



Community Infrastructure Levy

Application for funding

This form must be used for all applications for Community Infrastructure Levy (CIL) funds. This includes projects decided by Spelthorne Borough Council or the Spelthorne Joint Committee.

Completed applications must be sent with a location plan of the project and any other supporting explanatory material to: Planning Policy, Council Offices, Knowle Green, Staines-upon-Thames, TW18 1XB.

Evidence for all bids must be supported by clear and robust information. All the following questions must be answered. You are welcome to seek further guidance on the likely eligibility of a project and information required from the Borough Council by emailing planning.policy@spelthorne.gov.uk.

1. Personal Details*		2. Agent Details (if applicable)
<i>*If an agent is appointed, please complete only the Title and Name boxes below but complete the full contact details of the agent in 2.</i>		
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3. Detailed description of the proposal.

A308 Corridor Phase 1 Congestion and Active Travel Improvement Package

The proposal covers the A308 from Sunbury Cross to Fordbridge Roundabout, focusing on smart and sustainable improvements, acknowledging the route's primary east-west traffic corridor function between Sunbury and Staines. The A308 "Staines Bypass" and "Staines Road West" is a strategic Borough route connecting the A30 to the M3/A316 forming a corridor that runs parallel to the M3; this has obtained Major Road Network status. The route connects the strategic road network from M3 junction 1 to the M25 junction 13. Roads connecting to this corridor link to Heathrow, Stanwell, Ashford and Feltham to the north, and to Staines, Laleham, Shepperton, Walton Bridge and Lower Sunbury to the south.

The proposal is split into separate schemes which are all inter-linked but can be undertaken independently based on potential funding and timescale objectives.

There are 5 signalised junctions along this section of the A308: School Road, Black Dog, The Shears, Tesco Extra Escot Road and Crossways (rear of Sunbury Cross shopping centre). These are all congestion and safety pinch points along the route which require improvements. The junctions and nature of the route also causes community severance. The three main traffic junctions, Black Dog, School Road and The Shears link Ashford Road, School Road, Littleton Road, Chertsey Road, Windmill Road and Cadbury Road which are north-south links within the Borough. The latter two are subsidiary junctions which are signalised with pedestrian crossing facilities connect to Sunbury Tesco and the servicing facilities and multi-storey car park for Sunbury Cross. The Crossways Junction also serves as an at-grade pedestrian crossing for Sunbury Cross Junction which is 150m to the east.

Spelthorne Borough Council is an air quality management area and the A308 corridor causes a significant amount of the air quality issues within the Borough due to its existing traffic dominated status. The route causes community severance splitting Upper Halliford, Sunbury, Staines and Ashford and there are limited existing safe pedestrian facilities along the route, with no toucan crossings available.

The proposed schemes outlined are included within Phase 1 of the A308 Improvement Package. There are additional schemes which link into the A308 and have been included in Phase 2 which will be facilitated by future Local Plan development.

Schemes 1-3 focus on improvements at the three main traffic junctions along the A308 (School Road, The Shears and Black Dog) to remodel lanes to improve traffic flow and overcome long-standing highway safety and severance issues by introducing pedestrian and cycling crossings.

Scheme 4 harnesses smart technologies focused on and linking all 5 signalised junctions with intelligent, responsive software to reduce congestion at the pinch-points which will smooth and optimise traffic flows along the whole A308 corridor. Scheme 4 compliments schemes 1-3 by optimising traffic flow to offset the introduction of crossings, and could plausibly see a net travel time reliability benefit for motor traffic.

The 5th scheme relates to a cycle and pedestrian corridor with facilities for these modes improved/introduced between Fordbridge Roundabout and Sunbury Cross. For cyclists, this would

involve significant upgrades to existing sections (Fordbridge Roundabout to School Road Junction and Escot Road to Green Street) and new sections to create a continuous link. Walking improvements would focus on safety and accessibility, and look to make short trips from homes to shops, services and bus stops located in the immediate vicinity of the A308 sufficiently pleasant and convenient to minimise instances of very short car trips along and across this strategic route. The 5th scheme is enhanced by schemes 1-3 which create a continuous route through junctions and to give access to the facility from neighbourhoods the other side of the A308.

Proposed Schemes in the Phase 1 A308 Package

1) School Road Junction Improvement

Signalised crossings for pedestrians and cyclists, and improved traffic flow through lane remodelling at junction of A308 Staines Road West / Staines Bypass / B378 School Rd / C235 Ashford Rd. Toucan crossings would connect into scheme 5, connecting the A308 active travel route through the junction and allowing access to the route from all sides of the junction. The improvements would also reduce injuries and traffic delays at this junction as it is an accident hotspot. This can be undertaken as a standalone scheme but would be linked into Scheme 4 (Smart Technologies) and Scheme 5 (walking and cycling corridor).

