

**SURREY COUNTY COUNCIL****CABINET****DATE: 31 MAY 2022****REPORT OF: MATT FURNISS – CABINET MEMBER FOR TRANSPORT & INFRASTRUCTURE****LEAD OFFICER: KATIE STEWART – EXECUTIVE DIRECTOR FOR ENVIRONMENT, TRANSPORT AND INFRASTRUCTURE****SUBJECT: SURREY INFRASTRUCTURE PLAN – PHASE 2 SCHEMES**

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

**PRIORITY AREA:** COMMUNITIES AND TACKLING HEALTH INEQUALITY

<b>Purpose of the Report:</b>
-------------------------------

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 (SIP) 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 emerging 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 of a second phase of schemes to be implemented, highlights additional schemes requiring further development and provides a brief update on the status in the first phase which were approved by Cabinet in October 2021.

<b>Recommendations:</b>
-------------------------

It is recommended that Cabinet:

1. Agree the implementation of the Phase 2 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.
2. Agree to delegate the development and delivery of the schemes to the Executive Director of Environment, Transport & Infrastructure, in consultation with 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 of outcomes and demonstrate deliverability and affordability. They enable the implementation of the second phase of schemes and the development of a continuous pipeline of schemes that require further feasibility work. The process is intended to remain dynamic with new schemes added to the long list as they are identified. A continuous programme of schemes will be developed taking them from concept through to delivery identifying suitable funding opportunities as they progress.

## Executive Summary:

### Background

1. Cabinet approved the adoption of the Surrey Infrastructure Plan (SIP), a prioritisation framework to assess infrastructure schemes at its meeting of 23<sup>rd</sup> 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 (D&Bs), both Local Economic Partnerships and the Surrey Wildlife Trust. Other parties including Network Rail, Homes England and 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 which means that the infrastructure requirements of our communities 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 ensuring that the County Council can work in partnership to provide the right level of investment in and balance of infrastructure across the county. All D&Bs who were also active in the development of the SIP prioritisation tool were engaged. This engagement continues on a regular and ongoing basis 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, 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 report to Cabinet in February 2021 set out a wide range of infrastructure categories – transport, environment, place, social and economic and utilities. The SIP provides a framework to identify opportunities for linking requirements and funding to enable the Council to maximise the value of investment by ensuring multiple outcomes are achieved wherever possible. For example, the 10 year Surrey flood programme (£33m) was approved by Cabinet in October 2019 and opportunities have been identified where a contribution from this programme can be made to infrastructure schemes providing multiple outcomes such as town centre public realm schemes. Further, the SIP has provided governance which enables joined up oversight of these multiple infrastructure projects; in the example of flood schemes, the SIP Programme Board, established in October 2021 to oversee the development and delivery of SIP schemes, will oversee the allocations of the approved flood programme budget to individual schemes.

#### **Surrey Infrastructure Plan – Scheme selection**

6. Through the development of the SIP, a list of over 100 infrastructure schemes has been identified between SCC and its partners with the majority in the transport and highways category. All schemes were assessed using the prioritisation framework agreed by Cabinet in February 2021, and the list of schemes within each district or borough boundary was shared with the relevant officers at each authority. The schemes in this second phase, noted in Appendix 1 as Category 1 schemes, have been recommended for implementation based on the availability of funding, support from the relevant district or borough, and feasibility studies undertaken. All schemes have been assessed using the SIP prioritisation framework as having positive outcomes, including particularly those linked to greener futures and economic growth priorities.
7. The estimated cost of the category 1 schemes in this report is approximately £20m, made up of £6m from SCC capital which in turn leverages in approximately £14m from external partners or from Section 106 planning gain / Community Infrastructure Levy (CIL). Where further external funding can be identified and secured, this will reduce the Council's contribution. The CIL funding totalling approximately £4m is to be applied for to the relevant district and borough this year.
8. Consideration of a project's impact on carbon emissions will be made, with the level of assessment developing as the project matures 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.

9. A further list of schemes is noted in Appendix 2. These category 2 schemes require feasibility and development work before an assessment can be made as to whether they can move to implementation (category 1). These 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 later this 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.
10. An update on the status of the schemes in Phase 1 that were approved by Cabinet in October 2021 is included in Appendix 3. This also includes an update on the status of Active Travel schemes approved by Cabinet in March 2021 and a map showing all schemes in category 1 and 2.

