

**GUILDFORD BOROUGH COUNCIL AND
SURREY COUNTY COUNCIL**



**GUILDFORD
BOROUGH**

GUILDFORD JOINT COMMITTEE

DATE: 11 DECEMBER 2019

LEAD OFFICER: ELIZABETH FLEMING

**SUBJECT: UPDATE OF GBC-LED LEP-FUNDED TRANSPORT SCHEMES
IN GUILDFORD**

AREA(S) AFFECTED: ALL

SUMMARY OF ISSUE:

The purpose of this paper is to provide an update Guildford Borough Council (GBC) led Highway and Transport EM3 Local Enterprise Partnership (LEP) funded schemes.

RECOMMENDATIONS:

The Guildford Joint Committee is asked to:

- (i) Note the content of this update report.

REASONS FOR RECOMMENDATIONS:

The purpose of this report is to provide an update on current highway schemes and their funding status.

1. INTRODUCTION AND BACKGROUND

- 1.1 In July 2014, the Government announced Local Growth Deals for each of the 39 LEP areas across England, for the 2015-2021 periods, based on their respective Strategic Economic Plans (SEPs). The Growth Deals set out the level of funding from the Local Growth Fund (LGF) that will be invested in each area
- 1.2 To date, Enterprise M3 Local Enterprise Partnership (EM3 LEP) has allocated funding to the Guildford Town Centre Transport Project from the 2nd tranche of the government Local Growth Fund and to the Unlocking Guildford Package of projects from the 3rd tranche of this fund.
- 1.3 This paper sets out each of the projects and gives approximate timescales for their planned implementation.
- 1.4 Projects within these packages that Guildford Borough Council (GBC) are leading on are:
 - Walnut Bridge Replacement Project
 - Sustainable Movement Corridor 1

www.surreycc.gov.uk/guildford

- Blackwater Valley Hotspots: A323/A331 and A331/A31 junction Improvement schemes
- Town Centre Approaches (SCC carrying out the work on GBC's behalf)
- Slyfield Internal Estate Road

2. Updates

Walnut Bridge Replacement Project

- 2.1 The project is the replacement of the existing Walnut pedestrian and cycle bridge with a new pedestrian and cycle bridge. The new bridge will be wider and facilitate two-way cycle flow. It will lie on a more obvious alignment, to encourage use by new and infrequent users, rather than just local people familiar to the area. It will aid the development of both the station and Bedford Wharf development sites.
- 2.2 Current state of play:
- Currently in the Bridge Construction tender evaluation process.
 - This has been extended as there is an affordability issue.
 - Re-bids received following relaxation of some requirements for the delivery of the construction. These are currently being evaluated.
 - A number of further mitigations are currently being explored to reduce the shortfall.
 - Requires resolution imminently in order to ensure the LEP end date is achieved.
 - Targeting mobilisation in early 2020.
 - The Appropriation of Bedford Plaza is nearing completion
 - Ground monitoring works have been contracted and are underway.
 - In terms of Traffic Management, SCC have worked with us to achieve a solution to the potential clash of the Walnut Bridge piling works with the with the Walnut Tree Close trial operations works.

Sustainable Movement Corridor (West)

- 2.3 Phase 1: Pedestrian & Cycle Route through Bannisters Field
Scheme completed and functioning well.
- 2.4 Phase 2A: Pedestrian and Cycle Improvements
A series of improved pedestrian and cycle facilities between Bannisters Field, the Stag Hill campus of the University and onwards towards the main rail station at Guildford.
- Currently being delivered and progress is good.
 - Unfortunate that not being done during the student holidays, but diversions working reasonably well. Expect the early phases either side of the subways to the completed in November and the remainder to Benbrick Road off the Chase in January 2020.
 - The subways are Highway England and permissions are required to paint these which may have to be delayed until next year.
- 2.5 Phase 2B: Guildford Park Road
A pedestrian and public transport improvement 50m either side of the rail station entrance, with widened footways and better crossing facilities.

- It includes proposals to remove the taxi rank which is not being used and this is going to the GBC licencing Committee. The layout is still be finalised.
- A Traffic Regulation Order (TRO) will be required for changes to parking including a reduction in residents parking to accommodate a cycle charging hub.
- Possibly going to the Joint Committee for a decision on the TROs in due course.
- Plan to deliver the scheme in the summer of 2020.

