

**GUILDFORD BOROUGH COUNCIL AND
SURREY COUNTY COUNCIL**



**GUILDFORD
BOROUGH**

GUILDFORD JOINT COMMITTEE

DATE: 18 MARCH 2020

LEAD OFFICER: ELIZABETH FLEMING, PROJECT MANAGER, PLANNING & REGENERATION DIRECTORATE, GUILDFORD BOROUGH COUNCIL

SUBJECT: UPDATE OF LEP-FUNDED TRANSPORT SCHEMES IN GUILDFORD

AREA(S) AFFECTED: ALL

SUMMARY OF ISSUE:

The purpose of this paper is to provide an update on 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

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- Sustainable Movement Corridor 1
- 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 Following some delay while a funding issue was resolved, it was determined at an Executive Committee meeting on 18th February 2020 (following review by the Overview & Scrutiny Committee) that the project could move forward and the previous executive decisions were upheld.
- 2.3 This has allowed the formal tender process to conclude. The preferred bidder has been identified and every effort is now being made, following due process, to get this project into contract and on site as soon as possible.
- 2.4 It is expected that there could be some improvements on the programme for the work and that mobilisation could be as soon as April/May 2020.
- 2.5 Consideration needs to be given to the availability of necessary road closures and impact on or of other schemes.

Sustainable Movement Corridor (West)

- 2.6 The Guildford Sustainable Movement Corridor (SMC) is a package of improvements to assist travel by sustainable modes of transport from one side of the town centre to another whilst serving key points along the way. The SMC was initially proposed within the Guildford Town and Approaches Movement Study and split into a number of phases.
- 2.7 SMC (West) focuses on improving facilities to make it easier for pedestrians, cyclists and bus users to the west of Guildford town centre. SMC (West) aims to connect destinations including Surrey Research Park, Royal Surrey County Hospital, University of Surrey campuses and Guildford railway station.
- 2.8 Phase 1: Pedestrian & Cycle Route through Bannisters Field.
- 2.9 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 railway station at Guildford.

- 2.10 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.
- 2.11 Phase 3: Signalising Tesco Roundabout
- 2.12 A detailed report was presented to the Infrastructure Delivery Working Group on 13th February setting out progress on the scheme and identifying some funding issues to be addressed if the full scheme was to be delivered.
- 2.13 Since then following concerns funding issues could have on scope delivery, GBC has met with SCC to discuss and identify potential options to achieve expected outcomes. SCC and GBC are meeting jointly with LEP on 9th March to progress this. Further update will be provided for the meeting on 18th March.

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

- 2.14 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.
- 2.15 It is envisaged that the project will stay in budget if the issue of S278 and commuted sum costs are resolved with SCC.
- 2.16 Detailed Design has been submitted to SCC for RSA stage 2. SCC to submit report (following site visit) week commencing 16th March. Once received, any necessary amendments to the final design will be incorporated and the full detailed design submitted to SCC for technical approval – by end of March 2020. Once this is received Section 278 applications will be submitted.
- 2.17 Outstanding Ground Investigation work has now been let (Mar 2020). At this stage, work on site is not expected to commence before July 2020. The works are expected to take approximately 12 months. GBC is currently considering the most efficient method of delivering this scheme once the detailed design is approved.

Town Centre Approaches Update

- 2.18 Through the implementation of Intelligent Transport Systems (ITS), the Town Centre Approaches (TCA) package has been devised to enable far greater control over how the road network responds to the challenges caused by traffic congestion.
- 2.19 The objectives of the Town Centre Approaches scheme are as follows:
 - expand and upgrade Surrey County Council’s traffic management capability;
 - manage the Strategic Road Network and the Surrey road network more effectively;

- enable better management of traffic congestion and road safety and improve journey time reliability;
- manage traffic for key events on the network more effectively; and
- improve response to incidents on the network.

2.20 The provision and installation of elements of the ITS is already underway. The formal agreement between SCC and GBC for scheme payment purposes is currently being finalised. SCC have asked that work is halted pending completion of the agreement.

Slyfield Internal Estate Road

2.21 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.

2.22 The Council's consultants (AECOM) have raised a technical query with the contractor regarding installation of a section of embankment stabilisation membrane in accordance with specification. A second set of bore hole tests have had to be undertaken at the contractor's cost, in order to verify the issue. These are currently at the Lab and results are expected imminently. It is thought unlikely that there will be an impact and if remedial works are required this will be at the contractor's expense. This issue aside, this project is almost complete.

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 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 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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Annexes:

None

Background papers:

None.

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