### **Surrey Infrastructure Plan – Phase 2 schemes**

11. The schemes that are being recommended for implementation for this phase as included in Appendix 1 have been assessed using the framework and are summarised below<sup>1</sup>:

#### **Active Travel**

12. The active travel programme has a pipeline of schemes that continue to be developed including Local Cycling and Walking Infrastructure Plan (LCWIPs) which continue to be rolled out. Following an invitation from Department of Transport (DfT) to bid for further active travel schemes in August 2021, seven schemes were submitted for consideration based on those that were at the right stage of readiness to attract grant funding. This also included opportunities to bid for National Highways (NH) Designated Funds. It is expected that further LCWIPs will identify schemes that can be subject of future bids to DfT and NH as they emerge.
13. Funding for four schemes was received based on the Reigate and Banstead LCWIP, as well as schemes to deliver a low traffic neighbourhood in Spelthorne, and a Dutch style roundabout in Guildford. More details on these

---

<sup>1</sup> Cost figures provided in this summary represent total cost; a breakdown of funding sources for each scheme is contained at Appendix 1.

four schemes are provided below. They underline the principles of the Surrey Transport Plan delivering infrastructure to assist residents with more sustainable travel choices.

14. Engagement will be undertaken with residents and business directly affected by the schemes and will include a range of age, demographics and hard to reach groups. Further to this initial engagement, a number of consultation events to ensure communities are at heart of the scheme's development will be organised.

15. **Boxgrove Roundabout, Guildford – £2,500,000**

SCC is committed to improving the walking and cycling experience and safety for users in line with the Surrey Transport Plan, demonstrating this commitment with a Dutch style roundabout option through the Active Travel Round 3 funding. This scheme is the interchange for three major cycling and walking routes linking key destinations.

16. **A3100 London Road, Guildford - £1,500,000**

This scheme links Boxgrove Roundabout to London Road station and creates a safe route for walking and cycling from Burpham all the way into Guildford Town Centre via the new Dutch style roundabout at Boxgrove. The scheme extends the continuity of design ethos from the two preceding schemes through the provision of a segregated walking and cycling route providing safe access to a number of schools in the area as well as encouraging commuting by active travel modes.

17. **Redhill to East Surrey Hospital via Earlsbrook Road - £1,900,000**

This scheme will create a direct route between Redhill Railway Station and East Surrey Hospital. The existing shared use path between the railway station and Marketfield Way will be upgraded to a footway level cycle track, providing segregation between pedestrians and cyclists. The scheme will merge onto a newly constructed two-way segregated cycle track to Brook Road and continue onto Hooley Lane, road space will be reallocated to ensure there is also space for footway widening.

18. **Ashford Park Estate Low Traffic Neighbourhood - £25,000**

The suggestion for a Low Traffic Neighbourhood scheme was made because residents have raised complaints over the volume and speeds of “rat-running” traffic, particularly along Ashford Crescent, and Kenilworth Road. This occurs because drivers approaching the major signalised junction between the B378 Stanwell Road, and the A30 London Road from the south are choosing to avoid the queuing on the approach to this signal junction by diverting along Ashford Crescent and/or Kenilworth Road through the housing estate to continue their journey westbound on the A30.

## **Town and Village Improvements**

19. As we emerge from the Covid pandemic, it is timely to refresh the public realm in Surrey towns and villages that knits together other local assets. Needs have changed with more people working locally and less commuting out of Surrey. The selection process for including these improvements in the next phase of the SIP is in accordance with the agreed SIP criteria. Further prioritisation is focused where towns and villages have accepted development which leverages developer contributions and the level of community interest in participating in that renewal.
20. Some town and village improvements may be embedded in SIP transport and highways schemes already in development to enhance the realisation of benefits, with an ethos of 'getting it right first time'. In this way, schemes selected will reduce the chance of flooding, adapt to climate change, provide better access and enjoyment of cultural and natural features and deliver multiple outcomes for residents. The schemes selected are demonstration projects that show 'placemaking' in action, with residents central to the development of the schemes.

### **21. Croydon Road Regeneration, Caterham - £2,450,000**

Caterham Valley town centre has experienced a steady decline due to high levels of out commuting, lack of evening economy and decrease in local employment opportunities. Due to its topography and sheer volume of hard landscaping, Caterham Valley town centre is also at high risk of surface water flooding.

22. Croydon Road, within the town centre, offers an opportunity to deliver a public realm scheme that aims to reduce the risks of flooding while also promoting active and sustainable travel to attract employment, business and encourage residents to increase dwell time and spend more. There is an opportunity to reduce some on street parking along Croydon Road and replace with rain gardens, planting, cycle stands and outdoor seating. A wider Sustainable Drainage (SuDS) strategy including the use of raingardens and other drainage solutions will help to reduce the risk of flooding whilst also enhancing biodiversity. Electric vehicle charging points and cycle stands will be installed to promote more sustainable travel to the area. Of the expected £2.45m project cost, £950,000 has been secured from CIL. A further £500,000 could be secured through the flood alleviation programme.