2.6 Phase 3: Signalising Tesco Roundabout

A signalised roundabout as shown below:

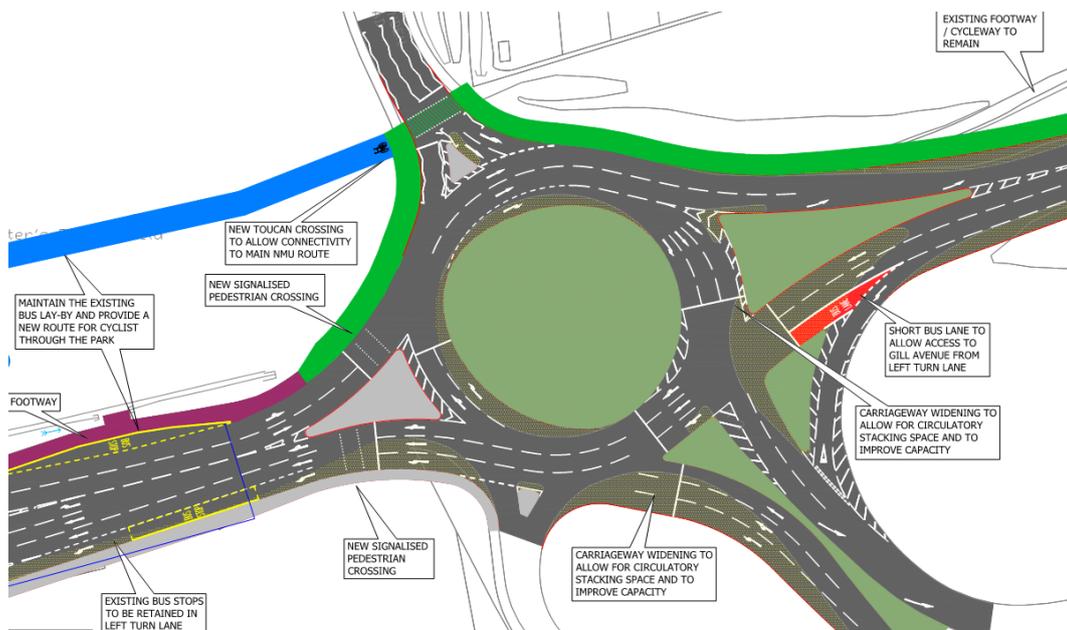


Figure 1 - SMC 1 Phase 3: Signalising Tesco Roundabout

- The detailed design has been submitted to SCC and Highways England (HE) for technical acceptance. There is a delay to the HE review as they require all information including street lighting design which is awaited from Skanska.
- A major financial risk to delivery was the cost of a Thames Water diversion and this has now been received. While costly at £505k, this should be able to be absorbed within the budget.
- Legal agreements are being progressed. These include third part land from the University to become public highway and S278 agreements with both SCC and Highways England.
- Detailed traffic simulation modelling has been carried out to assess the effects of the bus gate. If acceptable to SCC officers, then it is proposed to allocate approximately £300k of QBC funding towards the bus land and bus gate.
- Construction is programmed to commence in April 2020 and ties in with the HE slip-road works due to complete in March. This April start will be a challenging timetable and it may slip a little. Some preliminary works are planned during the winter, notably tree clearing as they need to take place outside the nesting period.
- Traffic Regulation Orders (TROs) will be required for parking restrictions and the bus lane.

- The Joint Committee is expected to have approve the TRO requirements and this is the subject of another paper from Andy Stokes at todays meeting.