2) Black Dog Junction Improvement

Signalised crossings for pedestrians and cyclists at junction of A308 Staines Road West / C233 Littleton Road / Chertsey Road. Crossings provide continued link for cyclists and pedestrians along the A308 active travel spine through the junction and allowing access to the route from other side of A308.

3) The Shears Junction Improvement

Signalised crossings for pedestrians and cyclists at junction of A308 Staines Road West / A244 Windmill Road / Cadbury Road. Crossings provide continued link for cyclists and pedestrians along the A308 active travel spine through the junction and allowing access to the route from other side of A308.

4) A308 Smart Network

New smart traffic control and monitoring equipment along the A308 and at the 5 signalised junctions along the A308; School Road, The Shears, The Crossways, Black Dog and Escot Road. Measures could include UTC and Trapeze traffic signal technologies, VMS signs, ANPR, average speed, safety and traffic monitoring cameras. Smart connected cameras and message signs for enhanced incident prevention / management and intelligent bus priority that automatically adjusts signal timings when a late-running bus approaches. Smart technologies play an important role in current and future transport planning to optimise traffic movements and improve highway safety using soft engineering infrastructure - these upgrades would ensure these junctions 'keep pace' with significant improvements in traffic management technologies.

A Collaborative Traffic Management approach (latter phases of the project) is proposed between Surrey County Council and Highways England that links signal co-ordination along the A308 between Sunbury Cross and Crooked Billet (junction signals controlled by Highways England) with the local network. Phase 1 of this national initiative is commencing for M25 J8 & J10 and A3 Junctions with Surrey's local network junctions in January 2020; the A308 could become another early beneficiary of this new approach. The collaborative traffic management approach and the new junction smart technologies along the A308 would improve journey times and safety by optimising flow through and between

junctions. Surrey Police would be able to utilise the ANPR cameras which would also provide crime and disorder benefits.

5) A308 walking and cycling corridor

An active travel (and technology) corridor along the A308. Active travel measures would be new/improved cycling facilities and improved pedestrian environment, with targeted improvements bus stop infrastructure. Would include ducting laid under the cycle facility ready for any future fibre optic network at little additional cost. Forms a substantial part of a future envisaged spine that could link potential key development sites in Staines and Sunbury Cross, as well as neighbourhood's en-route. It would replace/avoid additional car journeys in this congested area; overcomes severance; has health, sustainability and place-making benefits; and offers an opportunity to minimise cost and disruption of installing improved communications technology by constructing both together.

High Level Aims

The high level aims (not prioritised) of the overall Phase 1 A308 Congestion and Safety Improvement Package are as follows:

- Improving connections for sustainable travel.
- Improving highway safety and reducing collisions.
- As a minimum, no significant adverse impact on traffic flows and congestion.
- Ensuring designs include future proofing for Local Plan impacts.
- Harnessing smart technologies and methods of innovative mobility.

Surrey County Council has three corporate goals and the Highway and Transport Business Case 2016-2021 outlines how the service will delivery on those goals which marry with the high level objectives:

- Wellbeing - Everyone in Surrey has a great start to life and can live and age well.
 - ✓ Make the network safer for all users
 - ✓ Build community resilience
 - ✓ Enable healthier and sustainable travel options
- Economic prosperity - Surrey's economy remains strong and sustainable
 - ✓ Enable housing and other developments through new infrastructure
 - ✓ Improve network availability
 - ✓ Increase opportunities for Surrey residents and businesses
- Resident experience - Residents in Surrey experience public services that are easy to use, responsive and value for money
 - ✓ Keep the network in good condition
 - ✓ Improve resident engagement
 - ✓ More free flowing network
 - ✓ Achieve real efficiencies

4. Any project for CIL funding must be for capital expenditure. Please confirm that your application is for capital spending only.

The CIL funding is required for the construction costs and detailed design work which capital funding can be spent on.

The project would require revenue funding for feasibility work to link the three existing feasibility studies (undertaken via Joint Committee funding) at The Shears, Black Dog and School Road junctions. Concept feasibility would also be required for the walking and cycling corridor and investigation of the

benefits of smart technologies. Revenue funding is available via Surrey Futures pump-priming pot to spend on feasibility work for capital projects. The Joint Committee have also set aside an additional £18k for revenue feasibility work.

The next stage would also be to meet with Heathrow Airport Limited and discuss potential revenue and capital match funding for the project.

We would also be reviewing a potential EOI, subject to SCC prioritisation, to the recently published DfT Local Pinch-point Fund and with an EOI required by January 2020. The total fund available is £150 million in total, £75 million available in each year over two financial years from 2021 to 2022. Successful proposals are most likely to be in the region of £2-3million. This would be used as match funding for this CIL form request and timeframes for spend.