### **23. Shelve's Hill, Tadworth Flood Reduction - £2,000,000**

A number of residential properties have previously flooded on Shelve's Way and Shelve's Hill; they continue to be at high risk of flooding (1 in 30 years). A flood reduction proposal is being developed to address the risk of flooding using the grass verges along Shelve's Way and Tadorne Road, as well as green space along Shelve's Green with the introduction of rain gardens and

improvements to the drainage system. The bellmouth to the corner of Epsom Lane South and Shelveys Way will be reduced in width; improving pedestrian safety and providing further opportunity for the introduction of SuDs. Additional tree planting, bug hotels and bird boxes will also enhance bio-diversity. The project scope may include children's play space and community gardening could be included as part of the scheme design all of which will improve the health and wellbeing of local residents.

24. The estimated cost for this will be £2million of which £500,000 could be funded through the Surrey flood alleviation programme. A further £500,000 could be bid to Thames Regional Flood and Coastal Committee.

25. **Tongham Village & Ash Improvements - £1,000,000**

The project will improve road safety and enhance public realm in Tongham, to create a high-quality environment which is attractive and safe for all road users. The introduction of traditional traffic calming measures will improve road safety, as well as changing the village 'feel' to help influence driver behaviour. Enhancing the village environment will make Tongham more distinctive and recognisable, introducing elements of intrigue and uncertainty to alert drivers to the specific context of their surroundings. The project will include enhancing the existing public realm, providing additional cycle stands and seating, acknowledging Tongham's heritage, as well the introduction of rain gardens to help alleviate any future potential of surface water flooding and improve biodiversity through the introduction of new planting.

26. Within Ash, raised tables and pedestrian crossing points will be introduced, improving road safety and encourage walking. Improvements will be integrated with Passenger Transport Projects programme to deliver a number of Eco bus shelters using Sedum roofs and renewable energy via mini wind turbines or solar panels. The improved infrastructure should encourage bus travel as well as enhancing bio-diversity and provision of sustainable drainage. One will be located outside of Ash Grange Primary School that will also provide an opportunity for an educational piece to children around the benefits of sustainable travel and renewable energy. Of the expected £1m project cost there is £500,000 of S106 funding identified for this project.

27. **Cranleigh High Street Public Realm Enhancement - £4,000,000**

There is an ambition to transform the highway environment in Cranleigh to provide a high-quality, pedestrian-focussed area of public realm, to complement the wider community ambition for the village centre. The project will focus on the provision of new areas of public realm, with seating and greening, provision of rain gardens to help alleviate surface water flooding, introduction of electric vehicle charge points, cycle infrastructure, as well as speed reduction and public transport improvements with the introduction of 'green bus shelters'. Of the expected £4m project cost, there is £620,000 of S106 funding and £100,000 from the Surrey Flood Alleviation programme which has been identified, and up

to £1m of CIL funding will be requested from Waverley Borough Council (WBC) in its forthcoming CIL round. Further funding sources are being explored such as Neighbourhood/Parish CIL.

**28. Weybridge Town Centre - £3,200,000**

Following the development of options for improvements to the public realm in Weybridge, this report seeks to increase the overall budget set out in the October 2021 Cabinet report. A further £3.2m will be required for the do-maximum scheme which was considered by the Weybetter Weybridge Programme Board as the most suitable option. This includes the relocation of the monument on Monument Hill to provide better access to the high street and reduce traffic congestion at this gateway to the town. This report seeks an additional contribution from SCC capital funds of £1.2m to that approved in October 2021 to deliver the full scheme. It also notes the higher expectations for the CIL funds (an increase of £2m) which will be subject to a bid to Elmbridge Borough Council this summer.

**29. Staines Iron bridge - £100,000**

To complement the works being undertaken by Network Rail to strengthen the bridge, there is an opportunity to provide footway widening under the bridge to improve pedestrian access and install some community art to improve the amenity.

**30. Flooding – Grant in Aid - £1,430,000**

This report notes the additional funding received from the Environment Agency (EA) for flood alleviation schemes which are a category of the SIP. As Lead Local Flood Authority, SCC can bid for Flood and Coastal Erosion Risk Management Grant in Aid (FCERM GiA) through the EA for schemes that reduce the risk of flooding for properties. This forms part of the EA's 6-year capital programme and is prioritised using the EA's Partnership Funding process. "Local Levy" funding from the Thames Regional Flood and Coastal Committee (TRFCC) is also available for schemes and is again administered through the EA. Both sources of funding are used to supplement SCC's Surrey Flood Alleviation Programme. The detailed breakdown of the schemes on the programme, including those receiving external grant for 22/23 can be found in Appendix 4. These comprise a total package of £1,433,000 in grants which are in addition to the Council's capital flood programme already approved by cabinet in October 2019 which has a projected expenditure of £2,810,000 in 22/23

31. The projects will be regularly reviewed and monitored at the Surrey Infrastructure Plan (SIP) Board chaired by the Cabinet Member for Transport & Infrastructure that was established following the Cabinet recommendation of October 2021. The project budgets noted in this report are estimates at this stage. As designs progress, this may require adjustments to the budget allocated to each project which is proposed to be covered by the SIP Board in



conjunction with the Capital Programme Panel. Schemes funded through grant and on the Surrey Flood Alleviation Programme will be regularly reviewed and monitored in consultation with the Cabinet Member for Community Protection.

