

SURREY COUNTY COUNCIL**CABINET****DATE: 27 JUNE 2023**

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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 4 SCHEMES****ORGANISATION STRATEGY
PRIORITY AREA: GROWING A SUSTAINABLE ECONOMY SO EVERYONE CAN BENEFIT, ENABLING A GREENER FUTURE, EMPOWERING COMMUNITIES AND TACKLING HEALTH INEQUALITY****SUMMARY OF ISSUE:**

Investment in infrastructure is essential for sustainable economic growth and to cater for the needs of Surrey's businesses and communities. The Surrey Infrastructure Plan Prioritisation Framework was approved by Cabinet in February 2021. This adopted a new approach to developing and prioritising infrastructure projects across the county. The plan allows for a more flexible approach whereby all 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, May 2022 and November 2022.

RECOMMENDATIONS:

It is recommended that Cabinet:

1. Agree the implementation of the Surrey Infrastructure Plan Phase 4 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.

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 fourth 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.

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 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 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 fourth 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.
6. The estimated cost of the Category 1 projects in this report is approximately £28.42m, made up of £22.62m from SCC capital which in turn leverages in approximately £5.80m 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. 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.
8. An update on the status of the previously approved Category 1 projects is included in Appendix 2.
9. 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 4 Projects

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

A25 Dorking to Reigate Safer Roads Fund Project - £1.8 million

11. The Department for Transport have provided a £1.8 million grant to enable the County Council to introduce a package of highway improvements to reduce the risk of collisions resulting in injury, (especially fatal or serious injury) along the 8.4km route of the A25 between Dorking and Reigate.
12. The Road Safety Foundation (RSF) have identified this route as being within the worst A-road routes in England for the number of fatal and serious injuries per vehicle kilometre travelled. For example, there were a total of 70 collisions resulting in injury from 2017 to the end of November 2022. These included one collision resulting in a fatal casualty, and 22 collisions resulting in serious injuries. It is notable that out of these 70 collisions, 26 (37 per cent) involved injury to motorcyclists and 17 (24 per cent) involved injury to pedal cyclists. This is due in part to the popularity of the road for motorcycling and pedal cycling for leisure, with the popular gathering points of Rykers Café and Box Hill for motorcyclists and pedal cyclists respectively, located not far away. The A25 is also the main east to west route corridor through Surrey.
13. The proposals seek to address deficiencies in the safety of the existing highway, as identified through a specific modelling and appraisal process (iRAP assessment) provided by the Road Safety Foundation. Alongside the deficiencies, the proposals also address known safety problem identified following inspection of the history and pattern of collisions along the route alongside local engineering knowledge of opportunities to improve the infrastructure to reduce the risk and consequences of collisions using a “Safe Systems” philosophy.
14. As well as reducing the risk of road casualties, care has also been taken to ensure that the proposals support the County Council’s Local Transport Plan 4 and DfT’s objectives of supporting active travel. For example, the scheme includes proposals for pedestrian improvements and proposals for cycle lanes segregated from pedestrians and motor vehicles wherever possible in the built-up sections of the route within Dorking and Reigate.

Farnham Town Centre Improvements - £17.5 million

15. The Farnham Town Centre Improvement scheme aims to improve the quality of the public realm with improved access to walking, cycling and bus infrastructure. The safety and user experience across low-carbon, low-cost and healthier forms of travel will contribute to decarbonisation targets, improving health and wellbeing and increasing transport inclusion.
16. A public consultation for the Town Centre options was held between 11 July and 9 October 2022. The consultation outcome recommended Option B, this included Castle Street, Downing Street, The Borough plus the potential for an

active travel route on Park Row. A review of the proposals presented during the consultation exercise on Bear Lane, South Street, Victoria Road, Woolmead Road / East Street – and Union Road is currently being undertaken as views were mixed and there was a need to investigate permitted traffic movements and the impact of the Brightwell's development Section 278 design.

