

SURREY COUNTY COUNCIL**CABINET****DATE: 26 MARCH 2024****REPORT OF: NATALIE BRAMHALL – CABINET MEMBER FOR PROPERTY, WASTE AND INFRASTRUCTURE****LEAD OFFICER: KATIE STEWART – EXECUTIVE DIRECTOR FOR ENVIRONMENT INFRASTRUCTURE AND GROWTH****SUBJECT: SURREY INFRASTRUCTURE PLAN – PHASE 5 SCHEMES**

ORGANISATION STRATEGY GROWING A SUSTAINABLE ECONOMY SO EVERYONE CAN BENEFIT, ENABLING A GREENER FUTURE, EMPOWERING
PRIORITY AREA: 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 (SIP) and associated 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 of the earlier phases which have been approved by Cabinet.

RECOMMENDATIONS:

It is recommended that Cabinet:

1. Agree the implementation of the Surrey Infrastructure Plan Phase 5 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 the implementation of the Surrey Flood Alleviation Programme 2024/25 to 2025/26 as identified in this report and set out in Appendix 4a, within the approved budget envelope, subject to the final business case for each scheme being approved by the Capital Programme Panel.
3. Agree the implementation of the Smallfield and Reigate Flood Alleviation scheme as identified in this report and set out in Appendix 4b, within the approved budget

envelope, subject to the final business case for each scheme being approved by the Capital Programme Panel.

4. Agree to delegate the development and delivery of the schemes to the Executive Director for Environment, Infrastructure & Growth, in consultation with the Cabinet Member for Property, Waste and Infrastructure.

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 fifth phase of SIP 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.

DETAILS:

Background

1. Cabinet approved the adoption of a prioritisation framework to assess infrastructure projects at its meeting on 23 February 2021. The framework enables infrastructure schemes to be assessed against SCC priority objectives, as contained in its Organisational Strategy 2021-2026. The SIP provides a framework to identify opportunities for the Council to maximise the value of investment by ensuring multiple outcomes are achieved wherever possible. Governance and oversight of the delivery of these infrastructure projects is provided 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 stakeholders 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 more 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 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.

Surrey Infrastructure Plan – Project selection

5. Through the development of the SIP, a list of over 140 infrastructure projects have been identified between SCC and its partners. All schemes have been 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 fifth phase, noted in **Appendix 1**, have been recommended for implementation based on the availability of funding, support from the relevant District or Borough, their feasibility, and their assessment against the SIP prioritisation framework.
6. The estimated cost of the next phase of Category 1 projects is approximately £6.95m, made up of £2.10m from SCC capital which in turn looks to leverage in approximately £4.85m from external partners or from Section 106 planning contributions / 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.
7. An update on the status of the previously approved Category 1 projects is included in **Appendix 2**.
8. 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.
9. In addition to the SIP projects, this report presents the Surrey Flood Alleviation Programme for 2024/25 and 2025/26. This programme will look to invest approximately £12.29m over the next two financial years, made up of £7.83m from SCC capital which in turn leverages in approximately £4.46m from external grants. A list of these projects is included in **Appendix 4**.

Surrey Infrastructure Plan – Phase 5 Projects

10. The projects considered as part of this fifth phase are summarised below:

Godalming to Guildford Cycle and walking Corridor (Phase 1) [£6.25 million]

11. SCC have been developing proposals for a 7km long cycling and walking corridor between Guildford and Godalming. The scheme will deliver high-quality active travel infrastructure to serve both towns as well as the communities in between. The scheme is strongly aligned with the County Council's Local Transport Plan 4, Greener Futures agenda, and Community Vision for Surrey in 2030. It also supports key policies set by both Waverley Borough Council and Guildford Borough Council.
12. During 2021, a non-statutory public consultation exercise was conducted. This exercised received over 1,000 responses of which 66% of respondents either supported or strongly supported the proposals. Many of the respondents recognised that the proposals would provide a more continuous, attractive, and safer route for both pedestrians and cyclists.
13. Since the 2021, SCC has developed the first phase of the scheme concentrating on the southern half of the route between Godalming and Peasmarsh. Subject to securing further external funding it is anticipated construction would commence during 2024/25. Further phases of the project will be taken forward in future years subject to securing additional funding.
14. The total cost of the first phase of the scheme is estimated to be £6.25 million. SCC will make a capital contribution of up to £1.4 million. With the remaining £4.85 million comprising of third-party funding. SCC have already secured a £1.65 million contribution from National Highways (Designated Funds) and are awaiting the outcome of a second application for funding to Active Travel England (Active Travel Fund). Further funding will also be made available from Waverley Borough Council. They have allocated CIL funding to the scheme as this supports their Local Plan objectives, and their aims and targets of their Climate Emergency agenda. In addition, funding may also be leveraged in from S106 developer contributions, the value of which will be agreed with the Borough Council to ensure it can be appropriately used on the project. Subject to the outcome of the second application for funding from Active Travel England, both CIL and S106 contributions will either contribute to the overall project or offset SCC capital investment.