5. Would your proposal help alleviate in some way the impact of further development within Spelthorne?

The existing A308 road layout is dated and primarily constructed to serve motor traffic to the detriment of other travel options. The existing signal technology is old and outdated and the existing signals are not connected along the route. As such smart technologies, improved road layouts and sustainable connections would have significant potential to smooth traffic flows, improve road safety, encourage sustainable trips, and provide network management information to road users.

A current Surrey County Council (SCC) project, the Phase 1 Wider Staines Sustainable Transport Package, is providing cycling and walking improvements between Staines and Stanwell to the north of Spelthorne Borough. However, there is no coherent provision along most of the remaining main routes within the Borough and desire lines are generally poor for any mode of transport other than the private motor vehicle along and connecting to the A308.

Geographically speaking, the A308 bisects Spelthorne, separating and severing communities, employment and educational destinations and local amenities on both sides. Opportunities for pedestrians to cross the road and main side roads are very limited and unsafe. There is only one off-carriageway opportunity for cyclists to cross the A308– to the west of Fordbridge Roundabout. There are fragments of cycle route along the corridor, but these are poor in quality and do not offer a continuous connection.

There are a considerable number of short and first/last mile, journeys where the walking catchment is bisected by the A308, generating avoidable accidents and car trips. The Department for Transport-backed *Propensity to Cycle Tool* model identifies strong desire lines for cycle journeys along the Staines to Sunbury corridor.

Surrey bus routes (555 & 557), as shown in the accompanying map, are well-placed to support a greater development density and an expanded Heathrow Airport, but would benefit from improvements to waiting and boarding facilities (fully accessible, sheltered, RTPI), as well as intelligent bus priority measures at junctions. TfL buses would also benefit from these improvements.

These proposals have the potential to improve sustainable journey time reliability, cater for a growth in sustainable journeys, improve road safety, promote sustainable and healthy travel choices, improve accessibility, reduce isolation and improve the place quality of Spelthorne for its residents.

This corridor is our focus for CIL applications to fund highway and transport improvements because it

caters for a significant number of journeys to, from and within Spelthorne. The A308 falls within the proposed SCC Phase 2 of the Wider Staines Sustainable Transport Package.

Most new development in Spelthorne, wherever it is located, will impact traffic volumes on the A308. Additionally, we note that Spelthorne's SHLAA (Autumn 2018) suggests there are concentrations of potential development sites in Staines, Ashford and Sunbury, in close proximity to the A308. As the Local Plan develops, these proposals can be refined and prioritised to ensure close alignment with the needs of new development.

6. Financial Information:

a. Total cost of the project?

Capital - £10million design and construction approx. (On current prices may be subject to inflation.)
Revenue- Approximately £200-300k required for revenue based feasibility; this would include traffic modelling, feasibility and benefit analysis of smart technologies and assessment of re-provision of the public highway including concept Stage 1 designs for the junctions and the cycleway/footway.
The revenue money is needed at the beginning with stage 1 design for the schemes funded upfront and if the bid accepted then the funding could be capitalised.

High level costs based on the following points.

- No third party land envisaged at this stage from initial preliminary assessment of the public highway.
- Detailed costs will be obtained via revenue funded feasibility studies- see above.
- Cost dependent on scheme objectives and objective prioritisation which requires a joint agreement between Surrey County Council and Spelthorne Borough Council.
- Match funding is needed. Discussions with Heathrow Airport Limited and EM3 LEP are required.
- The DfT have published a "Local Pinch-point Fund" which this project would fit with. An expression of interest will be written and require Surrey Transport Infrastructure Assurance Network (TIAN) prioritisation to be formally submitted.

b. Amount of CIL funding required?

Approximately a 5 year scheme programme so annual CIL funding required depending on match funding that is sought and won which may have specific timescales for spend for example the DfT Local Pinch-point fund is spend between 2021-2022.
We are requesting that CIL funding from Spelthorne Borough Council is sought for 50% of the scheme

	costs so approximately £5million over the 5 year programme.
c. Amount and source of any other funding?	<p>We need to investigate the match funding avenues. If potential match funding partners know that Spelthorne Borough Council are committed in principle to the scheme this will help to leverage match funding:</p> <ul style="list-style-type: none"> • Heathrow Airport Limited • Surrey match funding from future committed projects along the A308 corridor. • TfL • EM3 LEP • Highways England (Designated Funds) • DfT Local Pinch-Point Fund • DfT Air Quality funding
d. Other funding sources pursued but not secured?	Highways England designated funds- not available this financial year but a future funding source. School Lane junction improvements are an approved designated future scheme.
e. Reason why no alternative funding sources are possible?	
7. Timescale of the project:	
a. Proposed start date:	<p>Separate feasibility studies have been completed on the three main signalised Junctions; Black Dog, School Road and The Shears. Additional work required to link the junctions for traffic management.</p> <p>Further feasibility commencement for the Network Benefits and cycleway/footway subject to revenue funding agreement.</p> <p>2020/2021 for feasibility and 2021/2022+ for construction.</p>
b. Proposed completion date:	Approximately 2026-2027
c. Where CIL funding only represents part of the costs of your project would that money be required after a particular phase of the project? If so, when?	Annual CIL funding commitment required
8. Implementation:	
a. Which organisation will implement the proposal?	Surrey County Council
b. Will it have authority to do so, including any agreements to undertake work on public land?	Yes the work is being undertaken on public highway
c. Experience of the implementing organisation to delivery of projects of the scale and nature proposed?	Yes Surrey County Council have undertaken many projects of this nature; Wider Network Benefits East (eastern Surrey area), Leatherhead to Ashted shared cycle/footway and currently undertaking Town Centre