17. The scheme cost is estimated at £17.5 million to support the delivery of this project over the next three years. This report seeks a contribution from SCC for £14.0 million with the remaining match funding found from third party contributions. £250,000 has already been secured through S106 developer contributions. In partnership with Waverly Borough Council and Farnham Town Council, SCC will be seeking further CIL contributions from both parties towards the scheme, for which a bid will be submitted in October 2023. SCC funding would only be drawn down when the full funding from third parties is secured.

Water Lane Pedestrian Crossing, Farnham - £505,000

18. The project aims to optimise the available carriageway space within the adopted public highway, improve air quality through less idling traffic and enhance safety for both vehicular traffic and importantly active travel modes towards the nearby Supermarket and retail opportunities. This will be via an improved toucan crossing, encouraging active travel and contributing to the ongoing shift to Net Zero.
19. The current total scheme cost is estimated at £504,894. Waverley Borough Council has awarded £404,894 of CIL funding, and SCC has secured - through S106 developer contributions - match funding of £100,000.

Pedestrianisation of the Square, Shere - £25,000

20. The project aims to create a pedestrian area in the village centre as a safe space where the community can come together and enjoy the outside space, improving health and wellbeing. The area will be enhanced with seating, planters to create a more pleasant space for residents and visitors to enjoy. Cycle stands will be provided to accommodate visitors to the village and further encourage cycling in the local area. The existing parking will be rationalised allowing the village centre to be accessible to all.
21. The total cost of the scheme is estimated to be in the region of £25,000. Match funding options are limited in this locality but are currently being explored, and if secured would reduce the SCC proposed contribution accordingly.

Liveable Neighbourhoods Tranche 1A Programme - £3.59 million

22. Liveable neighbourhoods will deliver solutions that will improve the pedestrian and cycling environment through interventions to lower traffic speeds and increase the perception of road safety, particularly for vulnerable road user groups. The first batch of DfT (Department for Transport) design-funded Liveable Neighbourhood zones has been identified in the towns of Egham and

Sunbury. The Tranche 1A Programme includes Liveable Neighbourhood Zones namely RU7 in Egham; and SP7 in Sunbury.

Sunbury Liveable Neighbourhood (Zone SP7) - £1,700,000

23. Physical infrastructure will be designed to support compliance with a proposed 20mph speed limit, for example through physical traffic calming and vehicle activated signs. Designs will also include measures to enhance accessibility, for example through additional provision of dropped kerbs, thereby enhancing accessibility for pedestrians including users in wheelchairs, those with push chairs and users with restricted mobility. The DfT has awarded funding of £302,800 funding to progress design and stakeholder engagement. Construction of scheme subject to consultation is from 2024/25. Funding request may be offset by bid to Active Travel England later in 2023/24.

Egham Liveable Neighbourhood (Zone RU7) - £540,200

24. There are a high number of schools and nurseries in vicinity of the zone and the RU7 interventions will aim to complement safer routes to schools and support an active travel lifestyle from an early age. Physical infrastructure will be designed to support compliance with a proposed 20mph road speed limit. Designs will also include measures to enhance accessibility, for example through additional provision of dropped kerbs, thereby enhancing accessibility for pedestrians including users in wheelchairs and those with push chairs and users with restricted mobility. The DfT has awarded funding of £97,700 to develop design proposals and stakeholder engagement for RU7 and SP7 Liveable Neighbourhood zones. Construction is provisionally planned for 2024/25. Funding request may be offset by future bids to Active Travel England later in the year.

Further four Liveable Neighbourhood Zones - £1,350,000

25. Up to four further Liveable Neighbourhoods are to be developed within the Tranche 1A Programme. These zones will be officer-recommended but subject to Cabinet Member approval and will sit within the total project budget envelope of £1,350,000. These four Liveable Neighbourhood zone proposals are still in early development, and further work is necessary to ensure achievement of the highest possible level of community and political acceptance as well as public support. It is anticipated these proposals can be developed during 2023/24 with the potential for some of these to be implemented later in the year, subject to community and member engagement.