#### **RISK MANAGEMENT AND IMPLICATIONS:**

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

#### **FINANCIAL AND VALUE FOR MONEY IMPLICATIONS**

33. The development of the SIP 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 ten schemes noted in the second phase. The full business cases that will be prepared for each scheme and considered by the CPP will set out in more detail the spend profile, the value for money and any external or third party funding identified. All costs are estimated at this stage, and in some cases external funding contributions are subject to further approval. Schemes will only be agreed within the budget envelope approved by Cabinet with variations to cost estimates for each scheme between this report and Full Business Case to be managed by the SIP Board in conjunction with CPP. 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**

34. Although significant progress has been made to improve the Council's financial position, the medium term financial outlook beyond 2022/23 remains uncertain. With no clarity on central government funding 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.
35. The Surrey Infrastructure Plan is included in the approved capital programme 2022-27. Individual schemes will be considered in detail by the Council's Capital Programme Panel, within the overall Surrey Infrastructure Plan and Flood Alleviation budget envelopes approved by Cabinet. As such, the Section 151 Officer supports the proposed approach.

#### **LEGAL IMPLICATIONS – MONITORING OFFICER**

36. 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

37. Equality Impact Assessments (EIA) will be undertaken as part of each individual Business Case.

## OTHER IMPLICATIONS:

38. 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.

<b>Area assessed:</b>	<b>Direct Implications:</b>
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 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

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

## PUBLIC HEALTH IMPLICATIONS

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

## WHAT HAPPENS NEXT:

41. 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 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.

---

**Report Contact:** Lee Parker, Director of Infrastructure, Planning & Major Projects, 07816 089527, lee.parker@surreycc.gov.uk

### **Consulted:**

Surrey Future Steering Board – 9<sup>th</sup> December 2020

Communities, Environment and Highways Select Committee – 18<sup>th</sup> January 2021

Districts and Borough Councils

### **Appendices:**

Appendix 1: Phase 2 - Category 1 Projects

Appendix 2: Category 2 Projects

Appendix 3: Status update on Phase 1, Category 1 projects approved by Cabinet in October 2021

Appendix 4: Surrey Flood Alleviation Programme – 22/23

### **Sources/background papers:**

Surrey Infrastructure Prioritisation Framework – Technical Note, January 2021

Communities, Environment and Highways Select Committee update report – September 2021

---

## Appendix 1 – Phase 2 - Category 1 Projects

### Estimated Capital Cost, SCC proposed Contribution and Third Party contributions

Project	Estimated Scheme Capital Cost	SCC Contribution requested	Third Party Contributions
Boxgrove Roundabout, Guildford	£2.5m	£0m	DfT Active Travel Grant - £2.5m
A3100 London Road, Guildford	£1.5m	£0m	DfT Active Travel Grant - £1.9m
Redhill to East Surrey Hospital via Earlsbrook Road	£1.9m	£0m	DfT Active Travel Grant - £1.5m
Ashford Park Estate Low Traffic Neighbourhood	£0.025m	£0m	DfT Active Travel Grant - £0.025m
Croydon Road Regeneration, Caterham	£2.45m	£1m	£0.95m CIL £0.5m Flood programme
Shelvers Hill, Tadworth Flood Reduction	£2m	£1m	£0.5m Flood programme £0.5m Thames Regional Flood and Coastal Committee
Tongham Village & Ash Improvements	£1m	£0.5m	£0.5m S106
Cranleigh High Street Public Realm Enhancements	£4m	£2.28m	£0.62m S106 £0.1m Flood programme £1m CIL
Weybridge Town Centre (additional budget for enhanced scheme)	£3.2m	£1.2m	£2m CIL
Staines Iron bridge (short term improvements)	£0.1m	£0.1m	Nil
Flooding (external Environment Agency grant funding only)	£1.43m	£0m	Environment Agency – Grant in Aid £1.43m
<b>Total</b>	<b>£20.1m</b>	<b>£6.08m</b>	<b>£14.03m</b>

*\*All subject to business case approval.*

## Appendix 2 - Category 2 Projects

### New Category 2 Projects

Project	Project Details
Horley Town Centre	To support the ongoing Horley regeneration proposals working with the local community to develop ideas.
Milford Traffic Study	To identify possible schemes to mitigate the impact of traffic growth including that from developments in the Milford area. Outcome of the study will help future S106/CIL priorities.
A22/A264 Junction Felbridge	Review of existing junction to improve capacity and enhance existing cycling and pedestrian facilities.
Network Rail/DfT Access for All Station Improvements	Improve access at and to rail stations to include hub amenities e.g. shelter, cycle parking, security measures. Stations include Ash Vale, Horsley, Esher, Bookham and Dorking Deepdene.
Guildford West Rail Station (Park Barn)	New rail station development. (Existing Category 3 Project).
Sustainable Movement Corridors, Guildford	Six corridor improvement projects in and around Guildford. To include: (1) West (research park and Blackwell Farm area), (2) Yorkie's Bridge (3) Town Centre Phase 1, (4) Town Centre Phase 2, (5) North (to Slyfield) and (6) to Gosden Hill Farm. The proposal is to work with Guildford Borough Council and review the approach to the delivering these packages of schemes.