Approaches project in Guildford. These have generally been funded by LEP money. CIL is now another avenue of funding being used to delivery public highway improvements. LEP funding would still be needed as potential match funding and/or revenue funding.

9. Information to demonstrate by reference to costs and benefits that the proposal represents good value for money and there is a compelling case for approval.

High-level benefits of the proposal are presented below. Feasibility studies for schemes 4 and 5 would offer clarity over specific benefits and scheme costs. Business case(s) would be developed for all schemes once feasibility is complete to confirm value for money.

Beneficial outcomes

1. Reduce Congestion and address local pinch-points

Improved traffic management technologies and techniques could be introduced to smooth traffic flows along the A308 between Crooked Billet and Sunbury Cross. There are 5 existing signal junctions which are all local pinch-points on the network and require improvements. The A308 forms part of the DfT's Major Road Network and is considered a key corridor linking to the strategic highway network. Smarter traffic lights along the route could be programmed to ensure signal junctions work together. SCC traffic signals could also be linked to Highways England signals at Crooked Billet and Sunbury Cross to extend this effect and smoothly connect the strategic and major road networks. The signal junctions would harness UTC which can sense traffic patterns and movements to coordinate the response to varying traffic conditions. This, together with average speed cameras, can improve road safety and air quality by smoothing traffic flows and minimise stop-start journey profiles that are particularly problematic from an air quality perspective (with Spelthorne Borough a declared Air Quality Management Area).

Overall, congestion in Surrey is calculated to have an economic cost of c. £550 million per year (Surrey Congestion Programme, 2011). Air pollution is the biggest environmental threat to health in the UK, with between 28,000 and 36,000 deaths a year attributed to long-term exposure, and there is strong evidence that air pollution causes the development of coronary heart disease, stroke, respiratory disease and lung cancer, and exacerbates asthma (Public Health England: <https://www.gov.uk/government/publications/improving-outdoor-air-quality-and-health-review-of-interventions>).

Schemes 1-3 would upgrade relevant junction infrastructure and scheme 4 would link the junctions with smart technology and reduce the pinch points.

Figure 1 below shows typical morning peak time traffic on the A308 slowed in both directions along the A308 between School Road and Sunbury Cross – the series of junctions that this package proposes to link with smart traffic management technologies.

