

Surrey Transport Plan Implementation &
Finance – February 2016



SURREY
COUNTY COUNCIL

Table of Contents

Surrey Transport Plan Implementation & Finance – February 2016	1
Introduction to Implementation and Finance	3
Sources of funding	4
Local transport strategies and forward programmes	10
Surrey Future	13
Major schemes	14
2015 – 2019 Major Schemes.....	15
Post – 2019 Major Schemes	23
Other schemes affecting Surrey where the county council is not the lead promoter	25

Introduction to Implementation and Finance

This section outlines the overall approach to the finance and delivery of the [Surrey Transport Plan](#), covering:

- sources of funding,
- the Local Transport Strategies and Forward Programmes,
- Surrey Future,
- Surrey County Council's Major Schemes,
- other schemes affecting Surrey where the county council is not the lead promoter.

Implementation programmes have been designed to meet the objectives and targets of the Surrey Transport Plan, whilst addressing the problems and delivering the aims and objectives of the strategies.

To allow provision of an effective, reliable, safe and sustainable transport network in support of economic growth and carbon reduction, a balanced programme of maintenance and integrated transport schemes is required. Additionally, the opportunity to secure alternative funding to the Surrey Transport Plan will be compromised, unless it provides a balanced strategy and programme that contains integrated transport schemes as well as maintenance.

Sources of funding

Local Transport Plan Capital

The transport capital allocations for Surrey were announced on 13 December 2010 and are summarised in table 1. The funding was provided as capital grant and expenditure is not ring fenced for transport exclusively.

Block - <u>Final</u> Allocations	2011/12 £000s	2012/13 £000s
Integrated Transport	6,274	6,692
Highways Capital Maintenance	16,284	15,362

Block - <u>Indicative</u> Allocations	2013/14 £000s	2014/15 £000s
Integrated Transport	6,692	9,411
Highways Capital Maintenance	14,406	15,266

Table 1 - 2011/12 - 2014/15 Transport Capital allocation for Surrey

Local Growth Fund

The Local Growth Fund is being set up by the Government to combine several existing sources of funding into a single resource. This will include funding for major transport schemes, the Local Sustainable Transport Fund and 25% of the Local Transport Plan Integrated Transport funding, which currently is allocated directly to local authorities.

The Local Growth Fund will be allocated by Government to Local Enterprise Partnerships (LEPs) via a competitive bidding process. In April 2015 the LEPs will then distribute the funding to the local authorities in their area. This will provide a firm allocation of funding for 2015/16, and provisional allocations for the next five years from 2016/17 to 2020/21.

In Surrey the west of the county forms part of the 'Enterprise M3' LEP along with most of Hampshire. The east of Surrey lies within the 'Coast to Capital' LEP together with West Sussex, part of East Sussex, Brighton & Hove and Croydon. In deciding the priorities for transport funding in their areas, the LEPs may seek advice from the Local Transport Bodies, which cover the same geographical area

Local Pinch Point Funding

As part of the 2012 Autumn Statement the Government announced the creation of a Local Pinch Point Fund worth £170 million across England excluding London, to remove bottlenecks on the local highway network which are impeding growth. The DfT's funding contribution (in the form of capital) is only available in 2013 / 2014 and 2014 / 2015. Funding is available for schemes requiring DfT funding of between £1 million and £5 million; and by exception, large schemes above £5m but no more than £20 million. A 30% local contribution is expected.

The county council bid for and was successful in securing Local Pinch Point funding of £2.837 million for the [Redhill Balanced Network](#) scheme in the spring of 2013. This represents 100% of the funding that was bid for and is part of a total package of investment of £4.102 million to redesign the traffic flow in the town centre. The remainder is being funded by developer contributions secured by the county council and funding from Reigate & Banstead Borough Council.

Additional Local Pinch Point funding was published in October 2013, and further funding rounds are to be expected.

Growing Places Fund

The Growing Places Fund is providing £730 million to enable the development of local funds to address infrastructure constraints, promoting economic growth and the delivery of jobs and houses. The Department for Communities and Local Government (DCLG) and the DfT jointly administer the Fund, with funding allocations issued by DCLG. This is a revolving fund in which funding is provided in the form of loans to be repaid with interest.

