

SURREY COUNTY COUNCIL**CABINET****DATE: 26 OCTOBER 2021**

REPORT OF CABINET MEMBER: MATT FURNISS – CABINET MEMBER FOR TRANSPORT AND INFRASTRUCTURE

LEAD OFFICER: KATIE STEWART – EXECUTIVE DIRECTOR FOR ENVIRONMENT, TRANSPORT AND INFRASTRUCTURE

SUBJECT: SURREY INFRASTRUCTURE PLAN – PHASE 1 SCHEMES

ORGANISATION STRATEGY PRIORITY AREA: GROWING A SUSTAINABLE ECONOMY SO EVERYONE CAN BENEFIT, ENABLING A GREENER FUTURE, EMPOWERING COMMUNITIES AND TACKLING HEALTH INEQUALITY

SUMMARY OF ISSUE:

Investment in infrastructure is essential for sustainable economic growth and to cater for the needs of Surrey's businesses and communities. The Surrey Infrastructure Plan Prioritisation Framework was approved by Cabinet in February 2021. This adopted a new approach to developing and prioritising infrastructure projects across the county. The plan allows for a more flexible approach whereby all schemes are assessed on how they meet a range of outcomes and align to new and merging funding opportunities as they arise. The plan introduces a continuous cycle of schemes as they move from concept to implementation stages.

This report recommends the approval to implement the first phase of schemes, highlights those schemes requiring further development and proposes the governance arrangements through which the development and implementation can be overseen.

RECOMMENDATIONS:

It is recommended that Cabinet:

- a) Agree the implementation of the Phase 1 projects identified in this report and set out in Appendix 1, within the approved budget envelope, subject to the final business case for each scheme being approved by the Capital Programme Panel.
- b) Agree to the establishment of a Surrey Infrastructure Programme Board to oversee development and delivery of schemes to be chaired by the Cabinet Member for Transport and Infrastructure.

REASON FOR RECOMMENDATIONS:

The recommendations will enable the development and delivery of infrastructure schemes that meet a wide range and outcomes and demonstrate deliverability and affordability. They enable the implementation of the first phase of schemes and the introduction of a second phase that requires further feasibility work, creating a flexible system for developing and

delivering infrastructure schemes. The process is intended to remain dynamic with new schemes added to the long list as they are identified, and a continuous programme of schemes developed taking them from concept through to delivery identifying suitable funding opportunities as they progress.

DETAILS:

Background

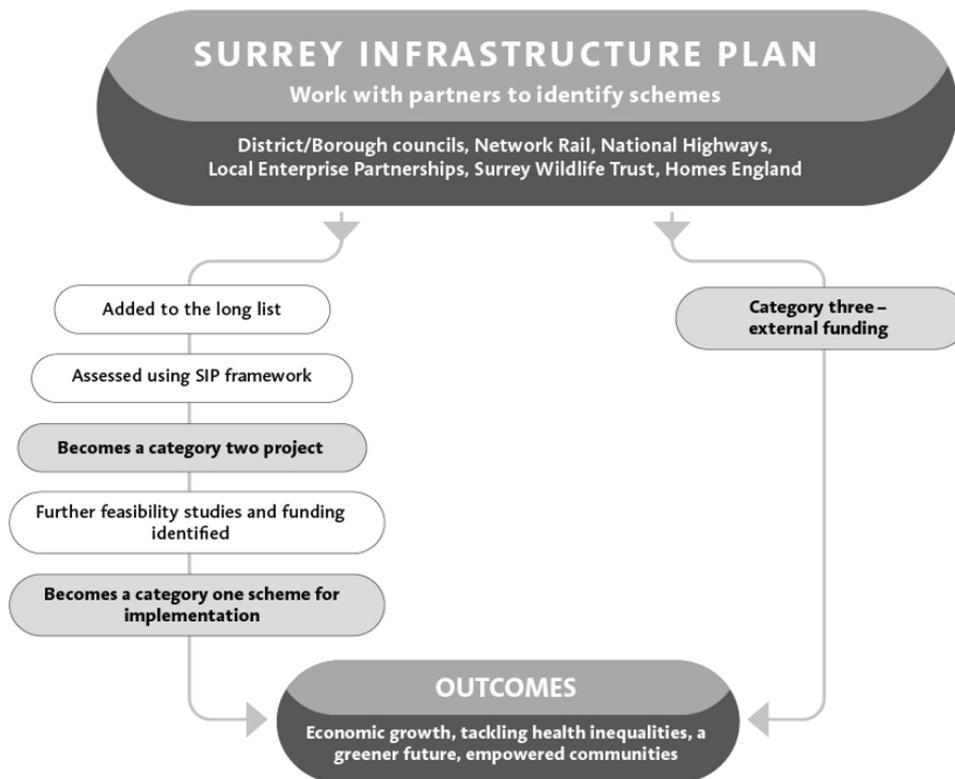
1. Cabinet approved the adoption of a prioritisation framework to assess infrastructure schemes at its meeting of 23rd February 2021. The framework includes a process by which the objectives used for the assessment process are linked to the SCC priority objectives as contained in its Organisational Strategy 2021-2026:
 - Growing a sustainable economy so everyone can benefit
 - Tackling health inequality
 - Enabling a greener future
 - Empowering communities
2. Following Cabinet, the partners involved in the development of the Surrey Place Ambition 2050 were consulted and the assessment of the projects shared. This included all 11 Districts and Boroughs, both Local Economic Partnerships and the Surrey Wildlife Trust. Other parties including Network Rail, Homes England and Highways England (now National Highways) were informed along with neighbouring authorities where there were schemes crossing the boundary.
3. The engagement with partners led to the conclusion that this should be an ongoing, dynamic process rather than a one-off exercise. The evolving societal impacts as a result of the Covid pandemic are leading to new travel patterns and behaviours, most notably a trend towards working from home and a greater focus on local places means the infrastructure requirements are changing. In addition, the Local Plan process means the D&Bs are at different stages as are their Community Infrastructure Levy (CIL) rounds and therefore ongoing dialogue and engagement is key to ensure the County Council working in partnership to provide the right level of investment in and balance of infrastructure across the county. All Districts & Boroughs who were also active in the development of the SIP prioritisation tool were engaged. Engagement will continue on a regular and ongoing basis going forward as the SIP continues to evolve including a focus on securing CIL as part of the funding package.
4. In addition, the development of the draft Surrey Transport Plan, which is currently out for consultation, the creation of the Economic Growth Strategy – Plan for Growth and the work on the Greener Futures net zero carbon delivery plans (for the Council and county), mean that it is critical for the Council to continue to keep its infrastructure priorities under review and to ensure these new and emerging policy agendas are reflected in the delivery of infrastructure into the future.
5. The SIP is not only helping officers to identify priorities for investment, but it is also helping to identify conflicts between policy priorities as expressed in different projects – and opportunities to resolve those conflicts. For instance, a highway scheme may appear on the face of it to contribute to economic growth but detract from the priority around environmental sustainability and reducing carbon; however, this conflict can be mitigated and ultimately overcome through the design of the scheme. Whilst providing access to new homes and reducing congestion, the design should also support active and sustainable travel modes and where appropriate public transport. This way, new

