

SURREY COUNTY COUNCIL**CABINET****DATE: 29 NOVEMBER 2022****REPORT OF: MATT FURNISS, CABINET MEMBER FOR TRANSPORT, INFRASTRUCTURE & GROWTH****LEAD OFFICER: KATIE STEWART – EXECUTIVE DIRECTOR FOR ENVIRONMENT, TRANSPORT AND INFRASTRUCTURE****SUBJECT: SURREY INFRASTRUCTURE PLAN – PHASE 3 SCHEMES**

ORGANISATION STRATEGY GROWING A SUSTAINABLE ECONOMY SO EVERYONE CAN BENEFIT,
ENABLING A GREENER FUTURE, EMPOWERING COMMUNITIES AND
PRIORITY AREA: 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 projects 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 further phase of schemes to be implemented, identifies additional schemes requiring further development and provides a brief update on the status in the earlier phases which were approved by Cabinet in October 2021 and May 2022.

In addition, this report is seeking approval for the Cabinet Member for Transport, Infrastructure & Growth to determine the prioritisation of SCC bids to District and Borough Council's Community Infrastructure Levy and any successor levies to support the delivery of strategic infrastructure across the County.

RECOMMENDATIONS:

It is recommended that Cabinet:

1. Agree the implementation of the Surrey Infrastructure Plan Phase 3 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, Infrastructure & Growth.

3. Agree that the Cabinet Member for Transport, Infrastructure & Growth will determine the prioritisation of SCC bids to District and Borough Councils for the Community Infrastructure Levy and any successor levies.

REASON FOR RECOMMENDATIONS:

The recommendations will enable the continued development and delivery of infrastructure schemes that meet a wide range of outcomes and demonstrate deliverability and affordability. They enable the implementation of the third phase of schemes and the development of a continuous pipeline of projects 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.

The recommendation for the Cabinet Member for Transport, Infrastructure & Growth to lead on corporate and strategic prioritisation of SCC bids to the Community Infrastructure (CIL) Levy will ensure a co-ordinated response to the County Council's CIL bidding process.

DETAILS:

Background

1. Cabinet approved the adoption of a prioritisation framework to assess infrastructure projects at its meeting on 23 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. 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. Governance and oversight of the delivery of these multiple infrastructure projects will be through the SIP Programme Board established in October 2021.
2. Following Cabinet, the partners involved in the development of the Surrey Place Ambition 2050 were consulted and the assessment of 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 exercise and the wider development and delivery of infrastructure should be an ongoing, dynamic process rather than a one-off exercise, which is historically how local government has operated in this space. 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 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. 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. The development of the 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. This was demonstrated most recently through the Council's proposals concerning the Digital Connectivity Infrastructure Accelerator (5G) project recently approved at Cabinet in September 2022.
5. In addition to the projects identified in this report, work is underway to identify other areas in which investment in infrastructure is needed. SCC teams across several disciplines have been working on place-based approaches to identify further towns to be prioritised in 2023/24 through consideration of concentration of greatest need, health, socio-economic, regeneration, environment and community priorities.

Surrey Infrastructure Plan – Project selection

6. Through the development of the SIP, a list of over 120 infrastructure projects have been identified between SCC and its partners. 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 projects in this third phase, noted in Appendix 1, have been recommended for implementation based on the availability of funding, support from the relevant District or Borough, are considered feasible and 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 projects in this report is approximately £31.77m, made up of £8.64m from SCC capital which in turn leverages in approximately £23.13m from external partners or from Section 106 planning gain / CIL. Wherever possible, officers will continue to pursue external funding for these projects, and where such external funding can be secured, this will reduce the Council's contribution. Bids for CIL funding totalling approximately £1.5m are being put to the relevant districts and boroughs this year.
8. Consideration of a project's impact to the county's carbon emissions will be made, with the level of assessment and therefore the accuracy of such carbon impact assessment improving as the project matures from feasibility through to detailed design. The detail of each assessment will increase as the project matures and will include construction emissions, 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 include

further measures to mitigate carbon emissions – measures that 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. An update on the status of the previously approved Category 1 projects is included in Appendix 2.
10. A further list of projects is also noted in Appendix 3. These category 2 projects require feasibility and development work before an assessment can be made as to whether they can move to implementation (Category 1). These Projects 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 then be recommended to Cabinet later this year as part of the 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 map of all the Category 1 and 2 projects is included.