9

### Existing Category 2 Projects (as reported in Oct 2021 Cabinet Report)

#### **National Highways (NH) Designated Fund schemes**

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

Project	Update
-Godalming to Guildford -Camberley to Frimley -Redhill to Hooley	NH are currently considering whether to fund detailed design in 22/23, subject to whether this can fit into their national Designated Funds Programme. Feasibility study ongoing for Redhill to Hooley route. Design options now substantially developed with estimate cost profile being produced.

## Town and Village Improvements

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.

Project	Update
Addlestone Town Centre improvements	Runnymede Borough Council have identified the junction of High Street and Station Road as a priority to increase capacity and improve air quality in the Air Quality Management Area. The Major Projects team are currently reviewing previous studies of the junction. Some 3 <sup>rd</sup> party land has been secured via Planning but more land may be required.
Farnham Town Centre Improvements	Working with Waverley Borough Council and Farnham Town Council to develop a range of town centre improvement projects. These will be priorities before taking preferred options to public consultation later in 2022.
Epsom Town Centre	Epsom and Ewell Borough Council (EEBC) secured funding to commission review of existing Town Centre Masterplan.
Ewell Village	Initial engagement with local councillors and community members complete. Wider community engagement planning underway between SCC and EEBC.
Staines Town Centre	Initial engagement commenced with Network Rail, SBC and Staines Business Improvement District in respect to wider Town Centre improvements. Localised works beneath rail bridge being progressed (Refer to Cat 1 list).
Church Road, Ashford	Community parking survey to gain insights on high street parking have been drawn up between Spelthorne Borough Council and SCC parking teams; to be distributed early April as planned, via online link and via paper copies in library.
Guildford Town Centre	Series of workshops have taken place. Stage 2 Masterplan led by Guildford Borough Council due in July 2022.

## Active Travel Schemes / Local Cycling and Walking Implementation Plans (LCWIPs)

Projects that 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.

Project	Update
Lower Sunbury Crossing	Study commissioned to review earlier work on options to cross the river. SCC working with Spelthorne Borough Council and Elmbridge Borough Council to see how scheme can be progressed.
Bullers Road and Hale Reeds school streets, Waverley	Awaiting legal power from central government to enforce point closures using cameras.

Project	Update
<b>LCWIPs</b>	
Reigate and Banstead	Feasibility design to commence for remaining prioritised phase 1 LCWIP cycle routes and core walk zones, with potential to include additional phase 2 cycle routes (subject to budget).
Woking: Town centre to Goldsworth Park	East Woking cycle corridor connecting to West Byfleet in delivery via DfT Active Travel Fund 2 award [Phased delivery programme with Active Travel schemes]
Spelthorne	LCWIP output report (with prioritised schemes) being finalised. Report requires RBC/Executive endorsement prior to gateway sign off by SCC Cabinet Member for feasibility work to commence.
Elmbridge	LCWIP output report with prioritised schemes final version due April. Requires Elmbridge Borough Council Local Committee endorsement prior to gateway sign off by SCC Cabinet Member for feasibility work to commence.
Runnymede	LCWIP output report (with prioritised schemes) being finalised. Report requires Runnymede Borough Council Executive endorsement prior to gateway sign off by SCC Cabinet Member for feasibility work to commence.
Guildford	Discussions with GBC/SCC to agree funding share and project scope. Wider Guildford LCWIP work to build on local cycle/walk plans developed directly by GBC.
Surrey Heath	Draft project proposal being agreed with SHBC/SCC. Funding shares agreed for LCWIP plan.
Mole Valley	Planning phase underway. Stakeholder and Member engagement workshops held in March for long list route selection discussions. Feasibility stage funding to be secured.
Epsom Ewell	Discussions with EEBC/SCC to agree contribution funding share to take work forward.
Waverley	Planning phase underway. Member briefing session held in March. Long list route selection engagement workshops being scheduled. Feasibility funding to be secured.
Tandridge	Discussions with Tandridge District Council/SCC to agree funding share to take work forward.
Wider Woking	Not commenced. To follow after remaining LCWIP programme areas are completed. Wider Woking LCWIP to build on works completed for Woking Town centre routes, including delivery of Woking Sustainable Transport Package and DfT Active Travel schemes.