highway schemes can enable and facilitate the modal shift that is needed to enable residents to make more sustainable choices, which in turn will contribute to reducing carbon, improve local air quality and help traffic to flow. Furthermore, through trialling new forms of technology, it may be prove an alternative or complementary measures to improve traffic flow and reduce air quality.

Surrey Infrastructure Plan – Scheme selection

6. A list of over 100 infrastructure schemes have been identified between SCC and its partners with the majority in the transport and highways category. This is as expected given the county's role as a local highway authority and the need for highways to cater for sustainable growth, providing access for people and goods both via motorised vehicles where necessary but also by local active and sustainable transport measures. However, as the Council's agenda across economic and environmental priorities develops, it is expected that increasingly other types of infrastructure schemes will be pursued and added to the long list as they materialise.
7. All schemes were assessed using the prioritisation framework agreed by Cabinet in February 2021 (summary of the process is noted in Appendix 4) and the list of schemes within each District or Borough boundary was shared with the relevant officers at each authority. The schemes, noted in Appendix 1, have been recommended for implementation based on the availability of external funding, are supported by the relevant District or Borough, are largely designed and ready to deliver, and have been assessed using the SIP prioritisation framework as having positive outcomes, including particularly those linked to greener futures and economic growth priorities. They demonstrate the new, flexible approach to infrastructure investment by identifying live funding opportunities that reduces the Council's need for borrowing. They represent a subset of a longer list of schemes that have been identified which will come forward through a process of ongoing prioritisation, development and engagement with partners. The estimated cost of the schemes noted in appendix 1 is £30m made up of £14.2m from SCC which in turn leverages in approximately £16.7m from external partners or S.106/CIL. Where further external funding can be identified and secured, this will reduce the Council's contribution.
8. Carbon assessments for each scheme will take place throughout the project design process from feasibility through to detailed design. The detail of each assessment will increase as the project matures and will include both construction emissions and embedded carbon, and operational emissions. An outline assessment will be undertaken at the initial outline business case stage; this will help inform the solution for the next design stage. In this case, this could lead to a scheme's design evolving to maximise facilities for active travel modes, for example. The carbon assessment following the detailed design will demonstrate how, throughout the design process, carbon impacts have been mitigated in line with our net zero target. At the end of each design process, there is a stage gate. Any scheme that does not show alignment with carbon reduction policies will be subject to a re-design and or re-evaluation of the solution or removal from the programme.
9. A further list of schemes is noted in Appendix 2 that require feasibility and development work before an assessment can be made as to whether they can move to implementation. This pipeline of schemes will be developed using feasibility funding already approved by Cabinet along with other funding from partners where available. Those schemes that are considered suitable for implementation will be recommended to Cabinet next year as part of an ongoing cycle of scheme development and implementation. This list is flexible and subject to change as priorities are put forward

by partners and the feasibility work is progressed. A longer list of schemes exists as identified by partners and this will be regularly reviewed, and schemes advanced where funding opportunities and priorities align as indicated by the following diagram.



10. As well as schemes that SCC can directly deliver or influence, other schemes that fall to the responsibility of our partners such as Network Rail and Highways England (now National Highways) have been identified as additional priorities, and these are noted in Appendix 3. SCC's role will be to work constructively with our partners to promote these schemes for external investment and lobby Government where necessary to ensure these schemes are delivered.
11. It is worth noting that National Highways are running a consultation with stakeholders to inform recommendations and investment plans going forward for the Department for Transport's next Road Investment Strategies (RIS3 2025 - 2030). These are the most heavily used roads in the County covering the M3, M23, M25 and A3. The relevant SIP schemes noted in category 3 will be noted in the Council's formal response along with any comments from Districts and Boroughs.

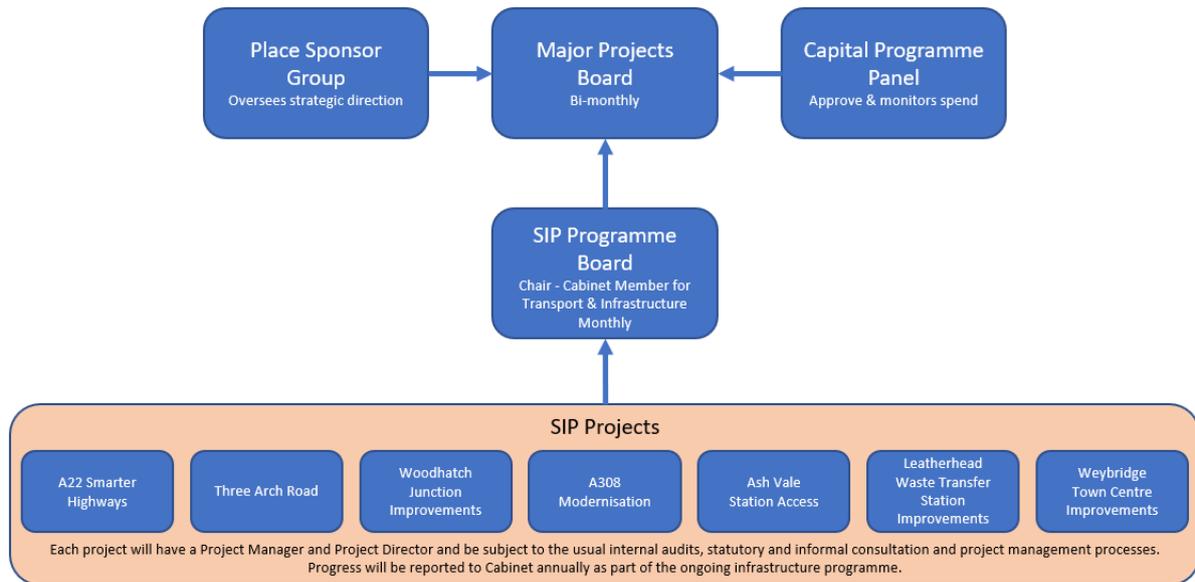
Surrey Infrastructure Plan – Phase 1 schemes