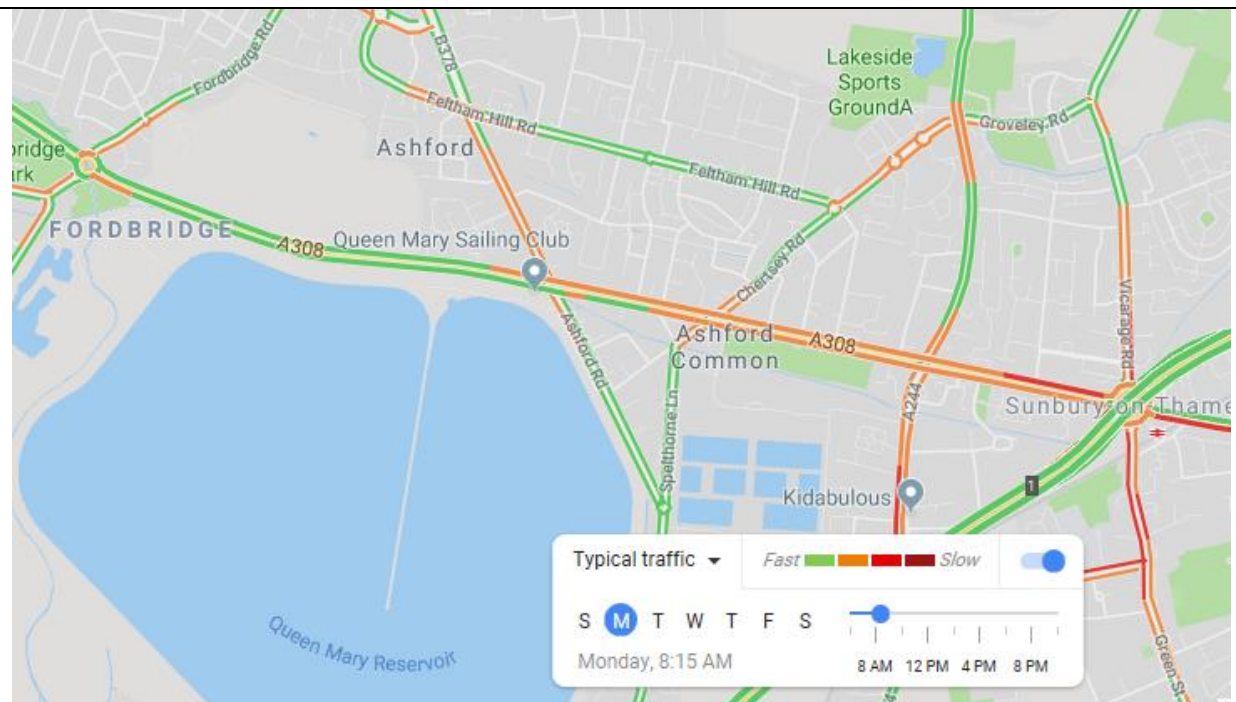
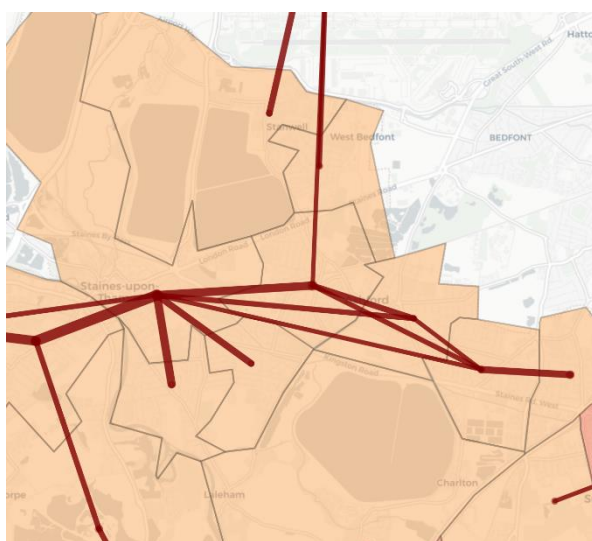


Figure 1: typical traffic, Monday morning 8.15am. Source: Google.

2. Encouraging healthy, sustainable travel

Active travel –public transport, walking, cycling, scooting or using one of these modes to travel to/from a bus stop or railway station – has substantial physical and mental health benefits for individuals, and at a wider level counters rising healthcare costs and avoids carbon emissions. Public Health England advocate increasing opportunities for active travel to help address the estimated £7.4 billion annual cost to the UK of physical inactivity (<https://www.gov.uk/government/publications/everybody-active-every-day-a-framework-to-embed-physical-activity-into-daily-life>).



www.pct.bike

The Department for Transport sponsored Propensity to Cycle Tool, as shown in **Figure 2**, identifies flows with the greatest potential for growing the number of cycle trips if there is investment in infrastructure. With a high proportion of local trips, a flat terrain and sitting within the catchment area of both Staines and Heathrow, the A308 is aligned with many of the strongest desire lines for cycling in Spelthorne.

Figure 2 (left): desire lines with the greatest potential to grow cycle trips in Spelthorne area. Source: Propensity to Cycle Tool

Scheme 5 would introduce infrastructure that unlocked these potential cycle trips as well as other active travel trips in the area, and would better support future developments in the area should their parking be limited by land availability or other constraints. Schemes 1, 2 and 3 would be necessary to give access to the walking/cycling/bus stop facilities from the other side of the A308. Proposals would include bus priority measures to improve journey times, improving existing sections of bus lanes to potential extend a bus lane from Escot Road Junction to Sunbury Cross and Trapeze software signaling to give priority at junctions. Bus lanes would also potential encompass enforcement measures for compliance. Cycle priority at junctions would also be included with toucan crossings and other measures to improve cycle safety.

3. More reliable journeys

Improving journey time predictability can lead to greater economic benefits than minor improvements to average journey speed as businesses and commuters can efficiently plan their travel. Traffic management and information technologies that enable traffic signals to adapt to live traffic conditions and that monitor traffic to advise travellers of disruption through variable message signs, RTPI or Internet-connected devices can improve journey reliability and confidence in arrival times.

4. Overcoming severance

The A308 is a wide, fast corridor route that separates the communities to its north and south. There are many local trip generators such as shops, schools, day centres and recreation grounds in close proximity to the A308 that are challenging to walk to if coming from the other side of the A308 on foot. As a result, avoidable trips will be made by car along and across the A308 to access these services, or indeed alternative services further away where the convenience of using the most local service has been removed. Residents/workers without access to a car have more limited access to services, and shops/businesses have a reduced potential catchment. This reduces the strategic A308 route's ability to accommodate additional traffic resulting from development throughout the borough, and places additional limits on the suitability of the area immediately around the A308 to support brownfield redevelopment, e.g. in Ashford Common and Windmill Road areas.