Infrastructure to support housing

Ash Road Bridge - £5.0 million

26. Ash Road Bridge is a scheme led by Guildford Borough Council (GBC) to support the development of housing on adjacent land parcels and within the wider Ash & Tongham area. Upon opening of the new road, the level crossing will be closed to motorised traffic. In time a new footbridge should be implemented, by GBC, to allow the level crossing to be stopped up entirely, resulting in a safety improvement for Network Rail.
27. The closure of the level crossing to motorised traffic will reduce congestion in the area and improve capacity at several junctions. It is also likely that vehicles which currently use rural lanes such as Harpers Lane, Wyke Lane, Foreman Road and Grange Road to avoid the level crossing will re-route onto the new Ash Road Bridge. This redistribution of vehicles provides capacity improvements and is a betterment for those residents living on the rural lanes.
28. The total cost of the scheme is estimated at £44.5m. GBC have advised they are unable to deliver this project without securing additional investment. Given the importance of this project to facilitate housing development, through a funding agreement entered by both SCC and GBC, SCC will agree to make a capital contribution of £5 million to support the delivery of this project.

A320 HIF Scheme North of Woking

29. The A320 North of Woking Housing Infrastructure Fund project will provide additional capacity improvements to local junctions and links within the local highway network and in doing so help unlock much-needed additional housing.
30. SCC in conjunction with Runnymede Borough Council submitted a bid to the Government's Housing Infrastructure Fund in March 2019 to deliver the project to support the development of over 3,000 additional homes allocated within the Runnymede Local Plan. Following a comprehensive and detailed due diligence process by Government, the Ministry of Housing, Communities & Local Government confirmed on 12 March 2020 that SCC had been awarded £41.8 million for the project.
31. Since October 2020 and the signing of the GDA, the project has been steadily progressing to secure the design, utilities works, planning and land required for the project whilst more recently finalising the scope of the works contract and commencing the tendering process in order to appoint a delivery partner for construction.
32. Following the tendering process a delivery partner has been selected and contract formalities are currently in progress. As these contract formalities are commercially sensitive at this time, a further update is set out in a Part 2 item to this report.

Levelling Up Bid Project updates

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33. Two projects that had been recommended to be taken forward in the report approved at Cabinet in November 2022 were Woking Sustainable Transport Corridor and Caterham Town Improvement Package. Both relied on Government Levelling Up Funding to progress. Unfortunately, both projects were unsuccessful in securing this funding. The following provides an update as to how these projects will progress considering this recent funding decision.

Woking Sustainable Transport Corridor Improvements

34. Woking Sustainable Transport Corridor was not funded by Government as part of the levelling up bid that was made in August 2022. A single component from this scheme namely the Woking to West Byfleet Cycle Corridor together with four liveable Neighbourhoods were submitted as part of the Active Travel England (ATE) bid in February 2023. The named cycle corridor above, again did not receive funding however ATE have indicated that they would welcome this scheme being put forward in future funding rounds that they will be running in the next year.

Caterham Town Improvement Package

35. The Caterham Levelling Up Bid has now been determined and was not successful. The bid centred on public realm works in both Caterham Valley and Caterham on the Hill, with flood alleviation measures incorporated where possible. The aim of the bid was to help unlock the barriers to inward investment in the town and create a catalyst for sustainable economic growth. The content of the bid was shaped through discussion with SCC and Tandridge District Council Members at the 'Caterham Crew' (SCC's and TDC's partnership approach for Caterham) supported by the vision of the Caterham town centre masterplan. Despite the unsuccessful bid, the Croydon Road public realm scheme is advancing well with anticipated delivery on the ground this financial year.
36. The Levelling Up Bid included further public realm improvements on Station Avenue and Godstone Road in Caterham Valley as well as the High Street in Caterham on the Hill incorporating flood alleviation measures such as rain gardens and tree planting. Discussions are currently ongoing with Tandridge District Council to explore alternative funding options and delivery of these schemes as a possible second phase following on from Croydon Road.
37. Similarly, conversations are ongoing with regards how to progress the flood alleviation measures at Queens Park that were also part of the Levelling Up Bid to slow flow of water during storm events at Caterham on the Hill. Whilst flood reduction measures for Caterham Valley at Dome Hill and Timber Hill are progressing well at design appraisal stage.

RISK MANAGEMENT AND IMPLICATIONS:

38. 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

39. 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.
40. 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.