Surrey Infrastructure Plan – Phase 3 Projects

11. The projects considered as part of this third phase are summarised below:
 - Electric Bikes (E-Bikes) Scheme, Guildford - £1,500,000**
12. In 2019 a feasibility study was produced to investigate a bike share scheme in Guildford, based on others in similar areas. This concluded that there was a sound business case and that the scheme would be deliverable as a partnership of SCC, Guildford Borough Council and the University of Surrey (who are currently operating a bike share initiative). The project would be town wide and offer an alternative to car trips within the borough, be incorporated into the current park and ride scheme, and offer concessionary rides to the university and campus businesses. This would help contribute to a reduction in carbon emissions, sustainable and concessionary travel and air quality.
13. Whilst progress on the project was halted by the pandemic, SCC has now updated the 2019 feasibility study to focus on an E-bike scheme and to produce a revised business case and costings for the overall project. The next stage will be progressing to selecting an operator via the tendering process.
14. Implementation of the project is planned to commence in 2023/24 and once initiated the bike share scheme will cover future operational and administration costs. The initial outlay to introduce the necessary infrastructure to support the project is approximately £1.5 million. This will be part funded between SCC (£1 million), Guildford Borough Council (£250,000) and Surrey University (£250,000) though the final amounts are to be agreed.
15. SCC contribution includes the provision of complementary measures to the existing highway to support the scheme (£450,000). A package of additional infrastructure interventions has been identified within the feasibility study which are being progressed via other existing programmes and budgets, such as the

Local Cycling and Walking Infrastructure Plans (LCWIP) programme and the development of the Guildford Master Plan, should interventions be identified that can be co-ordinated with the roll out of the E-Bike project, these will also be progressed as part of the project.

Ewell Village Improvements - £2,500,000

16. Ewell Village currently suffers from significant levels of traffic passing through the village, with an imbalance between traffic and pedestrians, both in terms of space consumed and dominance exerted. Pedestrian movement in the village is notable, particularly that of children travelling to/from school, but resident feelings about road safety are poor given the high volumes of traffic.
17. This project will deliver improvements to the High Street that will support revitalisation of the village through restricting vehicular access to some degree along the High Street, bringing about more pedestrian-friendly spaces that are safer and more attractive. It will bring improvements to local environmental sustainability via new street greening in addition to reducing vehicle emissions, will enhance the economic resilience of existing and new retail outlets through the creation of more attractive spaces that encourage longer dwell times, and will enrich social cohesion by bringing about more opportunities for people to connect with one another.
18. Epsom & Ewell Borough Council (EEBC) is committed to continued engagement with SCC to develop plans for the village and welcomes further collaboration with the community and community representatives to help shape the scheme.
19. The total scheme cost is approximately £2.5 million. SCC will be seeking a contribution of 50% from third party funding. Funding from EEBC will be determined once a preferred option is agreed.

Horley Town Centre Improvements - £3,000,000

20. The Horley Town Centre project will comprise a package of works that are part of the Delivering Change in Horley Town Centre programme, an initiative that is being brought forward by Reigate & Banstead Borough Council (RBBC) and SCC with support from Coast to Capital Local Enterprise Partnership and Horley Town Council.
21. The programme will deliver a targeted set of interrelated projects to regenerate the town centre and deliver the aspirations of the Council as set out in *Reigate and Banstead 2025: five-year plan* – “to invest in our town centres, drive economic prosperity, deliver affordable homes and work with partners to create strong, safe and welcoming communities.” The projects being considered include:
 - **High Street Improvement - Public Realm Improvements** will seek to build upon the recent public realm improvements in the pedestrian precinct, extending the High Street ambiance with improved public realm works and traffic management changes to parking and street layout, ensuring integration with the subway and the surrounding streets.

- **Subway Enhancements** - The project aims to make the subway easier to use for pedestrians, cyclists and people with disabilities by creating a safe, well-lit and more welcoming space, improve the condition of the structure and address drainage and flooding issues.
- **Wayfinding Signage** - The projects aims to improve directional signage into and around the town centre for residents, businesses and visitors whether travelling by foot, bicycle, public transport or car.

22. The total scheme cost is approximately £3.0 million. A total of £711,000 has been secured by RBBC which includes Coast to Capital funding. A further £600,000 in S106 has been secured by SCC. SCC would look to contribute £1.69m towards the project although a further strategic CIL bid of approximately £1.5 million has been submitted to RBBC. Subject to the outcome of this, SCC's contribution may then be reduced.