The Street, Compton, Highway & Public Realm Improvements [£0.4 million]

15. The project will introduce traffic calming measures to improve road safety and enhance public realm in Compton, creating a high-quality environment which is attractive and safe for all road users.

16. The project seeks to introduce raised tables in suitable locations along The Street to address known speeding issues. Gateways into the village will also further help reduce vehicle speeds. These will be co-designed with community groups, residents and the Parish Council to ensure they reflect and celebrate local heritage. The project will include enhancement of the existing public realm and improved biodiversity through the introduction of new planting areas and seating. This will create a more pleasant space for residents to enjoy, contributing to improved health and wellbeing. Pedestrian and cycle improvements are also being considered along Down Lane, encouraging access to The Watts Gallery and Chapel. The bus stop area outside the Watts Gallery will be upgraded to further encourage active travel and create a safe waiting area for pedestrians.
17. Initial stakeholder engagement has taken place with the Parish Council and other key local stakeholders such as Watts Gallery. A wider community engagement event is planned to take place in March.
18. The total cost of the scheme is estimated to be in the region of £400,000 funded by SCC. Match funding options are limited in this locality but are currently being explored, and if secured would reduce the SCC proposed contribution accordingly.

Kings Road, Shalford Improvements [£0.3 million]

19. Kings Road, Shalford, in addition to serving the local parade of shops, is currently used as a diversion to avoid queuing traffic at the Horsham Road roundabout. This creates a hostile environment for pedestrians and therefore detracts from residents and visitors the use of local businesses. The project aims to address this issue by re-aligning the existing road layout, changing the priority of traffic, and widening the footways along this road. These measures will not only slow vehicles but will also reduce the overall number of vehicles using the road, creating a safer, more pleasant environment for pedestrians. The improved pedestrian permeability and widened footways will provide an opportunity for businesses to have more tables and chairs outside their premises. Additional seating and dense planting will also be provided, enhancing the biodiversity and enjoyment of the space whilst creating a buffer from the traffic. Existing parking spaces will be re-allocated. More cycle parking will also be introduced to cater for the growing demand from cyclists.
20. These improvements should encourage more sustainable travel to Shalford's local shops, encourage greater use of the local businesses as well as providing a safe, pleasant environment where the local community can come together contributing to improved health and wellbeing. Initial discussions with local businesses have shown that they are keen to see improvements made to the area. A wider public engagement is planned to take place in early April.

21. The total cost of the scheme is estimated to be in the region of £300,000 funded by SCC. Match funding options are limited in this locality but are currently being explored, and if secured would reduce the SCC proposed contribution accordingly.

**Surrey Flood Alleviation Programme [2024/25 to 2025/26]
[£12.29 million]**

22. In October 2019, Cabinet approved investing £33 million over 10 years for delivering the objectives of the Surrey Local Flood Risk Management Strategy. This investment, supplemented by grants from the Environment Agency (EA) forms the Surrey Flood Alleviation Programme. Details of the programme for 2024/25 and 2025/26 can be found in **Appendix 4a**. The programme is monitored by the Cabinet Member for Environment, is regularly reviewed at the Surrey Infrastructure Plan Programme Board and at the Surrey Flood Risk Partnership Board as recommended by Cabinet in October 2021.
23. The Surrey Flood Alleviation Programme forms part of our overall work in managing the flood risk across the County. SCC teams are currently carrying out investigations in communities affected by the recent flooding resulting from Storm Henk. These, alongside our ongoing work with other Risk Management Authorities such as the EA, Districts and Boroughs and utility companies, will feed into future programmes of work and activities. This programme is in addition to the £237 million investment into the development and delivery of the River Thames Scheme which will reduce the risk of flooding for communities adjacent to the Thames.
24. Flood alleviation schemes have long development and delivery timescales, which make it challenging to accurately forecast costs across financial years. The programme expenditure presented in this report is over the next two financial years (2024/25 and 2025/26) which allows officers to manage expenditure on each scheme within that two-year budget envelope and reduce the risk of total variance.
25. The Surrey Flood Alleviation Programme has historically been at a higher risk of underspend than overspend. This is mainly due to the value of contributions to schemes delivered to external partners, which we have reduced control over. To mitigate this, officers have intentionally over-programmed the scheme list to a higher value than approved in the MTFs, with the expectation that some items will be delayed or fall through entirely. Additional schemes for development may be raised either internally or by partners in response to flood incidents.
26. Within the two-year investment plan is a programme of development projects. These are currently in progress or are due to commence drainage catchment investigations and grant-funded economic feasibility studies. Project business cases will be submitted through appropriate governance when and if required. The values given include assumed delivery costs post-business case approval. The Development Project programme will be used to manage the risk of variance within the approved budget envelope for these years, as at this stage