SECTION 151 OFFICER COMMENTARY

41. 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.
42. In addition to these immediate challenges, the medium-term financial outlook beyond 2023/24 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.
43. The Surrey Infrastructure Plan is included in the approved capital programme 2023-28. Individual schemes will be considered in detail by the Council's Capital Programme Panel, 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

44. 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

45. 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:

46. 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

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

PUBLIC HEALTH IMPLICATIONS

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

WHAT HAPPENS NEXT:

49. 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 4 Projects
Appendix 2: Category 1 projects previously approved by Cabinet update
Appendix 3: Category 2 Projects

Sources/background papers:
Surrey Infrastructure Prioritisation Framework – Technical Note, January 2021

Appendix 1: Category 1, Phase 4 Projects

Project	Estimated Project Capital Cost	SCC Contribution requested	Third Party Contributions
A25 Dorking to Reigate Safer Roads Fund Project ¹	£1.8m	zero	£1.8 million from DfT
Farnham Town Centre Improvements ¹	£17.5m	£14.0m	£250,000 S106 Contributions. SCC will be seeking further CIL contributions. A bid will be submitted in October 2023.
Water Lane Pedestrian Crossing, Farnham ¹	£504,894	zero	£404,894 CIL £100,000 S106
Pedestrianising the Square, Shere ¹	£25,000	£25,000	Match funding options are limited in this locality but are currently being explored.
Liveable Neighbourhoods Tranche 1A Programme	£3.59m	£3.59m	£400,500 DfT contribution secured for feasibility and detailed design. SCC will be seeking further CIL contributions from Spelthorne in early 2024 and a further bid will be made to Active Travel England for capital funding to which may reduce SCC contribution requested.
A323 Ash Road Bridge	£5.0m ²	£5.0m	
Total	£28.42m	£22.62m	

Notes:

1. Subject to business case approval.
2. Overall project budget is estimated at £44.5m of which a £5m contribution will be made by SCC to Guildford Borough Council.

Appendix 2: Category 1 projects previously approved by Cabinet update

Project	Update
A308 Corridor Programme	The project is split into four phases, with the next phase of works (Black Dog junction) due to commence on site from July 2023. Implementation of ITS (CCTV, VMS ANPR) underway, this will be co-ordinated with other phases.
Weybridge town centre package	CIL funding awarded in December 2022. A public engagement event was conducted during February and March 2023. Design being updated to reflect feedback received. Construction programmed to commence from August 2023.
Three Arch Junction Modernisation	CIL funding awarded in March 2023. SCC officers are working with Borough to agree land exchange requirements and timescales for this. Design is progressing concurrently with this exercise. Construction of temporary footpath between bus stop and football club now complete.
Woodhatch Junction Improvements	The project was not awarded CIL funding. SCC officers are now reviewing proposal with R&BBC officers to consider alternative options to deliver improvements at the existing junction.
Staines Iron Bridge (Artwork & footway improvements)	Project completed in April 2023.
Boxgrove Roundabout: To link 3 cycling routes	Further traffic modelling required to assess the performance of the proposed changes. Discussion ongoing with construction partner in respect to construction methodology. Subject to the outcomes of the design phase works are programmed for summer 2024.
A3100 London Road, Guildford	As above.
Redhill to East Surrey Hospital, Earlsbrook Rd	Detailed design now in progress, with public engagement planned for autumn 2023.
Ashford Park Estate LTN	Detailed design now in progress, continued stakeholder engagement required to feed into the proposals being developed.
Tongham Village and Ash Improvements	Construction of this projects will be split into two phases. Phase 1 due to commence from September 2023 with the second phase to follow on from February 2024.
Croydon Road Regeneration, Caterham	Detailed design in progress. Construction phase programmed from January 2024.

Project	Update
Cranleigh Public Realm Enhancements	Feasibility design in progress to include stakeholder engagement activities. Subject to design works to commence from summer 2024.
Shelvers Hill, Tadworth Flood Reduction	Design in progress, several survey underway and preparations for public engagement event have commenced. Construction currently programmed for April 2024.
E-Bike Scheme and Infrastructure	Business Case approved in April 2023. Team to commence procurement process with the aim to have this completed by September 2023.
Ewell Village Improvements	Detailed planning underway for community engagement from May. Community representative group update held and local business meeting held.
Horley Town Centre revitalisation programme	Business Case approved in April 2023. SCC officers working with R&BBC in developing the design.