Woking Sustainable Transport Corridor Improvements - £12,000,000

23. SCC has bid for £12 million as part of the Levelling Up 2 bid to deliver the East Woking Sustainable Transport Corridor providing improvements for walking, cycling and bus infrastructure in the east of Woking, improving connections across the Woking town centre, Sheerwater and West Byfleet corridor.

24. The improvements will be centred on Sheerwater, the second most deprived LSOA in Surrey and within the 20% most deprived LSOAs nationally. The area is characterised by low incomes, high unemployment, and poor health outcomes. As such, the Surrey Health and Well-Being Strategy identifies the area as a 'Key Neighbourhood' where there is a need to reduce health inequalities, so no-one is left behind. The improvements proposed in this project will address transport access, safety and severance issues in an area where the proportion of residents with no access to a car is over double the county average.

25. The project will improve transport connectivity, accessibility, safety and user experience across low-carbon, low-cost and healthier forms of travel. This will lead to more trips being made safely by walking, cycling and bus, contributing to decarbonisation targets, improving health and wellbeing, increasing transport inclusion, and resulting in place making benefits.

26. As part of the £12m bid, it is proposed SCC will contribute £1.2 million. Delivery of the project will be dependent on the outcome of the bidding process which is expected in December 2022.

Caterham Town Improvement Package - £8,570,000

27. In addition to the Woking Levelling Up 2 bid Tandridge District Council also submitted a bid seeking £8.57m to support town centre regeneration of Caterham through a combination of flood mitigation works, connectivity measures and public realm improvements in Caterham Valley and Caterham on the Hill. Whilst the outcome of the funding bid has not yet been determined, the bid set out an expectation that SCC could lead the delivery of public realm

improvements and flood mitigation works on behalf of, and in close partnership, with Tandridge District Council.

A320 HIF Scheme North of Woking - £1,000,000

28. SCC in conjunction with Runnymede Borough Council (RBC) submitted a bid to the Government's Housing Infrastructure Fund (HIF) in March 2019 to deliver the project to support the development of over 3,000 additional homes allocated within the Runnymede Local Plan. The Ministry of Housing, Communities & Local Government confirmed in March 2020 that the Council were to be awarded £41.8 million. In addition to this funding, a further £5.0 million was to be made available from developer S106 monies.
29. Since 2020 the project has been progressing with construction programmed to commence in Spring 2023. As part of the design development phase, further project costs have been identified and will support works at two locations along the A320 corridor, as described below.
 - **St Peters Hospital Roundabout upgrade (£500,000)**

These works were to be delivered by the NHS through a Section 278 Agreement, an agreement under the Highways Act 1980 to allow developers to work on the public highway to secure improvements. The original 2020 obligation was for SCC to part fund this works, up to a value of £500,000 in lieu of awaiting downstream S106 monies. Due to ongoing developer delays, these S106 contributions will not be forthcoming for several years. Rather than part-fund the NHS Section 278 works, SCC will instead receive NHS monies and with an additional £500,000 contribution from SCC, the County Council will incorporate these works into their overall construction programme. This process will provide SCC better control of works in terms of works programming, phasing and construction management.
 - **Mitigation works at White Lodge Centre (£500,000)**

The White Lodge Centre have objected, through the CPO process, to the proposed measures through the HIF scheme at the Holloway Hill / Green Lane junction. They consider access/egress to their property will be adversely affected by the changes in highway layout. SCC has considered this objection and have subsequently made changes to the design with a view to address the concerns raised. It is anticipated these alterations will cost £500,000 to deliver.
30. Whilst the majority of the project will be funded by third party contributions, this report is seeking approval from Cabinet for SCC to contribute £1.0m to support the works at St Peters Hospital Roundabout and Holloway Hill/ Green Lane junction.