The fund is distributed between Local Enterprise Partnerships, which for Surrey are the Enterprise M3 (where it is known as the Growing Enterprise Fund) and Coast to Capital.

Section 106/278 Developer Contributions

The existing arrangements for seeking financial contributions from developers, in cases where development is likely to have a significant impact on the transport network, are set out in Section 106 of the Town and Country Planning Act 1990 (as amended by the Community Infrastructure Levy 2010) and Section 278 of the Highways Act 1980. The statutory tests introduced by the Levy Regulations for planning obligations of this type now specify that they must be:

- necessary to make the development acceptable in planning terms;
- directly related to the development; and be
- fairly and reasonably related in scale and kind to the development;

The way that infrastructure contributions are sought to help mitigate the impact of new development is changing with the introduction of the Community Infrastructure Levy (see below). During a consultation in Spring 2013, the Government proposed that Section 278 agreements should not be used to fund infrastructure for which Community Infrastructure Levy funding is already earmarked and it appears that following that consultation the Government is minded to adopt this approach.

Community Infrastructure Levy (CIL)

Elmbridge Borough Council was the first Surrey district or borough to have introduced CIL, in April 2013. CIL is a new charge on development and it allows districts and boroughs to raise funds for a range of infrastructure substantially replacing all but major development section 106 contributions.

The advantages of CIL are identified as follows:

- reduced delay as a result of lengthy negotiations;
- fairer and more transparent contributions;
- developers have more certainty 'up front' about the contributions that will be required of them;
- local communities will be able to influence the levy rates;
- contributions can be extracted from all sizes of development;
- greater legal certainty than under the planning obligations system.

It was originally intended that from April 2014 the use of section 106 agreements would be limited and the majority of Surrey districts and boroughs were intending to introduce CIL by then. Following the Government consultation in 2013, the expected date for this change is now April 2015. In order to begin charging CIL districts and boroughs need to have their CIL charging schedules found sound by an independent examiner. This examination considers the impact of the proposed charges on the economic viability of new development in an area.

It is anticipated that CIL receipts will raise up to £20 million a year in Surrey by 2016/17. CIL can be spent on any relevant infrastructure that is needed to support development in a particular area. It cannot be spent to remedy existing infrastructure deficiencies but can be used where existing problems are made worse. CIL is not expected to cover the cost of all infrastructure needed in an area and should be seen as a way of supplementing and leveraging a variety of other funding sources.

Districts and boroughs are required to produce regulation 123 lists which list the infrastructure which is intended to be wholly or partly funded by CIL. These lists will include transport schemes. We are producing joint Local Transport Strategies and Forward Programmes for each district and borough to translate the county transport strategy to a local level. These transport

strategies identify transport schemes which could be included in the CIL regulation 123 list.

Planning Infrastructure Contributions (PIC)

In respect of major developments formal consultation has always taken place between the highways and planning authorities in relation to the required mitigation for major development. However in relation to the large volume of relatively small developments, which cumulatively had and continue to place significant additional burdens upon the infrastructure in Surrey, there had been no process in place to address the cumulative infrastructure needs arising from such developments.

As a result the county council, in collaboration with the district and borough councils, initiated a project with the objective of enhancing and harmonising Section 106 practice across Surrey and improving the scale of infrastructure benefits achieved within local communities.

The Surrey Planning Infrastructure Contribution scheme (PIC) was drawn up for implementation across the county. The intention was that PIC would provide clarity, certainty and consistency for both developers and local authorities as a result of being able to determine, at application stage, the infrastructure costs associated with a proposed development, however small.

To date, considerable monies have already been collected within seven of the local planning authorities in Surrey. However, PIC contributions will now be replaced by the Community Infrastructure Levy (CIL) from April 2015, or earlier if a district or borough council adopts CIL.

Local Sustainable Transport Fund (LSTF)

This is a fund created by the Coalition Government aimed at promoting packages of transport schemes with two overriding aims, which are to reduce carbon emissions and to support economic recovery and growth

The total fund available was £560 million, which was split between revenue (£350 million) and capital (£210 million) funding over the period 2011/12 to 2014/15 (see Table 2 – LSTF funding streams 2011/12 – 2014/15). Bids were invited from 2011 onwards, with the emphasis on low cost, high value measures that effectively address local needs. Funding was topped up with a further £40 million to £600 million in 2012 to accommodate approval for a greater number of bids.