12. The first phase of schemes that are being recommended for implementation as included in Appendix 1 have been assessed using the framework and are summarised below:
13. **A308 Modernisation:** The A308 Staines Road West is a vitally important link in the county's road network, connecting the A30 / M25 junction 13 to the M3 / A316. Redevelopment through the Staines masterplan and the planned densification of Ashford and Sunbury Cross will see travel demand along and across the A308 increase in the years to come, as would any eventual expansion of Heathrow Airport. The project will look to reduce congestion and travel time through the corridor, improve road safety specifically pedestrians and cyclists and promote active travel that will help

achieve air quality and carbon reduction targets. Of the expected £10m project cost, there is £5m of CIL funding identified for this corridor enhancement project.

14. **Weybridge Town Centre Improvement:** There is an ambition to transform the highway environment in Weybridge to provide a high-quality, pedestrian-focussed area of public realm, to complement the wider community ambition for the town centre including the re-provision of a health centre. The project will focus on the provision of electric vehicle charge points, active travel, tackling congestion, speed reduction and public transport improvements. Of the expected £4m project cost there is £300,000 of S106 funding identified for this enhancement project and potentially a further £2m of CIL funding available.
15. **Three Arch Junction Improvements:** The proposed improvements will support the increased demands for travel caused by the development of the Horley Masterplan and provide environmental benefits from the potential of a transport modal shift towards more sustainable transport options. Of the expected £4.5m project cost, there is approximately £440,000 of CIL funds already available and further request of up to £2m of CIL funding will be requested from Reigate and Banstead Borough Council (RBBC) in their forthcoming CIL round.
16. **Woodhatch Junction Improvements:** The Department for Transport (DfT) has identified the A217 from Reigate to Horley as one of the most dangerous local roads in the South East, where the risk of fatal and serious collisions is highest. Congestion and journey times through the junction will worsen as a result of future proposed and planned development in the RBBC Local Plan. Both Surrey and RBBC recognise that there is a need to improve road safety and congestion at Woodhatch junction. The aim of this project is to relieve congestion, promote safety and improve road environment for pedestrians, cyclists and motorists. Of the expected £4.5m project cost, there is approximately £440,000 of CIL funding that has been identified for this project with potentially a further £2m of CIL contributions when the RBBC funding window opens in Autumn 2021. Subject to future rounds of the Levelling Up Fund being announced it is possible that this scheme could be submitted for funding from this funding stream as the DfT advised that schemes previously on the DfT Pinch-point list such as this would be considered favourably in any submission to the Levelling Up Fund.
17. **Ash Vale Station access:** Providing a funding contribution of £300,000 will attract over £5m investment from Network Rail to deliver a fully accessible station at Ash Vale. The station is not currently fully accessible for all passengers as requires the use of a staircase. This scheme will enable improved access to the station and its platforms. A fully accessible railway station aligns with the Government's Inclusive Transport Strategy and SCC priorities.
18. **Leatherhead Waste Transfer Station improvements:** This project will provide a tipping point for kerbside collected dry mixed recyclables post 2025 when the contract and lease for Grndon MRF (Leatherhead) comes to an end. It will also reduce the County's reliance on the use of 3rd party facilities, provide a stronger negotiating position when considering future management contracts and improve the quality of recycled material sold to the market. A capital contribution of £400,000 is proposed which will result in a lower revenue spend.
19. **A22 Smarter Highways:** The approach is to consider how enhancements to the route can be delivered through trialling the use of new technology rather than using traditional infrastructure interventions to increase capacity, reduce accidents and generate off-grid electricity with a view to introducing such measures across the County.

Proposed governance



20. The SIP projects outlined in the previous section and shown in Appendix 1 are currently those in the first phase to be delivered. This list will grow, as schemes move through the process from concept to delivery. Each scheme will have a standard governance process in place to ensure the scheme is developed in accordance with the Council's strategic priorities, adheres to the relevant strategies and progresses through design and implementation, taking feedback from key stakeholders and local residents.
21. The local project governance around each project is flexible and will often include representatives from other partner organisations – typically officers from the D&Bs. Each project will have an assigned Project Manager and Project Director often responsible for multiple schemes and responsible for the design and delivery of the scheme to the agreed scope, within the budget allocation and within the expected timeframes.
22. At a project level, the Project Manager will be supported by the newly formed Programme Management Office within the Environment, Transport and Infrastructure (ETI) Directorate, who will support the development of the scheme, including consultation and communication, local liaison with stakeholders and divisional members, legal support, monitoring and reporting and adherence to best practice project management processes. All schemes are also subject to internal audit inspection and investigation.
23. The diagram above shows the proposed introduction of a new programme level governance to be established later this year where there will be Cabinet Member oversight of the programme through a Programme Board to be established. This will allow additional oversight by the Cabinet Member and Executive Director of ETI including a view on the progress of the next batch of schemes in the pipeline. This monthly Programme Board will be able to highlight any issues to the Major Projects Board chaired by the Leader of the Council with senior officers from legal, finance and the service areas in attendance. The Capital Programme Panel chaired by the Executive Director of Resources will be responsible for approving the final business case and tracking spend against forecast. The Place Sponsors Group, an officer

group formed of relevant Executive Directors will ensure the schemes tie into ongoing and planned initiatives across the county and SIP schemes are co-ordinated as part of wider activity including links to Surrey Place Ambition, One Surrey Growth Board, Greener Futures and work with communities.

24. Given the cycle of scheme development and implementation, it is envisaged an annual report will be taken to Cabinet updating on progress of the previous batch of schemes and recommending new schemes to be implemented. A report to the Communities, Environment and Housing Select Committee would be produced prior to the Cabinet's annual review of the SIP each year.

RISK MANAGEMENT AND IMPLICATIONS:

25. The business cases that will be submitted to the Capital Programme Panel will include details on any scheme risk and mitigation.

FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

26. The development of the Surrey Infrastructure Plan has been met from the Council's Feasibility Fund. The Council's capital pipeline makes provision for scheme costs and this report outlines the estimated costs for the seven schemes noted in the first phase. The full business cases that will be prepared for each scheme and be considered by the Capital Programme Panel will set out in more detail the spend profile, the value for money and any external or third party funding identified. Schemes will only be agreed within the budget envelope approved by Cabinet. Further feasibility work will be required for those schemes noted in category 2 for which funding will be sought from the Feasibility Fund and any external contributions from partners where available.

SECTION 151 OFFICER COMMENTARY

27. Although significant progress has been made over the last twelve months to improve the Council's financial position, the medium term financial outlook beyond 2021/22 remains uncertain. The public health crisis has resulted in increased costs which may not be fully funded. With uncertainty about the ongoing impact of this and no clarity on the extent to which both central and local funding sources might be affected in the medium term, our working assumption is that financial resources will continue to be constrained, as they have been for the majority of the past decade. This places an onus on the Council to continue to consider issues of financial sustainability as a priority in order to ensure stable provision of services in the medium term.
28. The Surrey Infrastructure Plan is included in the approved capital programme, which is being reviewed as part of the Council's Medium Term Financial Strategy 2022-27. Individual schemes will be considered in detail by the Council's Capital Programme Panel, within the budget envelope approved by Cabinet. As such, the Section 151 Officer supports the proposed approach.

LEGAL IMPLICATIONS – MONITORING OFFICER

29. There are no significant legal implications raised in the report at this stage. There will be contractual agreements to be entered into as part of the schemes. Some of these schemes may also require traffic regulation orders to be entered into which are subject to their own statutory consultation process.

EQUALITIES AND DIVERSITY

30. Equality Impact Assessments EIA's will be undertaken as part of each individual Business Case.

OTHER IMPLICATIONS:

31. The potential implications for the following council priorities and policy areas have been considered. Where the impact is potentially significant a summary of the issues is set out in detail below.

Area assessed:	Direct Implications:
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
Compliance against net-zero emissions target and future climate compatibility/resilience	The proposed projects will contribute to reducing emissions through improving infrastructure needed to promote active travel, use of public transport, uptake of electric vehicles and waste recycling contributing to Surrey climate change delivery plan targets. The projects will also facilitate the planned development of sustainable neighbourhoods that prioritise access to services locally through provision of infrastructure for active travel, electric vehicle charging. The Construction phase will involve generation of carbon emissions which will be prioritised through procurement of Contractors that will assess the emissions and climate impact risks at design stage and put in place measures to reduce operational and embodied emissions during Construction and ensure the proofing of infrastructure to projected and current climate impacts like flooding and increased temperatures.

ENVIRONMENTAL SUSTAINABILITY IMPLICATIONS

32. An Environmental Sustainability Assessment (ESA) will be undertaken as required as part of the individual business case development for each scheme.

PUBLIC HEALTH IMPLICATIONS

33. Public Health implications will be dealt with within the individual Business Cases.

WHAT HAPPENS NEXT:

34. All schemes identified in Appendix 1 will now have a full business case developed and reported to the Capital Programme Panel before they formally commence. They will then be progressed with stakeholders and the community engaged as part of the scheme development before moving to implementation. In addition, schemes identified in Appendix 2 will be further developed using Feasibility Funds with a view they are reported to this Cabinet next year as part of the next phase of schemes to be implemented. Engagement with all partners including the Districts and Boroughs will recommence to review priorities and agree how schemes are progressed in partnership.

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Consulted:

Surrey Future Steering Board – 9th December 2020

Communities, Environment and Highways Select Committee – 18th January 2021

Districts & Borough Councils – May-July 2021

Appendices:

Appendix 1- Phase 1 / Category 1 Projects

Appendix 2- Category 2 Projects

Appendix 3- Category 3 Projects

Appendix 4- Surrey Infrastructure Prioritisation Framework Technical Handbook (extracts) March 2021

Sources/background papers:

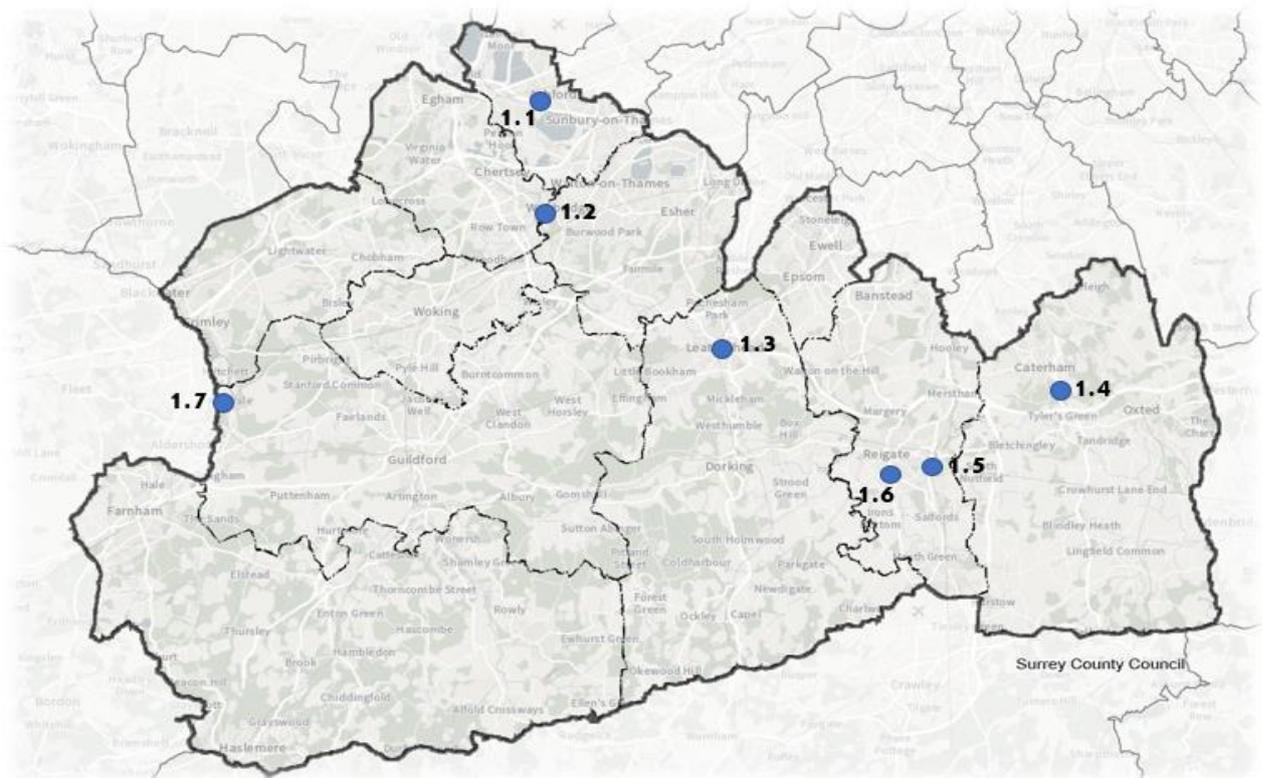
Surrey Infrastructure Prioritisation Framework – Technical Note, January 2021