work can easily pause or accelerate as needed. Although specific projects are named, projects that do not pass feasibility will be removed and replaced with other upcoming priority flood projects within the same value envelope.

27. From this programme, Cabinet approval is required for the following schemes detailed below. These schemes will be delivered across three years and the estimated costs for 2024/25 and 2025/26 are included in the total programme cost of £12.291m. We are seeking Cabinet approval for the total cost of the schemes, the remainder of which will be delivered in 2026/27. See detail in **Appendix 4b**.

Reigate Flood Alleviation Scheme - £1.29 million

28. The Reigate Flood Alleviation Scheme aims to reduce flood risk for 84 properties that have historically flooded or that are modelled to be at high risk of flooding by offering Property Flood Resilience (PFR) measures e.g. flood doors, removeable flood barriers, non-return valves, and air brick covers. The aim of these measures is to minimise the impacts of flooding and significantly reduce the time and cost of restoring the property after a flood event.
29. The scheme cost is £1.29 million with funding secured through the Environment Agency of £990,000. The remaining £300,000 will come from the Surrey Flood Alleviation Programme. These costs include a 30% contingency as per DEFRA Flood and Coastal Erosion Risk Management guidance. The projected profile for this expenditure is £55,000 in 2024/25, £985,000 in 2025/26 and £250,000 in 2026/27.
30. The scheme will be delivered using the EA National PFR Framework in two phases with survey and design stage happening first followed by installation and construction. This will take place across three financial years with completion expected in 2026/27.

Smallfield Flood Alleviation Scheme £3.88 million

31. The Smallfield Flood Alleviation Scheme aims to reduce flood risk for 175 properties that have historically flooded or that are modelled to be at high risk of flooding through a combination of a flood storage area that will reduce high water levels through the village by storing water and by offering PFR measures.
32. The scheme cost is £3.88 million, of which the Council has applied for £3 million from the EA. The remaining £880,000 will come from the Surrey Flood Alleviation Programme. These costs include a 30% contingency as per DEFRA Flood and Coastal Erosion Risk Management guidance. The projected profile for this expenditure is £500,000 in 2024/25, £1,796,000 in 2025/26 and £1,584,000 in 2026/27.
33. As in the Reigate scheme, the PFR measures will be delivered using the EA National PFR Framework in two phases with survey and design stage happening first followed by installation and construction. This will take place across three financial years with completion expected in 2026/27. The flood storage area will be delivered using Atkins for design under the professional services contract and then construction will follow.

RISK MANAGEMENT AND IMPLICATIONS:

34. 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

35. The development of the SIP has been funded by the Council's Feasibility Fund. The Council's capital pipeline makes provision for scheme costs, and this report outlines the estimated costs for the projects/programmes noted in this next 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.
36. 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 overall SIP 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.
37. The revenue impact of borrowing is shown in table 1 and is factored into the Council's Medium Term Financial Strategy.

Table 1 – Borrowing costs

£m	24/25	25/26	26/27	27/28	28/29	29/30	Total
Borrowing Costs	0.08	0.14	0.18	0.20	0.20	0.20	1.01

SECTION 151 OFFICER COMMENTARY

38. Significant progress has been made in recent years to improve the Council's financial resilience and the financial management capabilities across the organisation. Whilst this has built a stronger financial base from which to deliver our services, the increased cost of living, global financial uncertainty, high inflation and government policy changes mean we continue to face challenges to our financial position. This requires an increased focus on financial management to protect service delivery, a continuation of the need to be forward looking in the medium term, as well as the delivery of the efficiencies to achieve a balanced budget position each year.
39. In addition to these immediate challenges, the medium-term financial outlook beyond 2024/25 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 the stable provision of services in the medium term.