Flooding Alleviation Programme 2023/24 - £3,200,000

31. Also covered by this third tranche of SIP projects are the latest schemes to come forward under the Council's Flood Alleviation Scheme – as set out in the Cabinet report on SIP from May of this year.
32. In October 2019, Cabinet approved investing £33m over 10 years for delivering the objectives of the Surrey Local Flood Risk Management Strategy. This investment, supplemented by grants from the Environment Agency forms the Surrey Flood Alleviation Programme. For 2023/24 the planned programme expenditure is £3.2m made up of £2.5m of SCC funding and £0.7m Environment Agency grants. The detailed breakdown of the schemes on the programme is shown in appendix 4.
33. The programme has a mix of schemes and interventions at various stages of development and delivery. It also includes contributions to schemes being delivered by external partners and other internal programmes. For example:
 - SCC will continue to deliver the Caterham on the Hill Property Flood Resilience Scheme, with 130 properties having flood resilience measures installed by Autumn 2023
 - Contributing to other SIP schemes to ensure flood risk reduction is at the heart of infrastructure schemes such as Woking Sustainable Corridor Improvements, Caterham Levelling Up Bid and the Tadworth placemaking scheme
 - Contributing to schemes being delivered by external partners and unlocking national funding. The Sanway-Byfleet Flood Alleviation Scheme is managed by the EA and aims to be complete in 2026 with better protection for 236 properties. SCC will contribute £3m over the next 3 years to enable this £20m investment in the county.
 - As outlined in the May Cabinet report on the SIP, projects will continue to be developed using grant funding from the EA such as Smallfield, Reigate, Burgh Heath, South Merstham, South Earlswood, Worcester Park and Farnham. The feasibility works and subsequent business cases are essential to the development of a viable pipeline for future delivery.
34. The projects will continue to be regularly reviewed and monitored at the Surrey Infrastructure Plan (SIP) Board chaired by the Cabinet Member for Transport, Infrastructure & Growth that was established following the Cabinet recommendation of October 2021. The flood projects will also be overseen by the Surrey Flood Risk Partnership Board which agrees the action plans of the Surrey Local Flood Risk Management Strategy. 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:

35. Risks will be monitored and managed by project. The business cases that will be submitted to the Capital Programme Panel (CPP) will therefore include details on any project risk and mitigation.

FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

36. 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 seven projects/programmes noted in the third phase. The full business cases that will be prepared for each project 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.
37. All costs are estimated at this stage, and in some cases external funding contributions are subject to further approval. Projects 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

38. Although significant progress has been made to improve the Council's financial position, the financial environment remains challenging. The UK is experiencing the highest levels of inflation for decades, putting significant pressure on the cost of delivering our services. Coupled with continued increasing demand and fixed Government funding this requires an increased focus on financial management to ensure we can continue to deliver services within available funding. In addition to these immediate challenges, 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.
39. 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

40. 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 projects. Some of these projects may also require traffic regulation orders as well as

potential land acquisition, both of which are subject to their own statutory processes.

EQUALITIES AND DIVERSITY

41. The Public Sector Equality Duty is a duty imposed on all UK public bodies by section 149 of the Equality Act 2010, to take equalities considerations into account when exercising any of their functions and taking decisions. Equalities impacts of the SIP will be monitored and managed according to each project. Equality Impact Assessments (EIAs) will be undertaken for each project to ensure that any negative consequences for people protected under the Equality Act 2010, (and other vulnerable groups as recognised by Surrey County Council), caused by changes to services, policies and functions, are minimised and opportunities for promoting fairness and respect are maximised.

OTHER IMPLICATIONS:

42. 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 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

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

PUBLIC HEALTH IMPLICATIONS

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

WHAT HAPPENS NEXT:

45. Where appropriate 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.

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Consulted:

Communities, Environment and Highways Select Committee – 18 January 2021

Appendices:

Appendix 1: Category 1, Phase 3 Projects

Appendix 2: Category 1 projects previously approved by Cabinet update

Appendix 3: Category 2 Projects

Appendix 4: Flood Alleviation Projects 2023/24

Sources/background papers:

Surrey Infrastructure Prioritisation Framework – Technical Note, January 2021

Appendix 1: Category 1, Phase 3 Projects

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

Project	Estimated Project Capital Cost	SCC Contribution requested	Third Party Contributions
E-Bike Scheme and Infrastructure ¹	£1.5m	£1.0m	£0.25m - Guildford BC £0.25m - Surrey University
Ewell Village Improvements ¹	£2.5m	£1.25m	£1.25m - Funding source TBC
Horley Town Centre revitalisation programme ¹	£3.0m	£1.69m ²	£0.71m Reigate & Banstead BC £0.6m S106 £1.5m CIL bid pending ²
Woking Sustainable Transport Corridor Improvements ¹	£12.0m	£1.2m	£10.8m - LUF2 bid pending
Caterham Town Improvement Package ¹	£8.57m	zero	£8.57m - LUF2 bid pending Tandridge DC
A320 HIF Scheme North of Woking [inc. M25 Junction 11] Additional funding requested from SCC	£1.0m ³	£1.0m	
Flooding Alleviation 2023/24 Programme ¹	£3.2m	£2.5m	£0.7m Environment Agency
Total	£31.77	£8.64m	

Notes:

1. Subject to business case approval.
2. Contribution likely to be reduced subject to outcome of CIL bid
3. £46.8m for the A320 scheme has previously been approved funded from Homes England and S106.

