessibility (Elmbridge), Quality Bus Corridor Improvements (Guildford) and A31 Resilience (Guildford) projects have Equality and Diversity screening assessments as part of the development of the project.
35. These assessments will eliminate any perceived and/or actual inequalities through compliance with up to date design standards which address disabled access and social inclusivity.

Public Health implications

36. A key objective of these projects is to improve air quality and reduce carbon emissions through a combination of reduced vehicle delays, improvements to public transport and encouraging alternative modes of transport to motorised vehicles.
37. In addition to this, improvements in public health can be gained through more walking and cycling and cleaner air.

WHAT HAPPENS NEXT:

The Brooklands Accessibility (Elmbridge), Quality Bus Corridor Improvements (Guildford) and A31 Resilience (Guildford) projects will (subject to Cabinet approval) have separate Business cases submitted to the EM3 LEP on the 30 April 2018.

The EM3 LEP will carry out an Independent Assurance assessment which will be reported to the EM3 Transport Advisory Group (TAG) meeting in June and the Board meeting at the end of June 2018.

If successful Surrey County Council would enter into a legal agreement to deliver the projects over an agreed period of time, as set out in the Business cases.

Contact Officer:

Lyndon Mendes – Transport Policy Team Manager, telephone; 03456 009 009

Consulted:

Local Enterprise Partnership EM3

Brooklands Accessibility

Local Committee for Elmbridge, Elmbridge Borough Council, Mercedes Benz World, South Western Railway, Network Rail, Thames Water Utilities, Other relevant landowners including M&G, Brooklands Museum, Weybridge town centre businesses Brooklands College, Residents via the Common Land Application, Cycle Track Order consultation notices and web page. Common Land Application - as part of this we fulfilled all the consultation requirements (including residents and stakeholders affected) as set by the Planning Inspectorate.

Unlocking Guildford - Guildford Local Committee, Guildford Borough Council Public, Businesses, Bus Operators (Public consultation January/February 2017)

Annexes:

Annexe A - Programme Overview

Annexe B - Project Descriptions

Sources/background papers:

1. Cabinet Report, 'Supporting the economy through investment in transport infrastructure', 27 November 2012.
 2. Cabinet Report, 'Supporting Economic Growth through investment in Transport and Highways infrastructure – third tranche', 15 December 2015.
 3. EM3 PMG meeting 15 March 2018.
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ANNEX A – PROGRAMME OVERVIEW

There are 10 Expression of Interest projects that have been agreed with the EM3 LEP following the announcement of 2018/19 to 2020/21 grant funding that has been made available.

- 6 of these projects will be led by Surrey County Council,
- 3 by Guildford Borough Council and
- 1 by the Environment Agency.

These 10 projects are planned to be submitted to the EM3 LEP on three key submission dates as agreed with the LEP as set out in Tables 1 and 2.

Table 1

Project Number	Scheme name	Estimated cost	Match funding required	SCC contribution*	Local Contribution sources and comments
Blackwater Valley Package (scheduled for 29 May 2018 Cabinet Report)					
1	A30 London Rd., Camberley (Surrey Heath- SHBC) Scheduled for 29 May 2018 Cabinet for submission to LEP in June 2018.	£5.00m	£1.25m	See below*	SHBC = £0.770m; S106 = £0.217m
2	Blackwater Valley Gold Grid [Joint with SCC & HCC] Scheduled for 29 May 2018 Cabinet for submission to LEP in June 2018.	£8.50m	£4.00m	See below*	Stagecoach;
Elmbridge Project (scheduled for submission to the EM3 LEP on 30 April 2018)					
3	Brooklands Accessibility (Elmbridge) Scheduled for 24 April Cabinet for submission to LEP in April 2018	£2.50m	£0.62m	See below*	Elmbridge BC
Woking Project (scheduled for 29th May 2018 Cabinet Report)					
4	Woking Sustainable Transport Package – Ph.1 Scheduled for 29 May 2018 Cabinet for submission to LEP in June 2018.	£4.00m	£1.00m	See below*	Woking BC
Unlocking Guildford Package					
5	Guildford – Sustainable Movement Corridor – Ph.1 Submitted to LEP by Guildford Borough Council in January 2018.	£3.85m	£1.12m	See below*	Guildford BC; B/Case has been submitted by GBC. SCC to award GEN 3-2 contract then to novate contract to GBC.