40. The Surrey Infrastructure Plan is included in the approved capital programme 2023-28. Individual schemes will be considered in detail by the Council’s Infrastructure Board and Capital Programme Panel as appropriate in accordance with existing governance arrangements, within the overall Surrey Infrastructure Plan budget envelope approved by Cabinet. As such, the Section 151 Officer supports the proposed approach.

LEGAL IMPLICATIONS – MONITORING OFFICER

41. 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

42. The Public Sector Equality Duty is a duty imposed on all UK public bodies by section 149 of the Equality Act 2010, to have due regard when exercising their functions and making decisions to the need to eliminate the types of conduct which are prohibited under the Equality Act 2010 and to advance equality of opportunity and foster good relations between those who have particular protected characteristics and those who do not. 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:

43. 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 & 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

	<p>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.</p>
--	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

ENVIRONMENTAL SUSTAINABILITY IMPLICATIONS

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

PUBLIC HEALTH IMPLICATIONS

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

WHAT HAPPENS NEXT:

46. 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.

47. The Surrey Flood Alleviation Programme schemes Smallfield and Reigate will be procured once the Environment Agency have approved the Business Case. The wider programme will seek appropriate approval at Infrastructure Board, Capital Programme Panel or Cabinet in consultation with the Cabinet member for Environment.

Report contact: James Vaks, PMO Manager, PPS, EIG Directorate

Contact details: james.vaks@surreycc.gov.uk

Consulted:

Communities, Environment and Highways Select Committee – 18 January 2021

Appendices:

Appendix 1: Category 1, Phase 5 Projects

Appendix 2: Progress update on Category 1 projects previously approved by Cabinet

Appendix 3: Category 2 Projects

Appendix 4a: Surrey Flood Alleviation Programme for 2024/25 and 2025/26

Appendix 4b: Reigate and Smallfield Flood Alleviation Schemes

Sources/background papers:

Surrey Infrastructure Prioritisation Framework – Technical Note, January 2021

Appendix 1: Category 1, Phase 5 Projects

Project	Estimated Project Capital Cost	SCC Contribution requested	Third Party Contributions
The Street, Compton Improvements	£0.40m	£0.40m	No contributions identified but will continue to explore further funding opportunities.
Kings Road, Shalford Improvements	£0.30m	£0.30m	No contributions identified but will continue to explore further funding opportunities.
Godalming to Guildford Cycle and walking Corridor (Phase1)	£6.25m	£1.40m	<p>£1.65m secured from National Highways (Designated Funds)</p> <p>Awaiting outcome of a further bid to Active Travel England (up to £3.2m). Funds will either contribute to any funding shortfall or offset SCC contribution.</p> <p>Up to £0.6m CIL + S106 contributions. Value to still be agreed. Funds will either contribute to any funding shortfall or offset SCC contribution.</p>
Total	£6.95m	£2.10m	

Notes:

1. All projects will be subject to business case approval.
2. This table excludes Surrey Flood Alleviation Programme. Refer to Appendix 4 for details of these projects.

Appendix 2: Progress update on Category 1 projects previously approved by Cabinet.

Project	Update
A25 Dorking to Reigate Safer Roads Fund Project	Implementation of these improvement measures will take place during 2024 (from April) although high containment kerbs have already been installed at several locations along the route.
A308 Corridor Improvements	Construction of Black Dog Junction Improvements complete. Shears Road Junction Improvements to commence in April 2024.
A3100 London Road, Guildford - Active Travel Scheme	Feasibility design and public consultation completed. The Cabinet Member is now expected to decide on the next steps for the scheme taking feedback from the public consultation in February 2024.
A320 Woking HIF Scheme	Project will not progress. Following the Woking Executive meeting on 5th October, it was agreed that Woking BC and SCC will pursue alternative small-scale improvements to public realm and walking and cycling infrastructure on the south side of the bridge to enhance sustainable travel options.
Ash Road Bridge	This is a Guildford BC (GBC) led project. Construction in progress. Funding agreement between SCC and GBC to enabled SCC to make capital contribution to the project.
Ashford Park Estate Low Traffic Neighbourhood	Detailed design in progress. Consultation programmed to commence from Spring 2024.
Boxgrove Roundabout, Guildford - Active Travel Scheme	Feasibility design and public consultation completed. The Cabinet Member is now expected to decide on the next steps for the scheme taking feedback from the public consultation in February 2024.
Caterham Town Improvement Package	The project had relied on Government Levelling Up Funding to progress. This was not secured. SCC are continuing to hold discussions with Tandridge DC to explore alternative funding options.
Cranleigh High Street Public Realm Enhancements	A phased construction programme is proposed for this project. Consultation continues between members officers and residents.
Croydon Road Regeneration, Caterham	Construction programmed to commence in February 2024.