Appendix 2: Category 1 projects previously approved by Cabinet update

Project	Update
A308 Corridor Programme	Project at detailed design stage. Construction to be phased over four packages, with the first package programmed to commence Q4 2022/23.
Weybridge town centre package	CPP business case approved in September, and the CIL application submitted. Decision on CIL funding expected in November. Detailed design has commenced.
Three Arch Junction Modernisation	CPP business case approved in September 2022, and the CIL application was submitted. Decision on CIL funding expected in December 2022. Detailed design has commenced. Land negotiations ongoing.
Woodhatch Junction Improvements	
Staines Iron Bridge (short term improvements)	Works programmed to commence Q4 2022/23 and will comprise of artwork to the bridge and footway widening.
Boxgrove Roundabout: To link 3 cycling routes	Option development underway. Construction phase programmed from Q3 2023/24.
A3100 London Road, Guildford	Concept design and traffic modelling exercise underway. Construction phase programmed from Q1 2023/24.
Redhill to East Surrey Hospital, Earlsbrook Rd	Option development underway. Construction phase programmed from Q1 2023/24.
Ashford Park Estate LTN	Public engagement complete, continued engagement with key stakeholders to agree option(s) to progress. Construction phase programmed from Q1 2023/24.
Tongham Village and Ash Improvements	Consultation complete. Detailed design in progress. Construction phase programmed from Q2 2023/24.
Croydon Road Regeneration, Caterham	Detailed design in progress. Construction phase programmed from Q2 2023/24.
Cranleigh Public Realm Enhancements	Public engagement planned for November. Construction phase programmed from Q3 2023/24.
Shelvers Hill, Tadworth Flood Reduction	Detailed design in progress. Construction phase programmed from Q2 2023/24.
Ash Vale rail station access	Access for All bid made and awaiting DfT feedback. Design completed and necessary planning permission secured. SCC/NR working on funding agreement.

Appendix 3: Category 2 Projects

New Category 2 Projects

Project	Project Details
Pedestrianising The Square, Shere	Project to improve the environment for pedestrians by enhancing public realm and considering traffic restrictions.
The Street, Compton - Road safety and Public Realm Enhancements	Project to address road safety as well as enhancing the public realm.
Guildford East Rail Station (Marrow Park)	Study to consider the viability of a new rail station in Marrow Park. Project will be linked to future development of Gosden Hill Farm.
Smarter Corridor Study	Study to consider opportunities to introduce innovative technology on the County's strategic corridors.

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Existing Category 2 Project (as previously reported)

National Highways (NH) Designated Fund schemes

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

Project	Update
Godalming to Guildford	Successfully received funding from National Highways to progress the detailed design in support of the business case. Funding Agreement being finalised between National Highways and SCC.
Camberley to Frimley	Successfully received funding from National Highways to progress the detailed design in support of the business case. Funding Agreement being finalised between National Highways and SCC.
Redhill to Hooley	SCC are finalising proposals on the Local Road Network. Progress on proposals on Strategic Road Network subject to input from National Highways.

Town and Village Improvements

Projects 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 Improvements	Feasibility design in progress. Site surveys to support study complete.
Farnham Town Centre Improvements	Public consultation exercise complete. Feedback being reviewed to determine options to proceed with.
Epsom town centre east and the Quadrant	Work pending EEBC review of existing Town Centre Masterplan.
Church Road Ashford – town centre improvements	SCC commencing discussions with internal stakeholders to outline potential improvements to the town centre to develop an action plan.
Guildford Town Centre Improvements	Stage 2 Masterplan led by Guildford Borough Council has now been completed. Requirements to be confirmed for SCC to support the delivery of the SGF strategy.