Appendix 1 – Phase 1 / Category 1 Projects

Estimated Capital Cost and SCC Contribution

Project	Estimated Scheme Capital Cost	SCC Contribution requested
A308 Modernisation	£10m	£5m
Weybridge Town Centre Improvement	£4.0m	£2m
Three Arch Junction Improvements	£4.5m	£2m
Woodhatch Junction Improvements	£4.5m	£2m
Ash Vale Station access	£5m+	£0.3m
Leatherhead Waste Transfer Station improvements	£0.4m	£0.4m
A22 Smarter Highways	£2.5m	£2.5m
Total	£30.9m	£14.2m

Category 1 Projects: Location Plan



Category 1 Projects

- 1.1 A308 Modernisation
- 1.2 Weybridge Town Centre Improvement
- 1.3 Leatherhead Waste Transfer Station Extension
- 1.4 A22 Smarter Highways
- 1.5 Three Arch Road/ A23 Junction Place Improvements
- 1.6 Woodhatch Junction Improvements
- 1.7 Ash Vale Rail Station access

Appendix 2 – Category 2 Projects

Project	Estimated Capital Cost
A24 Horsham to Dorking	TBD
<i>Study to explore potential interventions along the A24 to improve safety and reduce congestion. Joint funded with WSCC.</i>	
A245 Corridor Improvements (including Smarter Highways)	TBD
<i>Study to consider corridor improvements along the A245 between A3 Painshill and Brooklands to include new cycle infrastructure and the potential use of technology to address safety and congestion issues.</i>	
Town and Village Improvements to include:	
• Addlestone Village improvements	£5m
• Farnham Town centre Improvements (FIP 2)	TBD
• Epsom Town Centre	TBD
• Ewell Village	TBD
• Staines Town Centre (inc Iron Bridge)	TBD
• Church Road, Ashford	TBD
• Caterham Town Centre	TBD
• Guildford Town Centre	TBD
<i>Schemes aim to reduce congestion, improve air quality, provide improvements for pedestrians, vulnerable users, and cyclists as well as public realm enhancements to improve the economy and social infrastructure.</i>	
Woking Sustainable Transport Package Phase 2	TBD
<i>The Phase 2 package will look to introduce further improvements to walking and cycling, to and from Woking town centre informed by Woking's LCWIP and include Quality Bus Corridors in directions of Brooklands, Sheerwater, Byfleet and Send.</i>	
Kiln Lane Link	TBD
<i>The provision of a new crossing of the railway line between the Longmead and Nonsuch business areas which are centrally located between Epsom Town Centre and Ewell Village. This will support Epsom & Ewell Borough Council's Masterplan.</i>	
Lower Sunbury Crossing	TBD
<i>A study to consider the viability of a new pedestrian/cycling crossing across the River Thames between Lower Sunbury and Hurst Park.</i>	
Cranleigh (inc Elmbridge Road bridge)	£1.9m +

Project	Estimated Capital Cost
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Construction works to widen the bridge over the Wey & Arun Canal on Elmbridge Road to improve traffic flow. Improvements to the town centre to support local businesses. £1.9m of secured S106 funding available with the potential of additional funding from the Canal and Waterways body.

Local Cycling and Walking Projects to include:

• Reigate and Banstead LCWIPs	£7.5m
• Epsom to Banstead: Cycle route to Nescot college	£1.0m
• Boxgrove Roundabout: To link 3 cycling routes	£0.5m
• Woking LCWIP: Town centre to Goldsworth Park	£6.0m
• Spelthorne LCWIP – A308 and Ashford Park Estate	£0.025m
• Waverley – Bullers Road and Hale Reeds school streets	£0.3m
• Spelthorne LCWIP (Two £6m packages)	£12m
• Elmbridge LCWIP (Two £6m packages)	£12m
• Runnymede LCWIP (Two £6m packages)	£12m
• Guildford LCWIPs	TBD
• Surrey Heath LCWIP	TBD
• Mole Valley LCWIP	TBD
• Epsom Ewell LCWIP	TBD
• Waverley LCWIP	TBD
• Tandridge LCWIP	TBD
• Wider Woking LCWIP	TBD

Local Cycling and Walking Implementation Plans (LCWIPs) have been developed in partnership with local Boroughs and Districts to identify new or improved walking and cycling facilities. Further schemes to be added to this list pending review.