Project	Update
Guildford E-Bike Scheme	Scheme programmed to launch in Spring 2024.
Ewell Village Improvements	Following the consultation exercise conducted during June and July 2023, a further engagement exercise is now proposed in February 2024. This will determine how the project will progress.
Farnham Town Centre Improvements	Following the public consultation exercise conducted during 2023, detailed design of the project is progressing.
Horley Town Centre revitalisation programme	Design of this multi-phased project ongoing. Construction of the High Street public realm improvements is programmed to commence summer 2024.
Local Street Improvements Tranche 1A Programme	<p>Liveable Neighbourhoods Programme was re-branded as the Local Street Improvements (LSI). LSI will deliver the same outcomes as Liveable Neighbourhoods, i.e., solutions that improve the pedestrian and cycling environment through interventions to lower speeds, and increase the perception of road safety, particularly for the vulnerable road user groups.</p> <p>Early design development and engagement activities ongoing for both Sunbury and Egham LSI zones.</p> <p>The Cabinet Member for Transport and Infrastructure endorsed the design development of five other LSI zones as a part of the Tranche 1A Programme. These include Woking (WO10), Chertsey (R15), Walton (EL6) and Sunbury-on-Thames (SP4&5). Design on these zones has now commenced.</p> <p>Additional LSI zones in Cranleigh and Farncombe are also being considered, although will be subject to successful bids in Waverley Borough Council's CIL bidding round.</p>
Pedestrianisation of the Square, Shere	Proposals to pedestrianise The Square will undergo a six-month trial period. Subject to further community engagement this will commence during Spring 2024.
Redhill to East Surrey Hospital via Earlsbrook Road - Active Travel Scheme	Detailed design in progress.
Shelvers Hill, Tadworth Flood Reduction	Preliminary Design has commenced. Subject to the design phase and public engagement works are programmed to take place in 2025.

Project	Update
Three Arch Junction Improvements	SCC officers are working with Reigate and Banstead BC to agree land exchange requirements and timescales for this. Design is progressing concurrently with this exercise.
Tongham Village & Ash Improvements	Construction of this project has been split into two phases. Construction of Phase 1 (Gateways) will be completed by March 2024. Construction of Phase 2 (Roundabout and Bus Stop Improvements) is programmed to commence from Summer 2024.
Water Lane Pedestrian Crossing, Farnham	Construction of scheme programmed to commence from April 2024.
Weybridge Town Centre Improvements	Project moving to construction phase, although timeframes are heavily influenced by the concurrent construction of the M25 Junction 10 improvement scheme. With restricted network availability within the town until at least October 24, the focus will be to construct Manby Lodge crossing by September with the remaining elements of the project co-ordinated after the network restrictions are lifted.
Woking Sustainable Transport Corridor Improvements	This multi-element project was not funded by Government as part of the levelling up bid that was made in August 2022. SCC are exploring alternative funding options.
Woodhatch Junction Improvements	SCC officers are reviewing proposal with Reigate and Banstead BC to consider alternative funding options to deliver improvements at the existing junction.

Appendix 3: Category 2 Projects

New Category 2 Projects

Project	Project Details
Woking Triangle Improvement Scheme	Improvements to public realm and walking and cycling infrastructure (involving improved highway signing, lining and surfacing) on the south side of Victoria Arch bridge to enhance sustainable travel options.

8

Existing Category 2 Project (as previously reported)

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 study completed and outcomes of this exercise has been shared with Councillors. Awaiting feedback to determine next steps.
Church Road Ashford Town Centre Improvements	Feasibility design now commenced. Early engagement event held during December 2023.
Guildford Town Centre Improvements	Review conducted to determine which elements of the 'Shaping Guildford Future' Masterplan can be taken forward. Initial focus of funding is expected to cover flood alleviant/prevention measures, with SCC working in partnership with the Environmental Agency.
Staines Town Centre Improvements	Following the completion of works beneath Iron Bridge in May 2023, SCC Officers are continuing to engage with colleagues at Spelthorne Borough Council, through the Joint Infrastructure Group, to identify any future projects which are a shared priority for both organisations.

Active Travel Projects

Projects to provide safer and more attractive facilities for cycling and pedestrians whilst looking to overcome existing barriers to walking, wheeling, and cycling both. These projects will link to the LCWIPs.