Active Travel Schemes

Project	Update
Lower Sunbury Crossing	Feasibility study complete. Further engagement required with key stakeholders to agree next steps and explore potential funding sources.
Waverley - Bullers Rd and Hale Reeds School Streets	Awaiting legal power from central government to enforce point closures using camera to be granted towards the end of the financial year.

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.

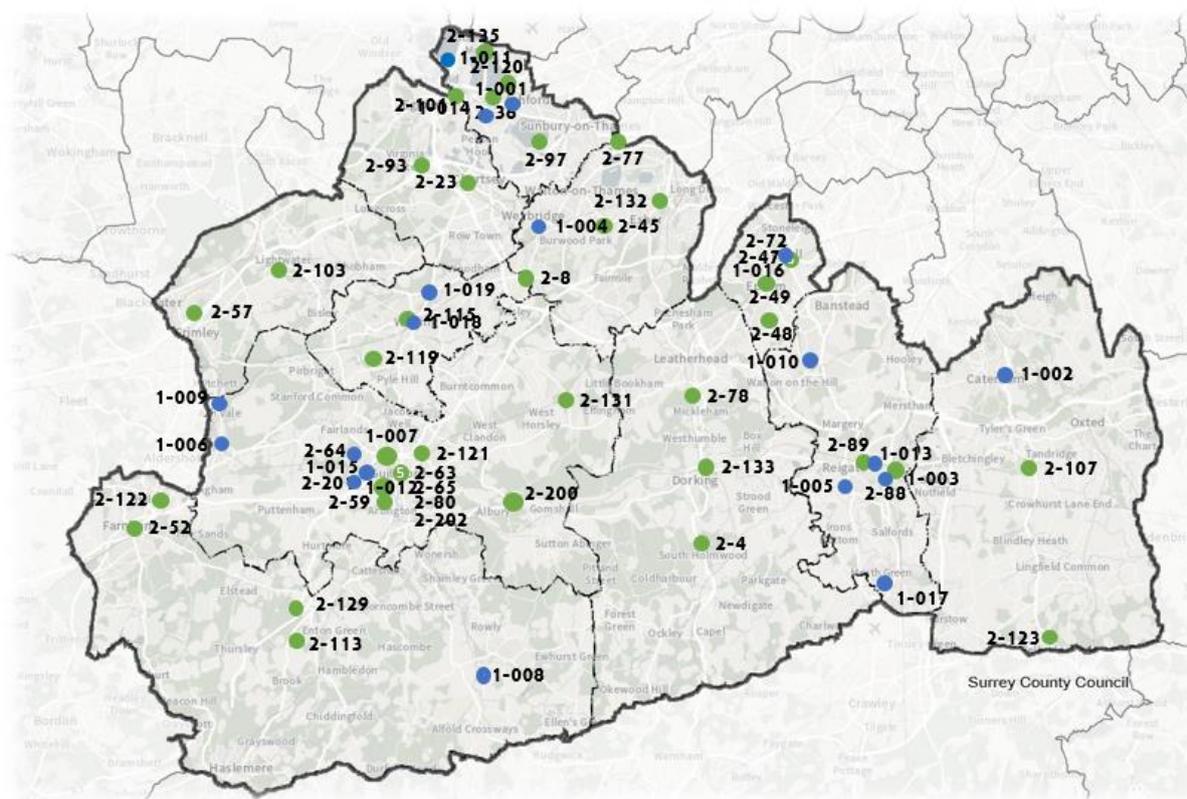
Project	Update
Reigate and Banstead	Capital funding opportunities from NH Designated funds for active travel: construction funding for A23 to Merstaham route, and additional feasibility schemes. Submit scheme bid for R&B strategic CIL funding.
Woking LCWIP	LCWIP priority areas / Liveable Neighbourhoods project planning; refinement of process and engagement activity prior to selection of trial sites.
Spelthorne	SBC/Exec endorsement of plan, and progress to gateway sign off by SCC Cabinet Member for stage 2 feasibility work to commence. Capital funding opportunities from NH Designated funds feasibility schemes, and DfT ATF tranche 4. Engagement with Heathrow Airport surface access, for active travel scheme coordination.
Elmbridge	Next step gateway sign off by SCC Cabinet Member for stage 2 feasibility work to commence. Prioritised ph1 cycle corridor schemes and core walking zones. Capital funding opportunities from NH Designated funds feasibility schemes, and DfT ATF tranche 4.
Runnymede	Next step gateway sign off by SCC Cabinet Member for stage 2 feasibility work to commence. Prioritised ph1 cycle corridor schemes and core walking zones. Capital funding opportunities from NH Designated funds feasibility schemes, and DfT ATF tranche 4.
Guildford	Draft project proposal being agreed with GBC/SCC. Funding shares to be agreed for LCWIP plan stage 1. Programmed to commence in late 22/23.
Surrey Heath	Draft project proposal being agreed with GBC/SCC. Funding shares to be agreed for LCWIP plan stage 1. Programmed to commence in late 22/23.
Mole Valley	Short listing routes site audits completed. Stakeholder and Member engagement workshops to refine scheme proposals. Draft final report in progress.
Epsom Ewell	Discussions with EEBC/SCC to agree contribution funding share to take work forward. In programme for Q3 22/23 start.
Waverley	Stakeholder and Member engagement workshops feedback to address and refine scheme proposals. Draft final report in progress. Feasibility (LCWIP stage 2) funding to be secured.
Tandridge	Discussions with TDC/SCC to agree contribution funding share to take work forward. In programme for Q3 22/23 start.
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 STP and DfT Active Travel schemes.