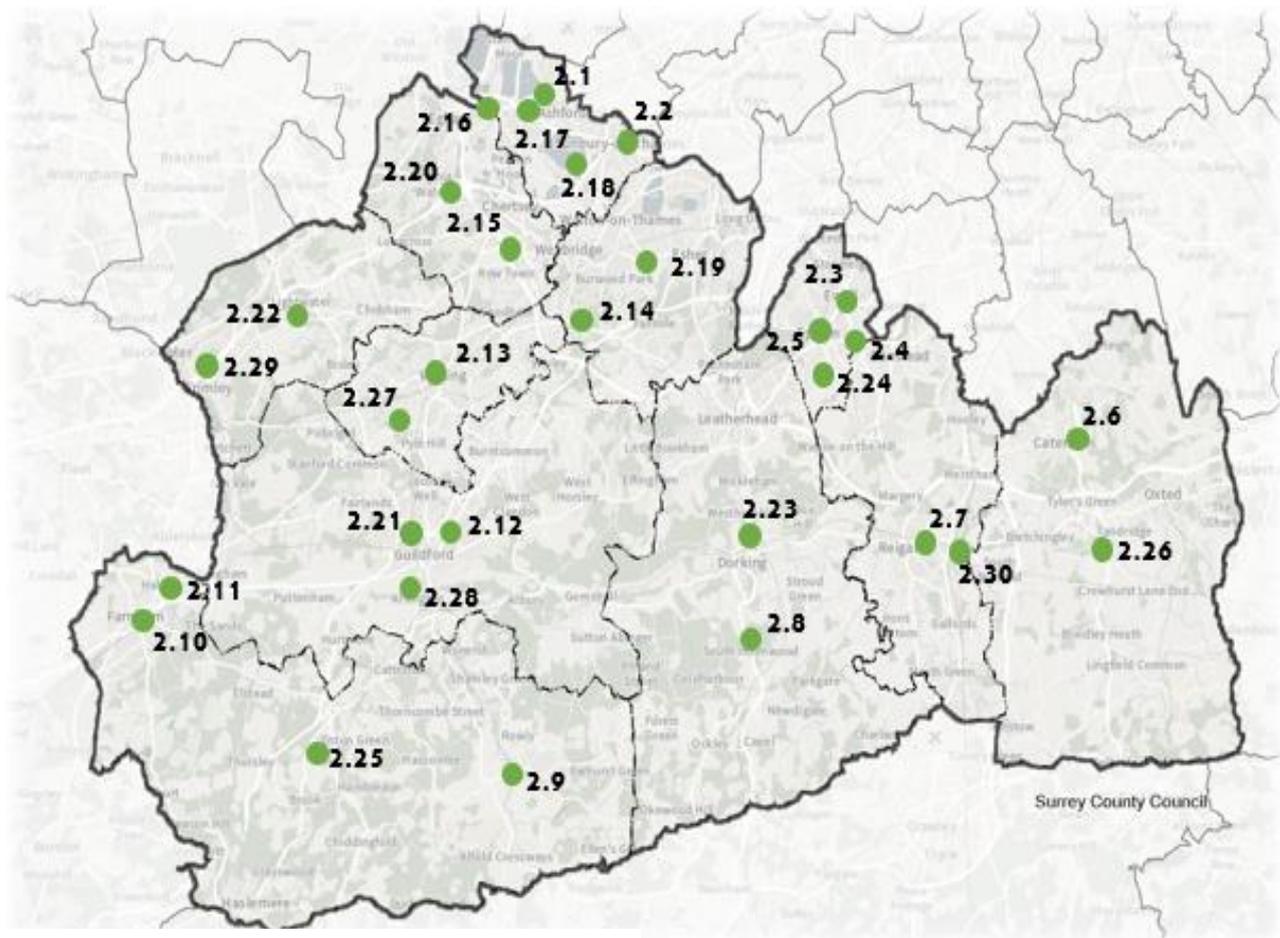
National Highways (NH) Designated Fund schemes

• Godalming to Guildford NH Designated Funds	£6.5m
• Camberley to Frimley NH Designated Funds	£3.4m
• Redhill to Hooley NH Designated Funds	£7.0m

Cycling schemes that provide complimentary sustainable transport improvements to the Strategic Road Network. These schemes will link to the LCWIPs.

Category 2 Projects: Location Plan

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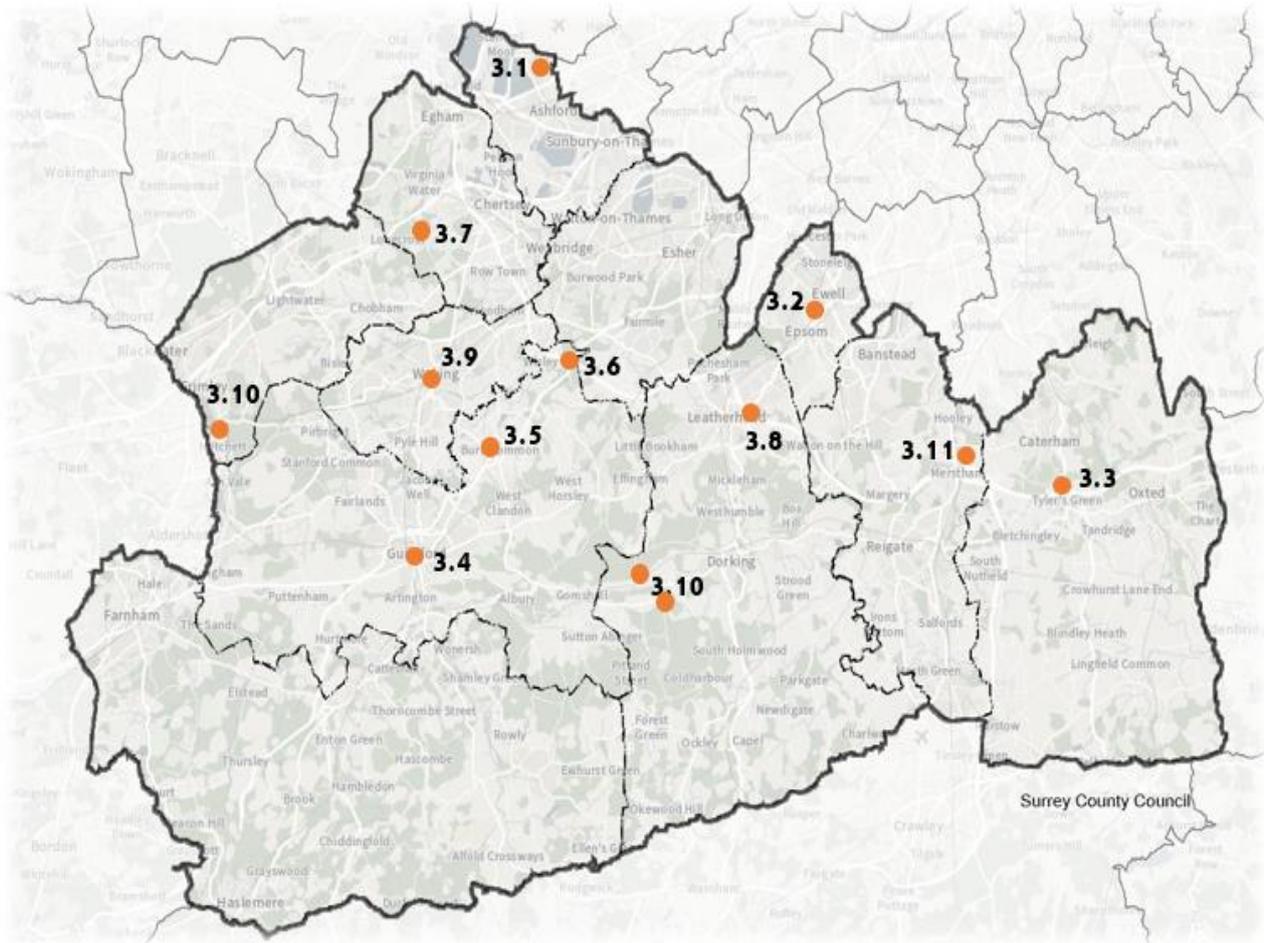
Category 2 Projects