Project	Update
Camberley to Frimley	Detailed design work is being progressed during 2023/24 for a cycleway between Camberley and Frimley.
Redhill to Hooley	The project team are working with National Highways to progress the feasibility of cycle infrastructure through Hooley which spans the Strategic Road Network managed by National Highways. The feasibility study has also investigated the feasibility of infrastructure between Redhill and Merstham, and between Merstham and Hooley on the Local Road Network managed by SCC.
Clockhouse Lane pedestrian and cycle scheme	A feasibility study is being completed during 2023/24 to determine whether there is a sufficiently strong Business Case to provide improved pedestrian and cycle facilities along Clockhouse Lane where it passes over the railway line to the north of Ashford.
Lower Sunbury Crossing	Initial feasibility study complete. SCC holding ongoing discussions with both Elmbridge BC and Spelthorne BC to agree the next stage of feasibility work and potential funding sources to deliver a future project.
Waverley - Bullers Rd and Hale Reeds School Streets	Design is nearly complete, and engagement and consultation will proceed during spring. Subject to this, implementation of measures to be programmed over the school summer holidays.

Local Cycling and Walking Implementation Plans (LCWIPs)

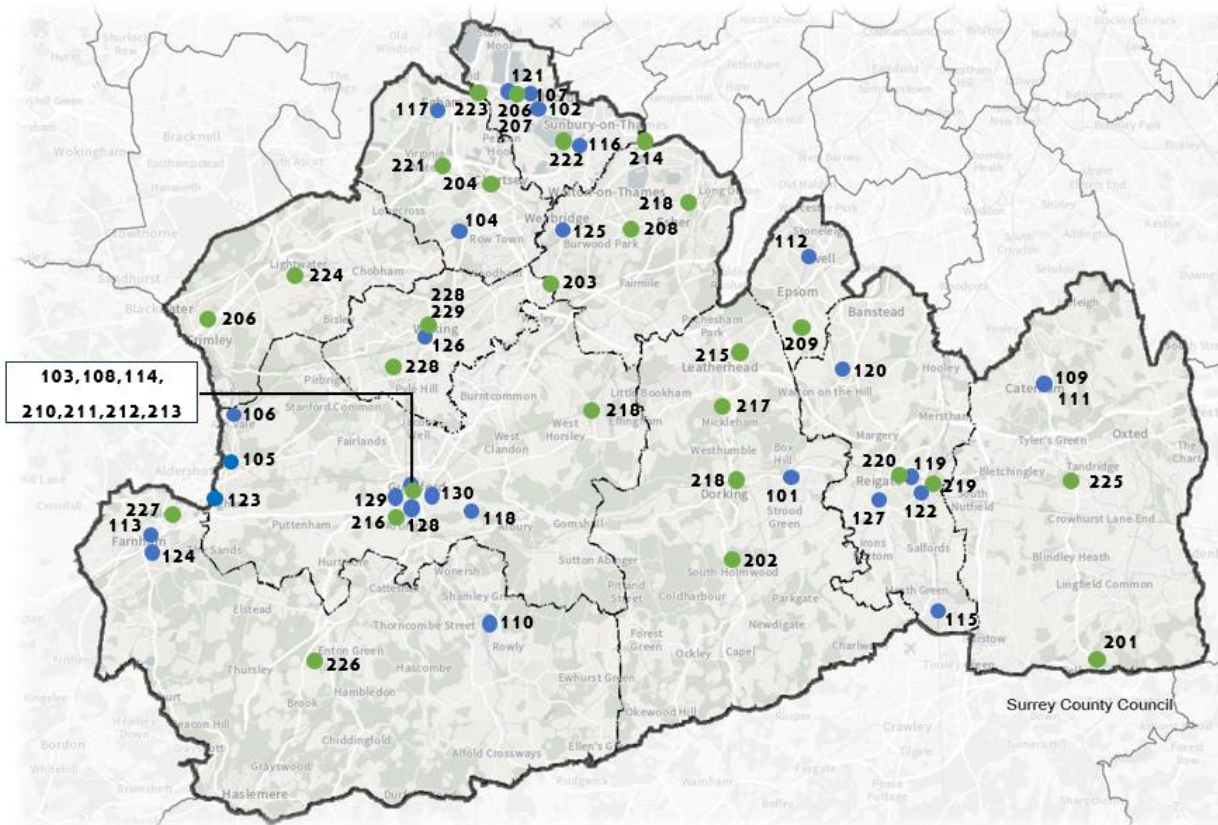
Projects that have been developed in partnership with local Boroughs and Districts to identify new or improved walking and cycling facilities. Further schemes to be added to this list pending review.