Project Number	Scheme name	Estimated cost	Match funding required	SCC contribution*	Local Contribution sources and comments
6	Guildford – Quality Bus Corridor Scheduled for 24 April Cabinet for submission to LEP by SCC on 30th April 2018	£4.45m	£1.24m	See below*	Bus operators
7	Guildford – A31 Resilience Scheduled for 24 April Cabinet for submission to LEP on 30 April 2018	£3.71m	£1.312 m	See below*	SCC £0.700m already spent. During summer of 2017.
8	Guildford – A331/ A31 and A331/A323 Hot Spots To be submitted to LEP by GBC in April 2018	£3.93m	£1.96m	See below*	GBC; B/Case to be submitted by GBC
9	Guildford – Town Centre approaches. To be submitted to LEP by GBC in April 2018	£1.03m	£0.33m	See below*	GBC; B/Case to be submitted by GBC
10	Guildford – Town Centre Flood Alleviation. To be submitted to LEP by the Environment Agency in June 2018	£6.60m	£5.10m	See below*	B/Case to be submitted by Environment Agency

* The Cabinet is asked to commit to the County Council's share of the required remaining funding of £0.612m.

The timetable for the Business Case submissions as indicated above for all the Spring/Summer 2018 packages of transport measures within the EM3 LEP area of Surrey are set out in Table 2;

Table 2

Date/month	Projects
January 2018	Project Number. 5, Guildford – Sustainable Movement Corridor – Ph.1(submitted by Guildford Borough Council)
April 2018	Project Numbers 3, Brooklands Accessibility, 6, Guildford Quality Bus Corridor and 7, Guildford A31 Resilience (to be submitted by Surrey County Council) plus 8, Guildford A331/A31 and A331/A323 Hot spots and 9, Guildford town centre approaches (to be submitted by Guildford Borough Council).
June 2018	Project numbers 1, A30 London Road Camberley, 2, Blackwater Valley Gold Grid [Joint with SCC & HCC], 4, Woking Sustainable Transport Package Phase 1 (to be submitted by Surrey County Council) and 10, Guildford – Town Centre Flood Alleviation (to be submitted by the Environment Agency).

The ***Unlocking Guildford Package*** with its 6 individual projects is covered by one Strategic Case including the packages Aims and Objectives and not separate Strategic Cases. An overview of these projects and the Brooklands Accessibility project together with Aims and Objectives for both packages has been set out in Annex B.

ANNEX B – PROJECT DESCRIPTIONS

Project No 3: Brooklands Accessibility (planned to be submitted to the EM3 LEP in April 2018 by Surrey County Council)

The scheme consists of a range of transport measures to improve accessibility between Brooklands Business Park and Weybridge town centre via Weybridge rail station. This will include improved pedestrian, cycle and road infrastructure to benefit all users, and in particular encourage sustainable travel to and from Brooklands Business Park.

The scheme costs are estimated at £2.5m, seeking EM3 LEP funding of £1.875m and a confirmed local contribution from Elmbridge Borough Council of £0.625m.

Subject to EM3 LEP approval, the scheme would commence construction in 2018/19.

Aims and Objectives of the project

The primary aim of this project is to improve accessibility to the Brooklands Business Park to both support its future growth and ensure the retention of around 250 existing businesses.

The project will also improve accessibility to Weybridge Station and Weybridge town centre, widen travel choice and encourage more people to travel by sustainable modes, mitigate congestion, and encourage people living and working in the area to lead healthier lives through active travel.

The project aligns with all the SCC Corporate priorities (well-being, economic prosperity, residents' experience).

This project aims to support Brooklands as an attractive location for businesses to be based and aims to:

- Support the future intensification of the Brooklands Business Park.
- Support the retention of the existing 9,000 jobs at the Brooklands Business Park which would be at risk if congestion worsens.
- Support new jobs in Weybridge town centre.
- Through providing transport infrastructure this project also aims to support the delivery of new homes in Weybridge

Unlocking Guildford Package

Projects No's 5 to 10 all form part of the **Unlocking Guildford Package**, which has a Strategic Case covering the package as a whole with each individual project having a separate Business Case.

The Strategic Case covers the Aims and Objectives of the package which are set out below;

- Improved access by all modes but with priority for public transport and sustainable travel into the town centre and West Guildford.
- A sustainable transport corridor in the West and improve access between town centre, residential areas and Slyfield Estate through improved public transport.
- To relieve traffic pressure on strategic routes into Guildford currently subject to significant peak hour congestion.
- To ensure the transport infrastructure is available during periods of flooding and to remove constraints on development of a number of sites in the town centre.
- To create the conditions to ensure that growth can be delivered and sustained across Guildford.

Project No 5: Guildford – Sustainable Movement Corridor – Phase 1 (project already submitted by Guildford Borough Council in January 2018).

Implementation of a transport corridor linking the Guildford Station and the Town Centre to the Surrey Research Park, Royal Surrey County Hospital and University of Surrey campus. The proposed interventions will effectively manage traffic flows giving priority to buses and offering fast safe and convenient routes for cyclists and pedestrians.