Appendix 3: Category 2 Projects

New Category 2 Projects

Project	Project Details
Clockhouse Lane pedestrian and cycle scheme	Project to provide cycling/walking infrastructure from Surrey to Hounslow. Feasibility design to be funded through National Highways Designated funds
Kings Road Improvements, Shalford	A study to consider a package of public realm and pedestrian improvements.

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	Funding has been provided by National Highways to develop the scheme through to end of detailed design stage during 2023/24. Design work is currently in progress.
Camberley to Frimley	Funding has been provided by National Highways to develop the scheme through to end of detailed design stage during 2023/24. Design work is currently in progress.
Redhill to Hooley	Feasibility design work has been progressed for this scheme. The project team are currently seeking feedback from National Highways regarding proposals on and affecting the Strategic Network.

Active Travel Schemes

Project	Update
Lower Sunbury Crossing	Feasibility continues. Further discussions to be held with EBC to discuss next steps for the project.
Waverley - Bullers Rd and Hale Reeds School Streets	Legal powers from central government to enforce point closures using camera have been granted. Project will be implemented during FY 2023/24.

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 progressing to identify and validation a package of improvement measures for the Town.
Epsom town centre east and the Quadrant	Project is not identified in EEBC draft Local Plan and no longer a priority site for them. Project on hold.
Church Road Ashford – town centre improvements	Discussions held with SCC internal team to develop project scope.
The Street, Compton - Road safety and Public Realm Enhancements	Preliminary design ongoing. Consultation with local Church to understand requirements. Site visit with Heritage Team to understand areas of cultural importance that could be considered for placemaking on the scheme.
Guildford Town Centre Improvements	As part of the Guildford Town Centre Transport Package scheme, Walnut Tree Close has now been made permanently one-way for vehicular traffic following a 6-month trial. Segregated cycle lanes are now provided in both directions making the road safer and a more friendly environment for both pedestrians and cyclists.

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	LCWIP stage 1 plan complete and signed off. Stage 2 feasibility design/development being prepared to commence shortly.
Woking Town LCWIP	Initial pilot LCWIP for Surrey completed. Scheme design/development being taken forward with support from DfT/ATE in preparation for capital funding bid for delivery stage.
Spelthorne	LCWIP stage 1 plan complete and signed off. Stage 2 feasibility design/development being prepared to commence shortly. Dedicated LCWIP development for RTS scheme active travel plans underway, to connect into Spelthorne borough LCWIP routes.