## Transport Improvement Schemes

Project	Update
<p><b>A24 Horsham to Dorking</b> Study to explore potential interventions along the A24 to improve safety and reduce congestion. Joint funded with WSCC.</p>	<p>Currently at feasibility stage. Compilation of options for improvements to this corridor. Meeting with relevant stakeholders to be held during May as well as local councillors.</p>
<p><b>A245 Corridor Improvements (inc Smarter Highways)</b> 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.</p>	<p>Not commenced. Potential National Highways designated Funds bid.</p>
<p><b>Kiln Lane Link</b> 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 EEBC's Masterplan.</p>	<p>Scheme would need to be part of a longer-term Masterplan for the area to support an economic case for the scheme. Joint Infrastructure Team meetings between SCC and EEBC now established to discuss the development of the Masterplan.</p>
<p><b>Woking Sustainable Transport Package Phase 2</b> 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.</p>	<p>Not commenced. Awaiting completion of Sustainable Transport Package Phase 1 and the delivery of LCWIP/ATF Tranche 2 Woking East scheme.</p>



## Appendix 3

### Status update on Phase 1, Category 1 projects approved by Cabinet in October 2021

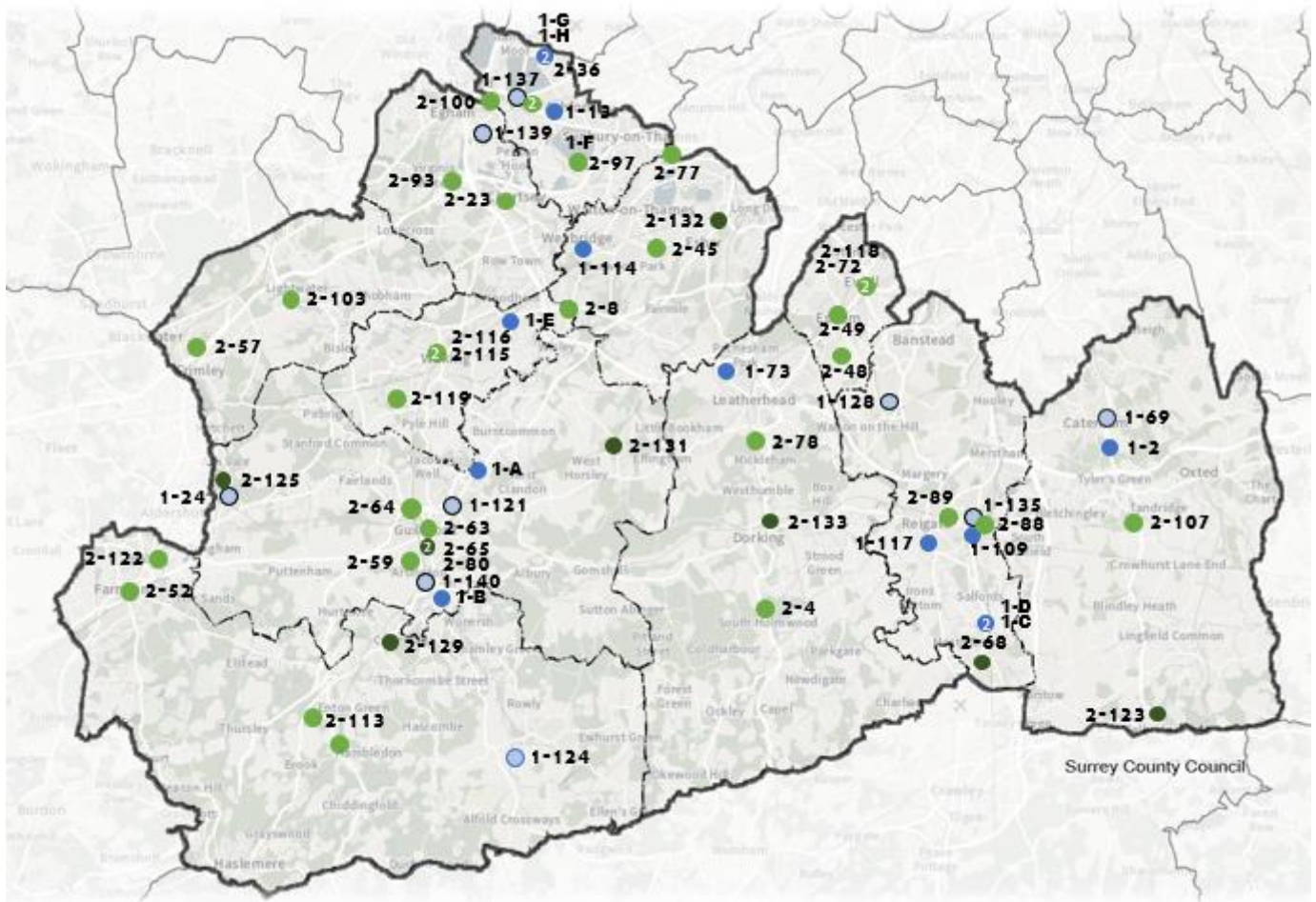
Project	Schedule	Budget	Update
A308 Modernisation	On track	On track	A308 Blackdog Junction consultation was held in January 2022. Black Dog feasibility / preliminary design in progress. Liaison commenced with the Police and National Highways. SMART network design alignment is progressing to ensure linkage with junction improvements and cycle links.
Weybridge Town Centre Improvement	In review	On track	21 concept design proposals now completed for 11 locations across Weybridge town centre. Public consultation is currently programmed to start in June 2022. Options for the Monument Hill war memorial being explored and stakeholder engagement is progressing.
Three Arch Junction Improvements	In review	In review	Option appraisals complete on different solutions. Each requiring varying degrees of third-party land (common land and allotments). Cost benefit appraisal of options being finalised to determine most suitable solution. CIL funding case being prepared.
Woodhatch Junction Improvements	In review	In review	Option appraisals complete on different solutions. Each requiring varying degrees of third-party land (common land). Cost benefit appraisal of options being finalised to determine most suitable solution.
Ash Vale Station access	On hold	On hold	Project has formed part of next Access for All bid submission in April. Design completed and necessary planning permission secured. SCC/Network Rail working on funding agreement.
Leatherhead Waste Transfer Station improvements	In review	In review	Cost review underway to determine viability of project.
A22 Smarter Highways	On track	On track	Exploring opportunities to optimise signals at M25 J6 in conjunction with National Highways and explore options to improve capacity at Felbridge junction (new Category 2 Project).