Project	Update
Woking Town	Initial pilot LCWIP for Surrey completed. Scheme design/development being taken forward with support from DfT/ Active Travel England in preparation for capital funding bid for delivery stage.
Reigate and Banstead	LCWIP stage 1 plan complete and signed off. Stage 2 feasibility design/development underway for phase 1 priority schemes. Baseline scheme review completed against Active Travel England design criteria.
Spelthorne	As above
Elmbridge	As above
Runnymede	As above
Guildford	LCWIP development underway, in parallel with Guildford bus priority study. Early stakeholder engagement completed to inform priority route selection and concept design work. LCWIP stage 1 due for completion Q4 23/24.
Surrey Heath	LCWIP development underway. Early stakeholder engagement completed to inform priority route selection and concept design work. LCWIP stage 1 due for completion Q4 23/24.
Mole Valley	LCWIP stage 1 plan complete and signed off. Stage 2 feasibility design/development being prepared to commence Q4 23/24.
Epsom Ewell	LCWIP development underway. Early stakeholder engagement in progress to inform priority route selection and concept design work. LCWIP stage 1 due for completion Q1 24/25.
Waverley	LCWIP stage 1 plan complete and signed off. Stage 2 feasibility design/development being prepared to commence Q4 23/24, with inclusion of Farnham Town LCWIP priority schemes.
Tandridge	LCWIP project scope being agreed with Tandridge DC. Project proposal being prepared. Programmed for Q4 23/24 start.
Wider Woking	LCWIP project scope being agreed with Woking BC, with requirement to develop wider borough active travel routes for connection to existing Woking town LCWIP plans. Project proposal being prepared. Programmed for Q4 23/24 start.

Transport Improvement Schemes

Project	Update
A24 Dorking to Horsham Improvements	Design development progressing. Optioneering workshop complete traffic modelling exercise now progressing.
A22 Whyteleafe to East Grinstead corridor study (inc. A264 Corridor)	This is joint commission with West Sussex County Council. Feasibility design ongoing.
M25 Jnc 9 (A24/A243)	Scoping of project continuing with National Highways.
A245 Smarter Highway - West Byfleet to Painshill	Design of cycling and walking improvement corridor between Cobham and Painshill to commence in spring 2024. Funding being agreed with National Highways (Designated Funds).
Milford Transport Study	The study complete. Now actively seeking funding opportunities, including developer contributions to take forward those projects identified from study.
Guildford Sustainable Movement Corridor Programme	SCC are working with Guildford BC to review and agree the approach to the deliver these packages of schemes.
Guildford West Rail Station (Park Barn) New rail station development.	Project pending further dialogue with Guildford BC and Network Rail.
Network Rail/DfT Station Access for All (AfA)	Awaiting AfA funding decision for the following stations: Ash Vale, Dorking Deepdene, Esher, Horsley.

Location Plan of Category 1 and 2 Projects



Category 1 Projects

101	A25 Dorking to Reigate Safer Roads Fund Project
102	A308 Corridor Improvements
103	A3100 London Road, Guildford - Active Travel Scheme
104	A320 Woking HIF Scheme
105	Ash Road Bridge
106	Ash Vale Station
107	Ashford Park Estate Low Traffic Neighbourhood
108	Boxgrove Roundabout, Guildford - Active Travel Scheme
109	Caterham Town Improvement Package
110	Cranleigh High Street Public Realm Enhancements
111	Croydon Road Regeneration, Caterham
112	Ewell Village Improvements
113	Farnham Town Centre Improvements
114	Guildford E-Bike Scheme
115	Horley Town Centre revitalisation programme
116	LSI 1A Programme - Sunbury
117	LSI 1A Programme - Egham
118	Pedestrianisation of the Square, Shere
119	Redhill to East Surrey Hospital via Earlsbrook Road - Active Travel Scheme
120	Shelvers Hill, Tadworth Flood Reduction
121	Staines Iron bridge improvements
122	Three Arch Junction Improvements
123	Tongham Village & Ash Improvements
124	Water Lane Pedestrian Crossing, Farnham
125	Weybridge Town Centre Improvements
126	Woking Sustainable Transport Corridor Improvements
127	Woodhatch Junction Improvements