Transport Improvement Schemes

Project	Update
A24 Dorking to Horsham Improvements Study to explore potential interventions along the A24 to improve safety and reduce congestion. Joint funded with WSCC.	Feasibility study in progress. Obtaining feedback from Stakeholders following engagement exercise.
A245 Smarter Highway - West Byfleet to Painshill 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.	Project yet to commence. Potential National Highways designated Funds bid.
Milford Transport 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.	Feasibility study complete.
Guildford Sustainable Movement Corridor Programme - SMC1-6 Six corridor improvement projects in and around Guildford. To include: (1) West (Research Park & Blackwell Farm) (2) Yorkie's Bridge (3) Town Centre Phase 1 (4) Town Centre Phase 2 (5) North to Slyfield (6) North to Gosden Hill Farm.	The proposal is to work with Guildford Borough Council and review the approach to the delivering these packages of schemes. Corridor one: Phase 1 and 2 have been completed. Phase 3 is on hold due to third party land availability. Phase 4 is at design delivery stage. Design on the remaining five corridors has yet to commence.
Guildford West Rail Station (Park Barn) New rail station development.	SCC working with Network Rail to develop design options. GBC have been involved with this process.
Network Rail/DfT Access for All Improve access at and to rail stations to include hub amenities e.g. shelter, cycle parking, security measures. Stations include Horsley, Esher and Dorking Deepdene.	Access for All bid made and awaiting DfT feedback.
Felbridge A22/A246 Junction Capacity Review of existing junction to improve capacity and enhance existing cycling and pedestrian facilities.	Felbridge junctions project subsumed into overarching A22 corridor study. SCC working with WSCC to develop project scope.
Staines Town Centre Traffic Improvements Various junction improvements in Staines town centre to provide capacity for through traffic and improve sustainable transport.	Any potential proposals are yet to be developed as we are still awaiting the conclusion of the Staines Development Framework, which is currently under refinement by SBC.
Kiln Lane Link The provision of a new crossing of the railway line between the Longmead and Nonsuch	Scheme would need to be part of a longer-term Masterplan for the area to support its economic case.

Project	Update
business areas which are centrally located between Epsom Town Centre and Ewell Village. This will support Epsom & Ewell Borough Council's Masterplan	

Location Plan of Category 1 and 2 Projects



● Existing Category 1 Projects

- 1-001 A308 Modernisation
- 1-002 Croydon Road Regeneration, Caterham
- 1-003 Three Arch Road/ A23 Junction Place Improvements
- 1-004 Weybridge Town Centre Improvement
- 1-005 Woodhatch Junction Improvements
- 1-006 Tongham Village and Ash Improvements
- 1-007 Boxgrove Roundabout: To link 3 cycling routes
- 1-008 Cranleigh Public Realm Enhancements
- 1-009 Ash Vale rail station access
- 1-010 Shelveys Hill, Tadworth Flood Reduction
- 1-011 Staines Iron Bridge (short term improvements)
- 1-012 A3100 London Road, Guildford
- 1-013 Redhill to East Surrey Hospital, Earlsbrook Rd
- 1-014 Ashford Park Estate LTN