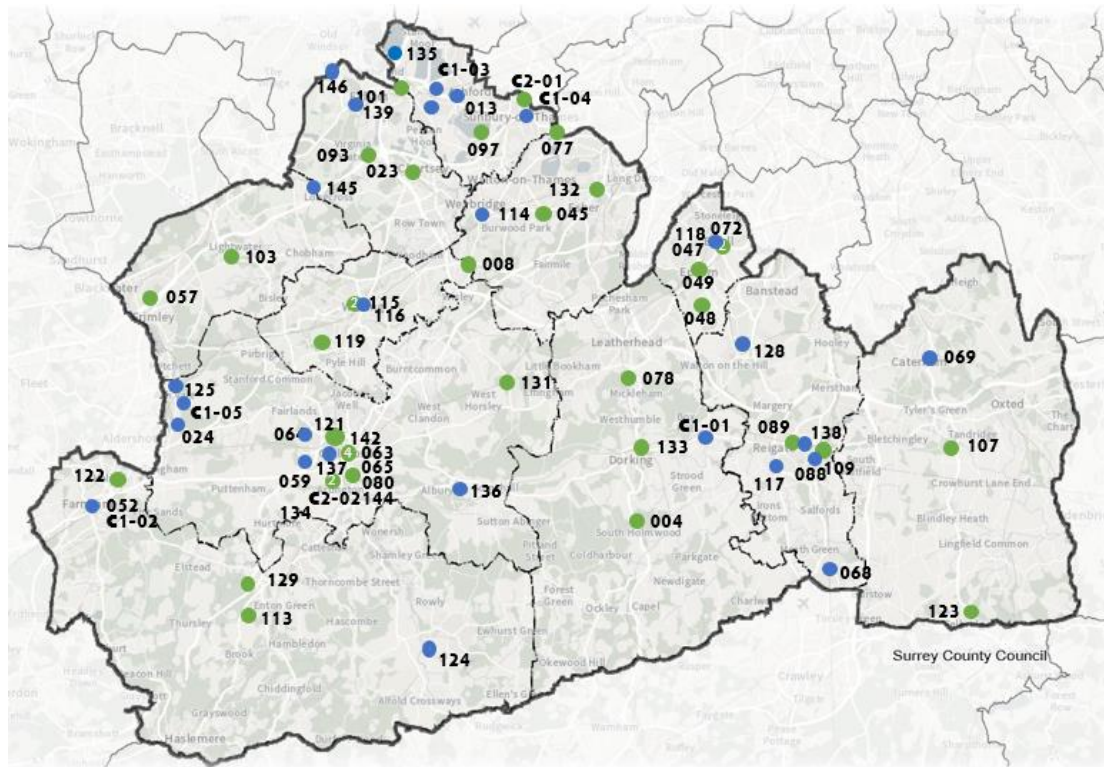
Project	Update
Elmbridge	LCWIP stage 1 plan complete and signed off. Stage 2 feasibility design/development being prepared to commence shortly. Dedicated LCWIP development for RTS scheme active travel plans underway, to connect into Elmbridge borough LCWIP routes.
Runnymede	LCWIP stage 1 plan complete and signed off. Stage 2 feasibility design/development being prepared to commence shortly. Dedicated LCWIP development for RTS scheme active travel plans underway, to connect into Runnymede borough LCWIP routes.
Guildford	Project scope agreed with GBC. LCWIP development to be taken forward in conjunction with Guildford bus priority study. Combined project proposals being prepared, for Q1 start.
Surrey Heath	LCWIP stage 1 underway. Initial long list network plans developed. Large scale change of Cllrs expected with May local elections. Plans prepared to engage with newly elected members to support continued development of the LCWIP area plans.
Mole Valley	LCWIP stage 1 draft final plan complete. Awaiting MVDC Executive endorsement, with SCC Cabinet Member sign off. Stage 2 feasibility design/development being prepared to commence after stage 1 sign off complete.
Epsom Ewell	Project scope being agreed with EEBC. Project proposal being prepared. Programmed for Q1 start.
Waverley	LCWIP stage 1 plan complete and endorsed by WBC Executive. Awaiting SCC Cabinet Member sign off. Stage 2 feasibility design/development being prepared to commence shortly, with inclusion of Farnham Town LCWIP priority schemes.
Tandridge	Project scope being agreed with TDC. Project proposal being prepared. Programmed for Q2 start.
Wider Woking	Project scope being agreed with WBC, with requirement to develop wider borough active travel routes for connection to existing Woking town LCWIP plans. LCWIP development to be taken forward in conjunction with Woking bus priority study. Project proposal being prepared. Programmed for Q2 start.

Transport Improvement Schemes

Project	Update
A24 Dorking to Horsham Improvements	Initial feasibility designs have been produced and presented to internal teams and also steering group which includes SCC and WSCC members. Designs to be updated to reflect these discussions.
A22 Whyteleafe to East Grinstead corridor study – including A264 Corridor	A draft brief has been produced which is now with National Highways for comment. The study will explore potential interventions along the A22 to improve safety and reduce congestion. Looking at key junctions including M25 Junction 6 and Felbridge Junction.