- | | |
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| 2.1 Spelthorne: A308 and Ashford Park Estate | 2.16 Staines Town Centre (Inc. Iron Bridge) |
| 2.2 Lower Sunbury Crossing | 2.17 Church Road, Ashford |
| 2.3 Ewell Village | 2.18 Spelthorne LCWIP |
| 2.3 Kiln Lane Link | 2.19 Elmbridge LCWIP |
| 2.4 Epsom to Banstead Cycle route to Nescot college | 2.20 Runnymede LCWIP |
| 2.5 Epsom Town Centre | 2.21 Guildford LCWIPs |
| 2.6 Caterham Town Centre | 2.22 Surrey Heath LCWIP |
| 2.7 Reigate and Banstead LCWIPs | 2.23 Mole Valley LCWIP |
| 2.8 A24 Horsham to Dorking | 2.24 Epsom Ewell LCWIP |
| 2.9 Cranleigh (inc. Elmbridge Road Bridge) | 2.25 Waverley LCWIP |
| 2.10 Farnham Town Centre (FIP 2) | 2.26 Tandridge LCWIP |
| 2.11 Waverley - Bullers Rd and Hale Reeds School streets | 2.27 Wider Woking LCWIP |
| 2.12 Boxgrove Roundabout: To link 3 cycle routes | 2.28 Godalming to Guildford NH Designated Funds |
| 2.13 Woking Sustainable Transportation Package Phase 2 | 2.29 Camberley to Frimley NH Designated Funds |
| 2.13 Woking LCWIP: Town centre to Goldsworth Park | 2.30 Redhill to Hooley NH Designated Funds |
| 2.14 A245 Corridor Improvement (inc. Smarter Highway) | |
| 2.15 Addlestone Village Improvements | |

Appendix 3 – Category 3 Projects

Project	Scheme Capital Cost	Remarks
M25 Junction 10/A3 Wisley Interchange	TBD	Secretary of State decision expected December 2021
M25 Junction 6	TBD	Capacity requirements – supported by Tandridge District Council
M25 Junction 9	TBD	Link to Mole Valley District Council Local Plan.
A3 northbound slip road at A247 (Burnt Common)	£20m	Potentially developer funded. Currently being studied by National Highways.
New rail stations at Guildford West (Park Barn) and Guildford East (Merrow)	TBD	Network Rail to fund
Trumps Farm Material Recovery Facility	£30m	Project to be funded outside scope of the Surrey Infrastructure Plan
Slyfield Community Recycling Centre	£12m	Connected to Weyside HIF. Project to be funded outside Surrey Infrastructure Plan
A3 Guildford	TBD	Noise abatement study underway
Airport access – Southern Rail	TBD	Access to London Heathrow Airport
Crossrail 2	TBD	On hold
Town Centres	TBD	Support Surrey's towns and villages through public realm improvements, bidding for funding, supporting local regeneration
Woking flyover	TBD	Network rail scheme to remove the bottleneck on the South West Mainline allowing service improvements between London and Surrey
North Downs Line Electrification	TBD	Network Rail to fund
A23/M23 Hooley	TBD	National Highways consulting on next round of Route Investment Strategy