Phase 1 will include measures to improve cycling and pedestrian access and a major upgrade to Tesco's Roundabout involving signalisation of the roundabout, which will provide for all modes including a controlled crossing point.

The project is estimated to cost £3.8m, with a local contribution of £1.12m secured from Guildford Borough Council (GBC).

The Business Case for the project has been submitted directly by GBC in early January 2018 and if the project is approved by the EM3 Local Enterprise Partnership (LEP) GBC will enter into a legal agreement with the LEP.

The proposal is that Guildford Borough Council will deliver this project under a section 278 agreement with the County Council where works are on the public highway maintainable at public expense.

Guildford Borough Council do not have direct access to the GEN 3 framework that the County Council use for these major highway improvement projects, therefore the County Council will tender the works through the GEN 3 framework which will require Cabinet approval later this year. To ensure that the tender is awarded as quickly as possible with minimal delay it is recommended that the decision to award the contract is delegated to the Strategic Director for the Environment & Infrastructure.

Once the contract is awarded, the contract will be novated to Guildford Borough Council.

Project No. 6: Guildford – Quality Bus Corridor (planned to be submitted to the EM3 LEP in April 2018 by Surrey County Council)

This project seeks to improve the reliability of bus services whilst also ensuring that key routes which serve Guildford and its surrounding towns have attractive, clean and well-lit passenger waiting areas, and easily accessible and conveniently located bus stops.

These improvements will include:

- Bus reliability and improved journey times
- Better passenger information
- Improved passenger infrastructure

A reliable service makes the bus a much more attractive proposition and, as such, the outputs of the project are expected to increase bus patronage. This will mitigate the traffic impacts of growth and reduce demand on available highway space. Ultimately this is expected to benefit the town centre by reducing congestion and improving accessibility.

The scheme costs are estimated as £4.45m, with the local contribution of £1.24m secured from bus operators.

Project No. 7: Guildford A31 Resilience scheme (planned to be submitted to the EM3 LEP in April 2018 by Surrey County Council)

Substantial highway reconstruction and improvement to the flood resilience of the Surrey sections of A31 west of Guildford, to allow free flowing traffic to continue following heavy or prolonged rainfall, and to reduce the disruption to traffic during major flood events, and therefore improve productivity in the area.

The project focuses principally on the A31 County Boundary with Hampshire to the junction with the A331 Blackwater Valley Road.

The key works priorities for the project are as follows;

- Tackling identified drainage and flooding issues with improvements to for example; gullies, grips, ditches, soakaways and balancing ponds,
- Major reconstruction of the carriageway,
- Carriageway resurfacing,

The project costs are estimated as £3.71m, with the local contribution of £0.700m which has already been spent on the project location during the summer of 2017 and the remainder (£0.612m) to be provided from Surrey County Council capital resources identified within the MTFP.

If the EM3 LEP does not accept the £0.700m of match funding that has already been spent by SCC on this section of highway during the summer of 2017, the project may become a smaller project based on the remaining £0.612m of match funding (subject to Cabinet approval).

Project No. 8: Guildford – A331/ A31 and A331/A323 Hot Spots (to be submitted by Guildford Borough Council in April 2018).

This addresses two key junctions where there are peak time queues causing delays and potential safety issues. This intervention 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. The improvements will provide safety benefits by reducing the incidence of slip-road traffic queuing back onto the A31 and A331.

The Business Case for the project is to be submitted directly by GBC by the end of June 2018 and if the project is approved by the EM3 LEP, GBC will enter into a legal agreement with the LEP.

Project No. 9: Guildford – Town Centre approaches (to be submitted by Guildford Borough Council in April 2018).

The scheme enhances the ability to monitor, inform and control traffic through expanding the County Council's network management equipment/ Intelligent Transport Systems (ITS) and capability, based at its existing Network Management and Information Centre (NMIC).

This will enable congestion and road safety to be managed with increased resilience. It will encourage re-routing to avoid the town (and the A3 during incidents), improve parking information and upgrade signals to get traffic moving as "efficiently" as possible. It will bring about improvements to journey time reliability and also help the police in crime reduction measures through the implementation of Automatic Number Plate Recognition (ANPR) cameras.

The Business Case for the project is to be submitted directly by GBC by the end of April 2018 and if the project is approved by the EM3 LEP, GBC will enter into a legal agreement with the LEP.

Project No. 10: Guildford – Town Centre Flood Alleviation (to be submitted by the Environment Agency in June 2018).

Flood alleviation works to enable the re-development to go forward and freeing up land currently at risk of flooding, for development of residential, commercial and open green spaces. Flood alleviation will also have parallel benefits in protecting existing housing and business activity in the area adjacent to the river.

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