Schemes 1-3 would introduce controlled pedestrians/cycling crossings at the three principle junctions along the route where severance is most acute. Escot Road and The Crossways already include pedestrian crossings. All the pinch-points improvements would reduce the existing community severance and aid connections to the proposed active travel infrastructure.

Figure 3 below shows the locations of these three crossings at The Shears, Black Dog and School Road junctions (crossing icons) together with key local trip generator sites (filled dots) within a 1km walk (circle outlines) of one or more proposed crossing.

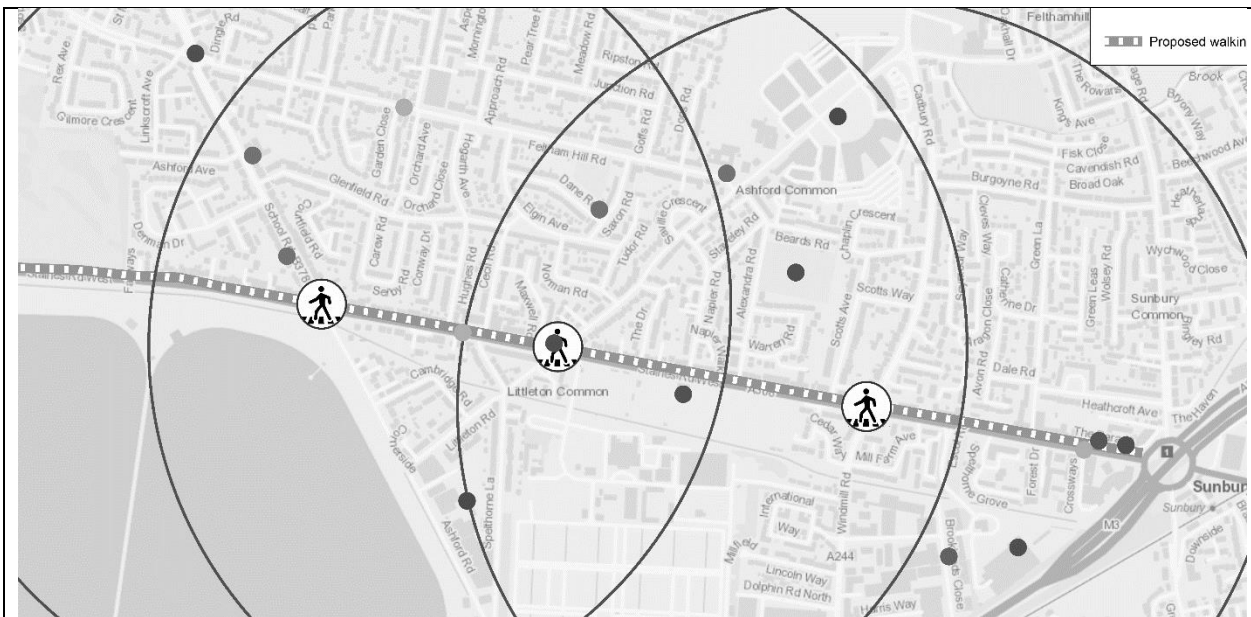


Figure 3. Proposed crossings and local trip generators within 1km walks.

5. Fewer accidents

Accidents can have life-changing, and occasionally fatal, consequences for those involved, in addition to damage to property. On average, each accident prevented is valued at £90,000 (government's published accident costs here: <https://www.gov.uk/government/statistical-data-sets/ras60-average-value-of-preventing-road-accidents>). There are immediate knock-on effects from incidents too of temporary disruption to the road network – improving safety on the A308 keeps Spelthorne's road network moving and better able to handle additional trips from new development. For the local area, accidents can be seen to be concentrated on the A308 corridor, particularly at its junctions.

Schemes 1-3 would introduce crossings and improved junction layouts at the three principle junctions along the route, two of which in particular are a focus for accidents and all of which reduce the likelihood of fatal collisions with non-motorised users. The existing merge lanes would be reduced on exit of the junctions which would improve safety as there is a significant number of side-on collisions currently.

Figure 4 below shows the locations of these three crossings (crossing icons) together with recorded serious (orange dot) and fatal (red dot) accidents between 2012 and 2017.