## Status update on Tranche 2 Active Travel Schemes approved by Cabinet in March 2021

Project	Schedule	Budget	Update
Guildord to Burpham cycle route	On track	On track	In Detailed Design phase. Construction phase provisionally planned to commence during Q2/Q3 of 2022/23 taking 4-5 months to complete. In addition further works, funded from Active Travel Tranche 3, will be progressed as a continuation to the route.
Dagley Lane, Shalford	On track	On track	Phase 1 (Shalford to the bridlepath from the junction with the A281) has been completed with construction of phase 2 (from the end of phase 1 to the Thames Water depot) provisionally planned to commence in Q2 2022/23 taking 4-6 weeks to complete.
Redhill STP A23 Bonehurst Road and Cross Oak Lane, Horley	On track	On track	Construction of a widened shared use facility with junction crossing improvements and enlarged pedestrian and cycle central refuges. At the western end of Cross Oak Lane a widened shared use facility has been provided and the carriageway width under the railway bridge reduced to a single lane with a priority give way for motor vehicles, creating a segregated cycle lane for westbound cyclists
A217 Reigate Road Gatwick to Westvale Park, Horley	On track	On track	Phase 1 comprises of a widened shared use facility between Longbridge roundabout and the junction with Mill Lane.  Phase 2 involves the construction of a widened shared use facility between the Westvale Park roundabout and the junction with Mill Lane. In addition a new Toucan crossing is to be installed across the A217 north of the Horse Hill junction.
Woking to West Byfleet LCWIP, Woking	On track	On track	Creation of two one-way segregated cycle facilities from Woking railway station to Albert Drive. Upgrade of the existing cycle facilities along Albert Drive and Sheerwater Road to a segregated cycle facility with raised table side road crossings. New parallel signalised crossing in Albert Drive.
Gresham Road, Staines-upon-Thames	On track	On track	The improvements include reducing a section of the existing Gresham Road to one-way traffic only and providing a cycle contra-flow system along the whole length of this section of Gresham Road. The on-carriageway cycle contra-flow system proposed will be segregated from the main carriageway. Consideration to include footway widening along Gresham Road. The proposal also includes for widening of existing crossing facilities to allow both

Project	Schedule	Budget	Update
			cyclists and pedestrians to cross the carriageway safely.
Park Road, Stanwell, Staines-upon-Thames	On track	On track	Improvements to the existing shared facility by increasing the width of the facility and upgrading of the junction/crossing facilities at side roads. In addition, bus facilities along this road have been improved creating more available space for the off road shared use facility.
Town Lane, Stanwell, Staines-upon-Thames	On track	On track	Phase 1 provides a shared use path between A30 London Road and the access to the Old Fire Station including improvements to the bus stop on the exit from Tesco.  Phase 2 involves the installation of a Toucan Crossing on Town Lane just north of the Tesco junction and completion of the shared use path between the Old Fire Station access and the bus stop.