Category 2 Projects

201	A22 Whyteleafe to East Grinstead corridor study – including A284 Corridor
202	A24 Dorking to Horsham Improvements
203	A245 Smarter Highway - West Byfleet to Painshill
204	Addlestone Town Improvements
205	Camberley to Frimley Cycle and Walking Corridor
206	Church Road Ashford – town centre improvements
207	Clockhouse Lane pedestrian and cycle scheme
208	Elmbridge LCWIP
209	Epsom Ewell LCWIP
210	Guildford LCWIP
211	Guildford Sustainable Movement Corridor Programme
212	Guildford Town Centre Improvements
213	Guildford West Rail Station (Park Barn) New rail station development.
214	Lower Sunbury Crossing
215	M25 Junction 9 (A24/A243)
216	Milford Transport Study
217	Mole Valley LCWIP
218	Network Rail/DfT Access for All. Improve access at Ash Vale, Horsley, Esher and Dorking Deepdene rail stations.
219	Redhill to Hooley Cycle and Walking Corridor
220	Reigate and Banstead LCWIP
221	Runnymede LCWIP
222	Spelthorne LCWIP
223	Staines Town Centre Improvements
224	Surrey Heath LCWIP
225	Tandridge LCWIP
226	Waverley LCWIP
227	Waverley - Bullers Rd and Hale Reeds School Streets
228	Wider Woking

New Category 1 Projects (Phase 5)

128	Godalming to Guildford Cycle & Walking Corridor
129	The Street, Compton - Road safety and Public Realm Enhancements
130	Kings Road Improvements, Shalford

New Category 2 Projects (Phase 5)

229	Woking Triangle Improvement Scheme
-----	------------------------------------

Appendix 4a: Surrey Flood Alleviation Programme for 2024/25 and 2025/26

All figures in £ 000s				
Category	Estimated Spend in 24/25 & 25/26	SCC Funding (SFAP)	Grant Funded	Project Name
Contributions to External Projects	5000	5000		EA - Sanway Byfleet Flood Alleviation Scheme*
	600	600		EA - Lower Mole Flood Alleviation Scheme Major Refurbishment Works
	200	200		RBBC - South Merstham Recreation Ground
	100	100		EA - Addlestone Flood Alleviation Scheme
	100	100		TDC - Caterham Queens Park and catchment SuDS
subtotal	6000	6000	0	
Virements to Internal SCC Projects	830	330	500	Placemaking - Shelveys Way**
	340	340		A320 St Peters Hospital**
	200	200		Placemaking - Croydon Road**
	100	100		Caterham Raingardens (HWY capital drainage)**
	100	100		Placemaking - Cranleigh**
subtotal	1570	1070	500	
Flood & Climate Resilience Team Projects in Delivery Phase	2296	350	1946	Smallfield Flood Alleviation Scheme
	80	80		A217 Highway Improvements
	625	625		Woking Raingarden Retrofits
	1040	50	990	Reigate Flood Alleviation Scheme
	270		270	Alfold Property Flood Resilience
	125	75	50	Ash Natural Flood Management
	100		100	Caterham on the Hill Property Flood Resilience
	90	90		Caterham Bourne Dome Hill
	50	50		Tadworth/Nork Waterbutts
30		30	Brockham and Strood Green	
subtotal	4706	1320	3386	
Flood & Climate Resilience Team Development Projects	310	310		Countywide Property Flood Resilience
	260		260	Whitebushes Flood Alleviation Scheme (South Earlswood East)
	105		105	South Merstham Flood Alleviation Scheme
	100	30	70	Farnham Flood Alleviation Scheme
	100		100	Worcester Park Flood Alleviation Scheme
	100	100		South Merstham Malmstone Avenue
	80	30	50	Guildford Surface Water Flood Alleviation Scheme
	80	30	50	Horley Surface Water Flood Alleviation Scheme
	50		50	Lower Thames Corridor Surface Water Study
50		50	South Earlswood Flood Alleviation Scheme (West)	
subtotal	1235	500	735	
Total	13511	8890	4621	
Over-programming	(1,220)	(1,059)	(161)	Intentional overprogramming to offset risk of delay
Total Budget	12,291	7,831	4,460	
* Subject to Cabinet approval				
** Approval sought by relevant SCC delivery team				

Appendix 4b: Reigate and Smallfield Flood Alleviation Schemes

All figures in £000s					
Project Name	Total Cost	Funding Source	2024/25	2025/26	2026/27
Reigate	1,290	Surrey Flood Alleviation Programme		50	250
		Grant Funded	55	935	
Smallfield	3,880	Surrey Flood Alleviation Programme		350	530
		Grant Funded	500	1,446	1,054