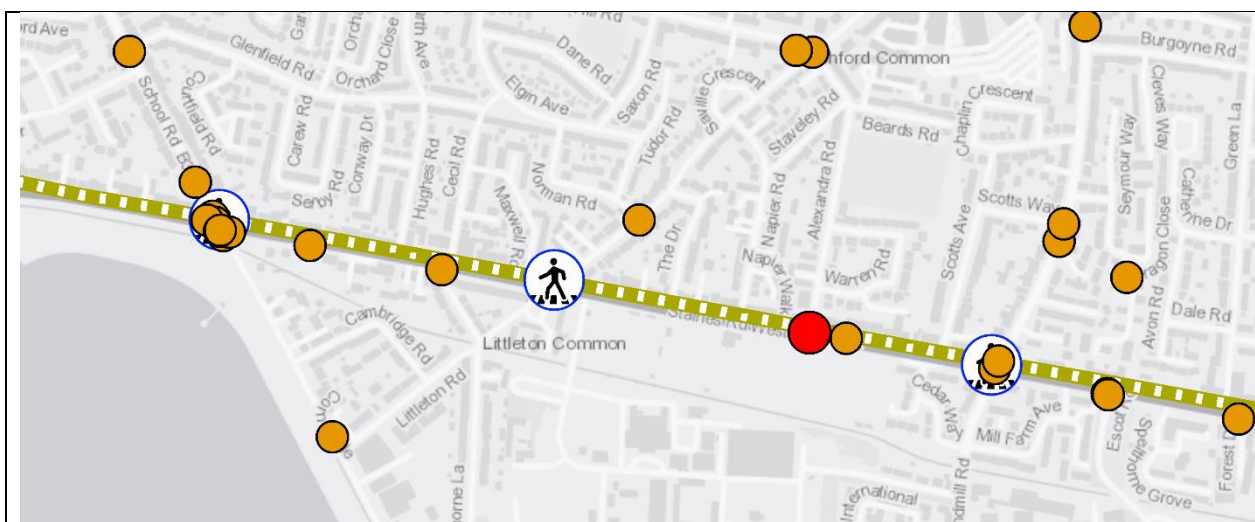


Figure 4: fatal and serious accidents around the A308, 2012-2017.

10. Information by reference to a project plan and project management arrangements that the proposal is deliverable.

In line with other similar projects the project plan and project management arrangements get refined once the feasibility study covering all the schemes have been completed.

The project is being managed by Stacey Capewell (Transport Strategy Project Manager) in the Transport Policy & Major Schemes team at Surrey County Council and assisted by Dug Tremellen (Transport Planner). Nick Healey (Local Area Highways Manager) also provides vital input to the project and the important link to the Spelthorne Joint Committee.

The project would be managed via the Transport Policy & Major Schemes team at Surrey County Council. Any CIL project would have to follow the existing financial arrangements in place which involve monthly Project Stocktake Meetings and the Transport Infrastructure Assurance Network. Any CIL project would need to be agreed by Spelthorne Borough Council but also go through Capital Project Panel at Surrey County Council to approve the project for works to the public highway.

The project is initially requesting CIL funding but we have a number of potential match funding partners as well as the DfT Local Pinch-point fund we would hope to submit an EOI to (subject to Surrey prioritisation) and if Spelthorne Borough Council can agree the project in principle then we can use that agreement as leverage to potentially obtain match funding. All third party funding pots require a level of match funding.

11. Explain how any on-going maintenance costs will be met.

Surrey Police would undertake the on-going communications and maintenance of the ANPR cameras that would be installed.

Signal maintenance for improved signals would be included in the annual Surrey County Council maintenance budget for Network Management. New signal technology is mainly above ground now so has reduced maintenance costs compared to older technology which was within the carriageway surfacing and required traffic management for ongoing maintenance.

Footway/Cycleway improvements and new technologies for ongoing maintenance would potentially require a maintenance contribution. This would need to be discussed with Network Management at SCC but is noted for completeness of the funding bid.

12. Do you consider there are specific policies, strategies, priorities or initiatives of either Spelthorne Borough Council or Surrey County Council that this scheme may assist in implementing? If so, please explain what they are.

Local Transport Plan

The Surrey Transport Plan objectives are for effective, reliable, safe and sustainable transport – to promote economic vibrancy, protect and enhance the environment and improve quality of life.

Through a set of subsidiary strategies, the Surrey Transport Plan also sets out aims in relation to:

- Improving journey information and reliability, for both private vehicle and public transport trips
- Reducing delays, for both private vehicle and public transport trips
- Improving air quality
- Developing rail services
- Increasing number of cyclists
- Improving cycle safety
- Mitigating impact of road freight
- Run an effective, safe, sustainable and accessible bus network
- Optimising parking provision
- Improving rights of way

Spelthorne Borough Local Transport Strategy

The strategy has four objectives:

- Promote travel by foot and bicycle within the borough
- Promote the use of public transport as an alternative to the car
- Manage current and future congestion throughout the borough
- Reduce NO₂ levels where they exceed national air quality objectives

The Spelthorne Local Transport Strategy 2014 will be updated in line with Spelthorne's new local plan, a R19 consultation will be carried out during Summer 2019. The Forward Programme is being updated annually (last update December 2018).