Project	Update
M25 Junction 9 (A24/A243)	SCC have contacted National Highways to organise a meeting to discuss a brief for this study.
A245 Smarter Highway - West Byfleet to Painshill	Project yet to commence. Potential National Highways designated Funds bid.
Milford Transport Study	Feasibility study complete.
Guildford Sustainable Movement Corridor Programme	SCC are working with Guildford Borough Council to review and agree the approach to the deliver these packages of schemes.
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 Ash Vale, Horsley, Esher and Dorking Deepdene rail stations.	Access for All bid made and awaiting DfT feedback.
Felbridge A22/A246 Junction improvements	This scheme is now being considered as part of the A22 Corridor Study. This is joint piece of work with West Sussex CC covering the A22 from Whyteleaf to East Grinstead and including the A264 in the vicinity of the Felbridge Junction.
Staines Town Centre Improvements	Project dependent on the outcomes of the Staines Development Framework, which is currently under refinement by SBC.
Kiln Lane Link	Project linked to masterplan. Unlikely to progress within next 5 years.

Location Plan of Category 1 and 2 Projects



Existing Category 1 Projects

- [013] A308 Corridor Improvements
- [024] Tongham Village and Ash Improvements
- [069] Croydon Road Regeneration, Caterham
- [109] Three Arch Junction Improvements
- [114] Weybridge Town Centre Improvement
- [117] Woodhatch Junction Improvements
- [121] Boxgrove Roundabout: To link 3 cycling routes
- [124] Cranleigh Public Realm Enhancements
- [125] Ash Vale rail station access
- [128] Shelveys Hill Public Realm Enhancements
- [135] Staines Iron Bridge (short term improvements)
- [137] A3100 London Road, Guildford
- [138] Redhill to East Surrey Hospital, Earlsbrook Rd
- [139] Ashford Park Estate LTN
- [145] A320 HIF Scheme North of Woking
- [146] River Thames Scheme
- [068] Horley Town Centre Improvements
- [118] Ewell Village Improvements
- [142] Guildford E-bike Share Scheme
- [116] Woking STC Improvements
- [069] Caterham Town Centre Improvements

Countywide locations

- Flooding Alleviation Programme
- EV Charging Programme

New Category 1 Projects

- [C1-01] A25 Improvements Dorking to Reigate
- [052] Farnham Town Centre Improvements
- [C1-02] Water Lane Pedestrian Improvements
- [136] Pedestrianizing The Square, Shere
- [C1-03] Liveable Neighbourhoods – Egham (zone RU7)
- [C1-04] Liveable Neighbourhoods – Sunbury(zone SP7)
- [C1-05] Ash Road Bridge

Existing Category 2 Projects

- [004] A24 Dorking to Horsham Improvements
- [008] A245 Smarter Highway Improvements
- [023] Addlestone Town Improvements
- [026] Church Road Ashford Town centre
- [045] Elmbridge LCWIP
- [048] Epsom Ewell LCWIP
- [049] Epsom town centre east and the Quadrant
- [057] Camberley to Frimley NH Designated Funds
- [059] Godalming to Guildford NH Designated Funds
- [063] Guildford Town Centre Improvements
- [064] Guildford LCWIP
- [065] Guildford SMC Programme
- [072] Kiln Lane Link
- [077] Lower Sunbury Crossing
- [078] Mole Valley LCWIP
- [080] Guildford West Rail Station (Park Barn)
- [088] Redhill to Hooley NH Designated Funds
- [089] Reigate and Banstead LCWIPs
- [093] Runnymede LCWIP
- [097] Spelthorne LCWIP
- [101] Staines Town Centre Improvements
- [103] Surrey Heath LCWIP
- [107] Tandridge LCWIP
- [113] Waverley LCWIP
- [115] Woking LCWIP
- [119] Wider Woking LCWIP
- [122] Waverley - Bullers Rd & Hale Reeds School streets
- [123] Felbridge A22/A246 Junction Capacity
- [129] Milford Transport Study
- [131] Horsely Station (Access for All)
- [132] Esher Station (Access for All)
- [133] Dorking Deepdene Station (Access for All)
- [134] The Street, Compton - Road safety and Public Realm
- [144] Guildford East Rail Station (Merrow Park)
- Countywide Smarter Corridor Study

New Category 2 Projects

- [C2-01] Clockhouse Lane pedestrian and cycle scheme
- [C2-02] Kings Road Improvements, Shalford

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