## Map showing all projects in Phase 1 and Phase 2 (both category 1 and 2)



### Existing Category 1 Projects

- 1-2 A22 Smarter Highways
- 1-13 A308 Modernisation
- 1-73 Leatherhead Waste Transfer Station Extension
- 1-109 Three Arch Road/ A23 Junction Place Improvement
- 1-114 Weybridge Town Centre
- 1-117 Woodhatch Junction Improvements

### Current Active Travel Schemes

- 1-A Guildford to Burpham cycle route
- 1-B Dagley Lane, Shalford
- 1-C Redhill STP A23 Bonehurst Road and Cross Oak Lane, Horley
- 1-D A217 Reigate Road Gatwick to Westvale Park, Horley
- 1-E Woking to West Byfleet LCWIP, Woking
- 1-F Gresham Road, Staines-upon-Thames
- 1-G Park Road, Stanwell, Staines-upon-Thames
- 1-H Town Lane, Stanwell, Staines-upon-Thames

### New Category 1 Projects

- 1-24 Tongham Village & Ash Improvements
- 1-69 Croydon Road Regeneration, Caterham
- 1-121 Boxgrove Roundabout, Guildford
- 1-124 Cranleigh High Street Public Realm Enhancements
- 1-128 Shelveys Hill, Tadworth Flood Reduction
- 1-135 Redhill to East Surrey Hospital via Earlsbrook Road
- 1-137 Ashford Park Estate Low Traffic Neighbourhood
- 1-139 Staines Iron bridge (short term improvements)
- 1-140 A3100 London Road, Guildford

### Existing Cat-2 Schemes

- 2-4 A24 Horsham to Dorking
- 2-8 A245 Smarter Highway
- 2-23 Addlestone Village Improvements
- 2-36 Church Road, Ashford
- 2-45 Elmbridge LCWIP
- 2-48 Epsom Ewell LCWIP
- 2-49 Epsom Town Centre
- 2-52 Farnham Town Centre (FIP 2)
- 2-57 Camberley to Frimley NH Designated Funds
- 2-59 Godalming to Guildford NH Designated Funds
- 2-63 Guildford Town Centre
- 2-64 Guildford LCWIPs
- 2-72 Kiln Lane Link
- 2-77 Lower Sunbury Crossing
- 2-78 Mole Valley LCWIP
- 2-88 Redhill to Hooley NH Designated Funds
- 2-89 Reigate and Banstead LCWIPs
- 2-93 Runnymede LCWIP
- 2-97 Spelthorne LCWIP
- 2-100 Staines Town Centre (Inc. Iron Bridge)
- 2-103 Surrey Heath LCWIP
- 2-107 Tandridge LCWIP
- 2-113 Waverley LCWIP
- 2-115 Woking LCWIP: Town centre to Goldsworth Park
- 2-116 Woking Sustainable Transportation Package Phase 2
- 2-118 Ewell Village
- 2-119 Wider Woking LCWIP
- 2-122 Waverley - Bullers Rd and Hale Reeds School streets

### New Cat-2 Schemes

- 2-65 Sustainable Movement Corridors, Guildford
- 2-68 Horley Town Centre
- 2-80 Guildford West Rail Station (Park Barn)
- 2-123 A22/A264 Junction, Felbridge
- 2-125 Ash Vale Station (Access for All funding)
- 2-129 Milford Traffic Study
- 2-131 Horsely Station (Access for All funding)
- 2-132 Esher Station (Access for All funding)
- 2-133 Dorking Deepdene Station (Access for All funding)

## Appendix 4

### Surrey Flood Alleviation Programme – 22/23

Project Name	Organisation Project Lead	SCC Funded	Grant Funded
Countywide PFR (Build Back Better)	SCC	£25,000.00	
District and Borough Officers	SCC	£30,000.00	
Overheads	SCC	£500,000.00	
Chambers Mead	South East Rivers Trust	£250,000.00	
Guildford Economic Regeneration Plan SuDS Unlock	SCC/GBC	£100,000.00	
Leatherhead investigations and catchment actions	SCC	£50,000.00	
Burgh Heath FAS	SCC	£50,000.00	£35,000.00
Reigate FAS	SCC		£15,000.00
South Earlswood FAS	SCC		£30,000.00
South Merstham FAS	SCC	£200,000.00	£65,000.00
South Merstham Recreation Ground	SCC	£400,000.00	
Lower Thames Corridor Surface Water Study	SCC/EA		£10,000.00
Sweeps Ditch feasibility and surveys	SBC/SCC	£100,000.00	
Caterham Bourne Viaduct	SCC	£100,000.00	
Caterhamon-the-hill	SCC		£1,200,000.00
Smallfield - GiA Scheme	SCC		£20,000.00
GBC Public Realm Improvements	SCC/GBC	£100,000.00	
Alfold (Non-GiA interventions)	SCC	£100,000.00	
Alfold GiA PFR	SCC	£20,000.00	£15,000.00
Farnham FAS	SCC		£43,122.00
Horsell Common/Walton Terrace	SCC	£500,000.00	
Old Woking FAS Contribution	EA	£5,213.00	
Woking Raingarden Retrofits	SCC	£280,000.00	
	<b>Totals</b>	<b>£2,810,213.00</b>	<b>£1,433,122.00</b>

This page is intentionally left blank