Spelthorne Local Plan

The Spelthorne Issues and Options consultation was carried out in May/June 2018. The majority of new development will be located on brownfield sites within Spelthorne mainly located around Staines-upon-Thames. Heathrow Airport Ltd (HAL) is proposing a new third runway to increase capacity and maintain the airport's international hub status. Spelthorne Council has supported expansion of Heathrow because of the economic benefits and opportunities it would bring to the Borough. This support is dependent on HAL making sure their scheme mitigates the impact on noise, traffic, air quality, the wider environment, infrastructure and local road networks. HAL has developed a range of options for the scheme, including land use, road realignment, river diversions and the position of the new runway. The traffic analysis for any proposed interventions is at an early stage but capacity improvements would most likely be required in and around Staines to cater for increased demand and release existing pinch points under railway lines and over the Thames. Focus is also needed on encouraging sustainable modes to Heathrow Airport and commuters. The DfT proposed MRN links the A308 to the A244 and the M3 at Sunbury Cross which may be a focus for improving sustainable modes depending on the detail of the strategic Spelthorne housing locations. Sunbury Cross Roundabout has historically been proposed for improvements to ease congestion and provide safer routes for pedestrians and cyclists.

Dft Major Road Network

DfT proposed routes are the A308 to the north of Staines which leads to Sunbury and the M3 and the A244 from Sunbury through Walton and Esher. Additionally the A320, A317 and A30 have all been put forward for inclusion either by SCC or TfSE.

Enterprise M3 LEP Strategic Economic Plan

‘Dynamic, attractive towns’

- What the LEP say: The LEP want to transform towns in a way that will attract ‘Young Urban Residents’ and skilled workers (to address skill gap) – ‘invest in the future of our town centres to create imaginative, dynamic places’; ‘support planned housing development and increase the attractiveness of the area as residential locations’ to draw in those leaving the overheated London housing market behind. Quality town centres are also needed to encourage sustainable inclusive growth and attract employment here in Surrey. Guildford and Woking remain ‘Growth Towns’.
- How this package could fit this: Investment in town/neighbourhood centres, including overcoming known problem points in town centre networks; improved walking/cycling/public realm; integrating new developments into surrounding urban fabric.

‘The New Economy’

- What the LEP say: The LEP will target infrastructure spend on driving growth in key sectors, especially in digital, knowledge-led economies (linked to the Innovation South agenda) and export-focussed businesses (linked to the UK Industrial Strategy agenda).
- How this package could fit this: Focus for connectivity and access to skilled workers and supply/export routes for areas that are concentrations of key sectors (maps 3, 4, 5, 6).

‘Vital arteries’

- What the LEP say: The LEP will support investment in regional road and rail links, esp. to Heathrow, Gatwick, the South Coast ports and London – especially when supporting growth in international trade. Transport for the South East (TfSE) growth corridors are particularly supported. Schemes should look to (a) lower congestion on roads and (b) improve capacity, frequency and journey times by rail, including southern access to Heathrow.
- How this package could fit this: Investment in M3 and M25, both TfSE priority corridors, and associated junctions/feeder routes.

‘Sustainable growth corridors’

- What the LEP say: The LEP will look to ‘enable the sustainable development of business growth, town centre regeneration and housing development, through the support of low carbon solutions and addressing poor air quality’; ‘our future focus should extend [from Growth/Step-Up Towns] to sustainable growth corridors’.
- How this package could fit this: Staines remains designated a ‘Step-Up Town’, and could form the centre of an Egham – Staines – Ashford/Sunbury growth corridor.

‘Grand Opportunities’

- What the LEP say: The LEP wants to ‘create an environment for digital solutions to connectivity such as smart mobility, autonomous and connected vehicles, mobility as a service to flourish’, linked to EM3’s Digital and Data Technologies ‘stimulant for growth’ – where LEP infrastructure funding supports the development of new digital/data products in the region.

- How this package could fit this: Schemes could be future-proofed for introduction of emerging technologies/services. Improved provision for MaaS in urban areas? Soft infrastructure investment, especially in open data? CAV/EV infrastructure? Changes to last-mile freight/package deliveries?

Surrey Community Vision 2030

The Council's new Vision sets out the following relevant ambitions:

- Journeys across the county are easier, more predictable and safer
- Well connected communities, with effective infrastructure, that grow sustainably
- Residents live in clean, safe and green communities, where people and organisations embrace their environmental responsibilities
- Everyone has a place they can call home, with appropriate housing for all
- Businesses in Surrey thrive
- Everyone benefits from education, skills and employment opportunities that help them succeed in life
- Everyone lives healthy, active and fulfilling lives, and makes good choices about their wellbeing

Surrey County Council Highway and Transport Business Case

The Highways, Transport & Environment Directorate's Business Plan prioritises supplement the Surrey Community Vision 2030:

- Wellbeing: safer services; resilient, healthy and sustainable places; enabling communities to self-deliver local priorities
- Economic prosperity: enabling sustainable development/growth; improved journey planning and reliability; new opportunities
- Resident experience: attractive places; value-for-money services; decision-making reflects local priorities

Signature:

Lyndon Mendes

Date: 09/08/19