● New Category 1 Projects

- 1-015 E-Bike Infrastructure, Guildford
- 1-016 Ewell Village Improvements
- 1-017 Horley Town Centre
- 1-018 Woking STC
- 1-019 A320 HIF Scheme

● New Category 2 Projects

- 2-200 Pedestrianising The Square, Shere
- 2-201 The Street, Compton - Road safety and Public Realm Enhancements
- 2-202 Guildford East Rail Station (Marrow Park)
- 2-204 Smarter Corridor Study (County wide)

● Existing Category 2 Projects

- 2-4 A24 Horsham to Dorking
- 2-8 A245 Smarter Highway
- 2-23 Addlestone Town Improvements
- 2-36 Church Road, Ashford
- 2-45 Elmbridge LCWIP
- 2-48 Epsom Ewell LCWIP
- 2-49 Epsom Town Centre
- 2-57 Camberley to Frimley NH Designated Funds
- 2-59 Godalming to Guildford NH Designated Funds
- 2-63 Guildford Town Centre
- 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
- 2-101 Staines Town Centre Improvements
- 2-103 Surrey Heath LCWIP
- 2-107 Tandridge LCWIP
- 2-113 Waverley LCWIP
- 2-115 Woking LCWIP: Town centre
- 2-119 Wider Woking LCWIP
- 2-122 Waverley - Bullers Rd and Hale Reeds School streets
- 2-65 Guildford SMC Programme 1-6
- 2-80 Guildford West Rail Station (Park Barn)
- 2-123 A22/A264 Junction, Felbridge
- 2-129 Milford Transport 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: Flood Alleviation Projects 2023/24

Area	Type	Project Name	SCC Funded	Grant Funded
Waverley	Construction	Alfold (Non-GiA interventions)	£100,000	
Waverley	Construction	Alfold GiA PFR		£80,000
Mole Valley	Construction	Brockham and Strood Green, FAS	£30,000	
Tandridge	Construction	Caterham Bourne Viaduct	£100,000	
Tandridge	Construction	Caterham Levelling Up Bid Items	£80,000	
Tandridge	Construction	Caterham OTH PFR	£14,000	£330,000
Reigate & Banstead	Construction	South Merstham Malmstone Avenue	£300,000	
Reigate & Banstead	Construction	Raven Housing Waterbutts	£50,000	
Surrey Heath	Contribution	Addlestone FAS contribution (EA)	£100,000	
Tandridge	Contribution	Caterham OTH SuDS & Raingardens (incl Queens Park) (TDC)	£100,000	
Woking	Contribution	Sanway Byfleet FAS (EA)	£300,000	
Reigate & Banstead	Contribution	South Merstham Recreation Ground (R&BBC)	£200,000	
Woking	Contribution	Woking Raingarden Retrofits (WBC)	£240,000	
Countywide	Resource	Critical Drainage Support (Borough & Districts)	£100,000	
Reigate & Banstead	Scheme Development	Burgh Heath FAS		£50,000
Countywide	Scheme Development	Countywide PFR (Build Back Better)	£25,000	
Waverley	Scheme Development	Farnham FAS		£60,000
Spelthorne	Scheme Development	Lower Thames Corridor Surface Water Study		£50,000
Reigate & Banstead	Scheme Development	Reigate FAS		£20,000
Tandridge	Scheme Development	Smallfield - GiA Scheme		£100,000
Reigate & Banstead	Scheme Development	South Earlswood FAS (West)		£25,000
Reigate & Banstead	Scheme Development	South Merstham FAS		£50,000
Spelthorne	Scheme Development	Sweeps Ditch feasibility and surveys	£50,000	
Reigate & Banstead	Scheme Development	Whitebushes FAS (S Earlswood East)		£10,000
Epsom & Ewell	Scheme Development	Worcester Park FAS		£10,000
Reigate & Banstead	Scheme Development	South Merstham Moat Feasibility	£30,000	
Woking	SIP Contribution	Broad Ditch Wisley Lane Culvert	£100,000	
Reigate & Banstead	SIP Contribution	Great Tattenhams Soakaways	£30,000	
Reigate & Banstead	SIP Contribution	Tadworth Placemaking Contribution	£250,000	
Tandridge	SIP Contribution	Wheelers Lane Raingarden	£100,000	
Woking	SIP Contribution	Woking Active Travel Permeable Paving	£90,000	
Reigate & Banstead	SIP Contribution	A217 Highway Improvements	£100,000	
Total			£2.50m	£0.70m