Category 3 Projects: Location Plan



Category 3 Projects

3.1 Airport Access Southern Rail

3.2 Crossrail 2

3.3 M25 Junction 6

3.4 A3 Guildford (noise Abatement study)

3.4 New Rail Stations at Guildford West (Park Barn) and Guildford East (Merrow)

3.4 Slyfield CRC

3.5 A3 Northbound slip road at A247 (Burnt Common)

3.6 M25 Junction 10/A3 Wisley Interchange

3.7 Trumps Farm Material Recovery Facility

3.8 M25 Junction 9

3.9 Woking Flyover

3.10 North Downs Line Electrification

3.11 A23/M23 Hooley

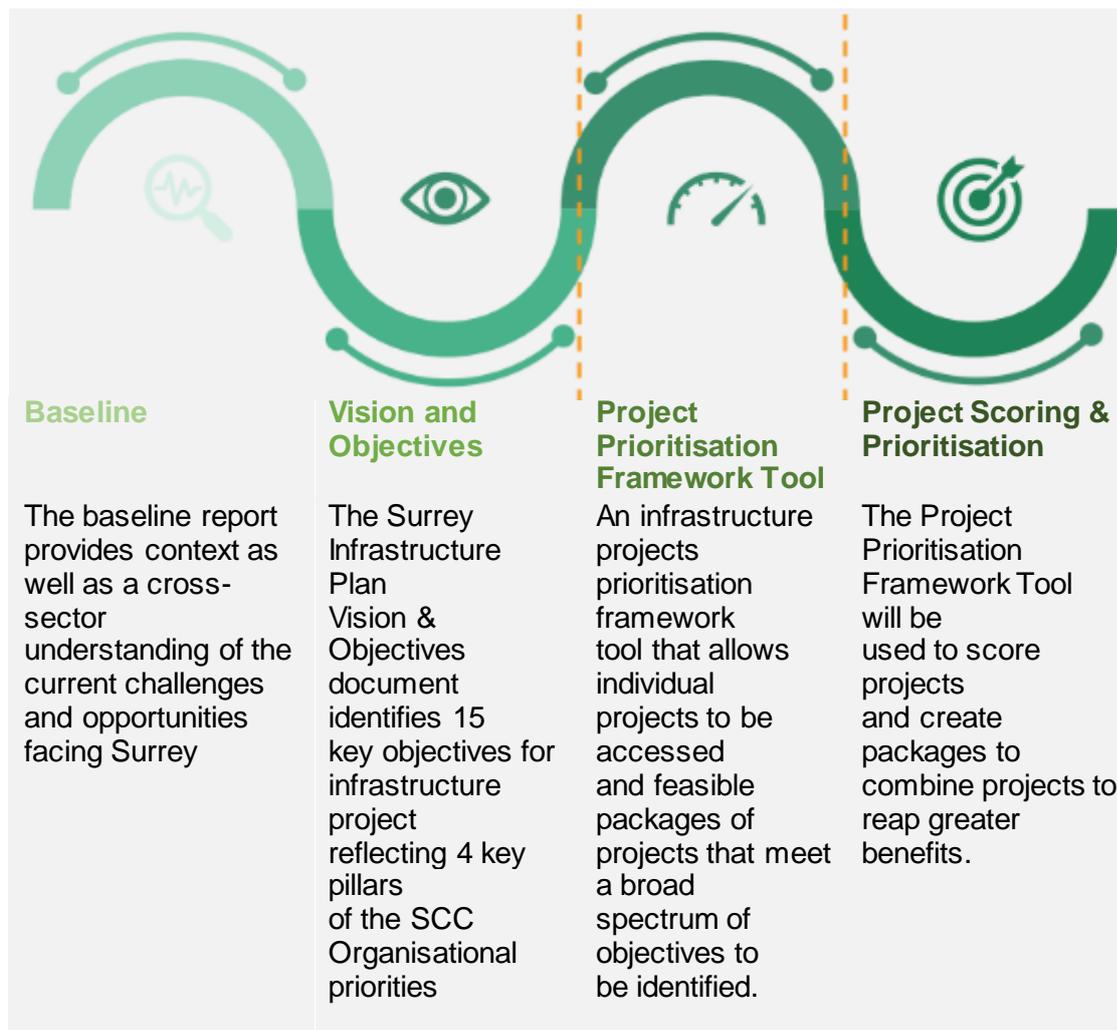
Appendix 4

Surrey Infrastructure Prioritisation Framework

Technical Handbook (extracts) March 2021

THE SURREY INFRASTRUCTURE PLAN PROCESS

The Project Prioritisation Framework Tool has been developed as part of a comprehensive evidence-based Surrey Infrastructure Plan (SIP). The Framework Tool is intended to help with forward planning for infrastructure across Surrey.



Core Aims

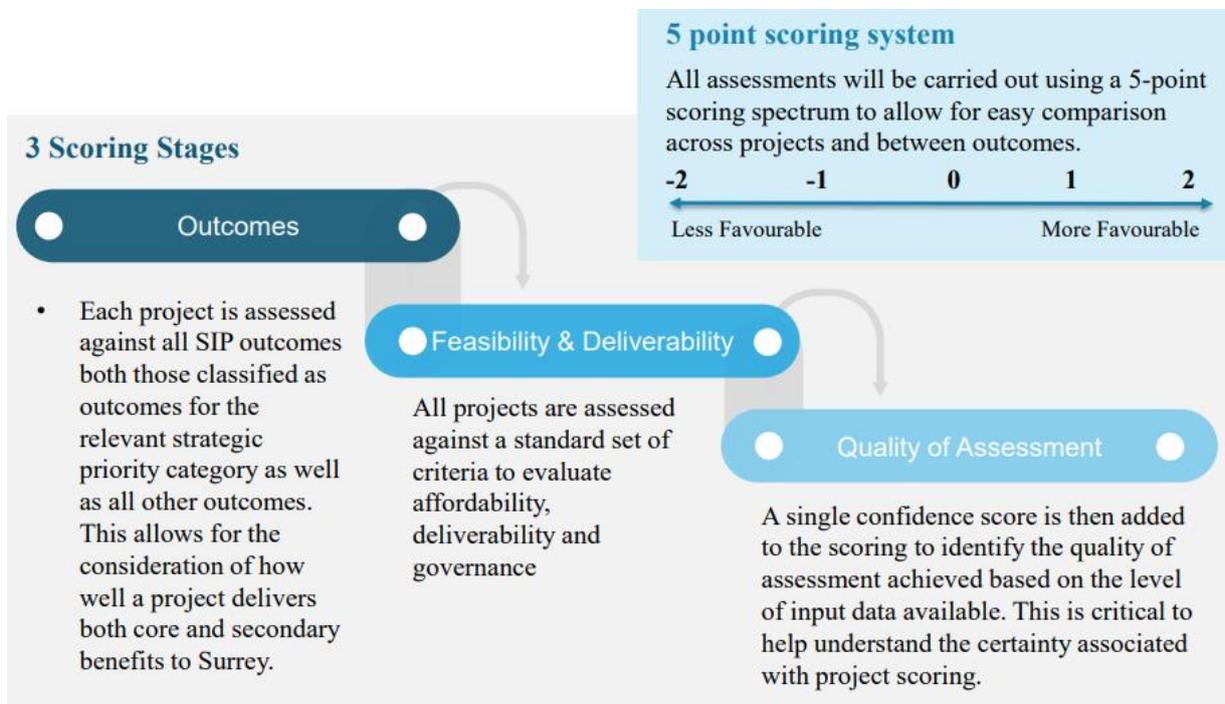
- **Consider** the ability of projects, and groups of projects, to meet the objectives outlined in the Surrey Infrastructure Plan: Vision & Objectives document.
- **Develop** a robust tool that initially assesses the ability of individual projects to meet the identified objectives, but also aides with the ability to identify packages of projects to pursue, and strategic gaps.
- **Create** a working prioritisation tool that is user friendly and flexible to allow for future use including the inclusion of other projects and changing priorities.

Key Principles

- Ensure that the framework can effectively consider a wide spectrum of infrastructure projects, of very different scales and from different sectors with different primary aims.
- Ensure parallel workstreams and key documents including the One Surrey Growth Plan, Economic Development plans and external government documents are reflected in the prioritisation.
- Manage project interdependencies and being able to capture complementary benefits delivered through project combinations.
- Ensure the framework is fit for purpose for both a local audience (Surrey County Council, Districts and Boroughs) as well as in discussion with central government.

The Scoring Method

The scoring of projects included in the prioritisation framework consist of three stages.



First, projects are scored against a series of 44 key outcomes that address the 15 SIP Objectives mentioned in the "Vision and Objectives" document. Projects are then assessed against a standard series of feasibility and deliverability criteria to consider the timeliness, affordability and risk associated with each project. Finally, a quality of assessment score is provided for the scoring of the project. This final part is not included in the final score, but is a critical element that helps the assessor understand whether the scoring was made based on a wealth of information and inputs or is simply a high-level assessment using substantial professional judgment.