Blackwater Valley Hotspots: (A31/A311 roundabout and A323/A324 traffic signal Junction improvement)

- 2.7 This project has recognised three key junctions as traffic 'hotspots' where peak time queues cause significant delays and safety issues. The assessed improvements would provide quicker and more reliable journey times for vehicles moving between the A31 and A331 and for the section of the A323 east of Ash. The improvements will also provide road safety benefits by reducing the incidence of slip-road traffic queuing back onto the A31 and A331 main carriageways presenting a hazard to other road users.
- The extended topographical survey has been completed and provided to the design engineers (Mott MacDonald);
 - The detailed design has been completed for the A323/A324 traffic signal junction improvement;
 - The detailed design is ongoing for the A331/A31 roundabout junction and will be completed once the Ground Investigation works have been completed;
 - The Ground Investigation works procurement for the A331/A31 roundabout junction is ongoing and a tender will be published in the next couple of weeks to secure a contractor;
 - Once the detailed design is completed a new cost estimate will be undertaken to confirm that the scheme is still within the funding available;
 - Next stage is to commence the S278 Agreement and design check with Surrey County Council to enable the scheme to be formally signed off so that the tender and construction can commence.

Town Centre Approaches Update

- 2.8 Through the implementation of Intelligent Transport Systems (ITS), the Town Centre Approaches (TCA) package has been devised to enable us to exert far greater control over how our road network responds to the challenges caused by traffic congestion. SCC is carrying out the work on GBC's behalf.
- Last SCC/GBC/Surrey Police team meeting was on 15 October 2019.
 - ANPR – SCC Police are awaiting costs to install the cameras that have been vested and confirmed that there will be sufficient cameras to cover the Guildford area. Confirmed that SCC will get journey time information and the public will get benefit from the instalment of cameras.
 - CCTV – have procurement route agreed. Next stage is to finish the surveys. Cameras are to be located on traffic signal heads or street lighting columns.
 - Variable Message Signs – there are a few sites still with issues in terms of being able to get power to them. Procurement wise, the framework is in place and the tender package is almost completed, just tidying up specification and then will re-issue. The VMS signs will tie in with HE so that they can use the VMS signs for information when there is an issue on the A3 or M25.
 - Average Speed Cameras – Surrey Police has now formally confirmed that they will support the scheme. The speed cameras will operate on the eastbound section of

the A31 from the 70mph speed limit change near Hogs Back Hotel to the Puttenham interchange.

Slyfield Internal Estate Road

- 2.9 The Project involves the construction of a new access road of approximately 0.5km in length that will continue beyond the eastern extent of the existing roads of the Slyfield Industrial Estate. The new road will provide future access for the re-development of the land east to the estate; known as the Weyside Urban Village (WUV). This project does not involve the resurfacing of any element of the existing adjacent carriageway.
- 2.10 During the period the following construction activities have progressed as follows:
- Completion of kerbs to the Southern Roundabout and correcting kerbs out of alignment,
 - Trimming of sub-base, 100% complete,
 - Commenced placing of base and binder to roads, 70% complete,
 - Installation of footpath edgings, 100% complete,
 - Placing of sub-base to footpaths, 100% complete,
 - Installation of attenuation pond lining and Class 4 fill,
 - Reinstatement of topsoil, 90% complete,
 - Commencement and Completion of new duct crossings,
 - Fencing works, 80% complete,
 - Completion of lighting column foundations.
- 2.11 Expected project completion date is scheduled for 31 January 2020.

3. OPTIONS

- 3.1 A number of options were considered during the development of the bids to the LEP and throughout the design process. Now that the projects are in the delivery phase there are no options for consideration.

4. CONSULTATIONS

- 4.1 All of the projects have been through public consultation including public events and online surveys to establish the level of support for each and identify any areas of interest or concern. Details of these consultation outcomes can be found in previous Local Committee papers.

5. FINANCIAL IMPLICATIONS

- 5.1 The schemes are fully funded as described in the table below. All of the schemes have been scrutinised by the EM3 LEP's consultants to ensure they provide value for money and provide the predicted benefits described in each business case.

Project	LEP	SCC	GBC	Other	Total (£m)
Walnut Bridge Replacement Project	1.525		1.516	0.300 ¹	3.341
Sustainable Movement Corridor (West)	2.725		1.125		3.850
Blackwater Valley Hotspots	1.965		1.965		3.930
Guildford Town Centre Approaches	0.700		0.333		1.033
Slyfield Internal Road	1.000		10.139		11.139

¹S106 contributions

6. CONCLUSION AND RECOMMENDATIONS

6.1 The Guildford Joint Committee is asked to:

- (i) Note the content of the report.

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Consulted:

Andy Stokes, West Team Manager, Transport Development Planning, Surrey County Council

Annexes:

None

Background papers:

None.