£m	2011-12	2012-13	2013-14	2014-15	TOTAL
Resource	50	100	100	100	350
Capital	30	40	60	80	210
Total	80	140	160	180	560

Table 1 - LSTF funding streams 2011/12 - 2014/15

Surrey County Council submitted two bids for LSTF funding to the DfT through the TravelSMART branding in 2011. Both bids were successful in attracting funding. The first bid was the Key Component Bid (April 2011): £3.93 million was awarded in July 2011. The second bid was the Large Project Bid Initial Bid (December 2011): £14.304 million was awarded in June 2012.

Schemes funded by the LSTF must demonstrate compatibility with both the current government priorities and also Surrey's local [objectives](#) - effective, reliable, safe and sustainable transport.

As a result of the funding secured from the LSTF, Surrey County Council is implementing schemes in Guildford, Woking and Reigate-Redhill. These schemes need to be completed by March 2015 to meet the DfT funding requirements. Further LSTF funding may be available from 2015 through the Local Growth Fund.

Surrey County Council also received LSTF funding to improve access by sustainable modes to the New Forest National Park in Hampshire and the South Downs National Park in West Sussex. A total of £3.81 million was provided by the DfT, shared between the two National Park authorities and the neighbouring highways authorities of Brighton & Hove, East Sussex, Hampshire, Surrey, West Sussex and Wiltshire.

Further LSTF funding will be available for 2015 – 16 through the Local Growth Fund. £100m of capital funding for sustainable travel initiatives was included within the Local Growth Fund in 2013.

Regional Growth Fund

This fund is designed to encourage private sector enterprise by supporting projects with potential to create employment and growth in the private sector. It is particularly aimed at those areas that have a heavy dependence on public sector jobs, helping to make the transition to a sustainable private sector-led economy. This being the case, it is unlikely that Surrey will be a major recipient of this fund due to the resilient and vibrant private sector and relatively low levels of unemployment in the county. Nevertheless, we will continue to look for opportunities to bid for local transport schemes that unlock sustainable growth and will seek to work with partners on regional schemes where appropriate.

Other Government Funding

The Government periodically announces new funds to support transport measures and schemes for a limited duration. The general expectation from Government is that a local contribution will be required towards the funding of these schemes. Surrey County Council gives consideration to all of these funds when they are announced, and a decision is taken whether or not to bid, based on the likely costs and benefits of the potential funding, how well schemes meet the qualifying criteria and availability of match funding.

European funding

Table 3 below gives a summary of some of the various European Union funding streams available to the county council. Surrey has a strong track record of working with EU partners in part thanks to our work on the ChangeLAB project, which we led during 2005-2008.

Local transport strategies and forward programmes

Detailed Local Transport Strategies and Forward Programmes (LTSFP) of transport schemes (see under Community Infrastructure Levy (CIL)) are being produced and rolled forward annually for each district and borough. They span the short-, medium- and long-term (0-2 years, up to 5 years, and 6 years plus respectively), with key input from Local Committees, and are coordinated with the Local Plans. These can include all transport and highways schemes including local programmes, passenger transport schemes, safety schemes and other areas of transport expenditure. These strategies are part of the Surrey Transport Plan. Programmes include schemes to tackle existing problems, as well as schemes designed to mitigate the impact of new development. In this way, the opportunity to attract developer funding can be maximised.

The Transport Strategies specific to each district and borough in the County (described above) will meet the [objectives](#) and [targets](#) of the Surrey Transport Plan, by addressing the Plan's [problems](#) and applying the [strategies](#). The 'toolkit' of preferred types of measures that was developed with each transport strategy is a key part of this process, helping to ensure that only the most effective transport schemes enter improvement programmes. The master toolkit comprising all the proposed measures can be found in the [strategy summary](#) of the Surrey Transport Plan.

Funding stream	Aimed at	Scale of funding	Time-scale	Notes
European Social Fund	The Labour Market: Employment and workforce skills and employer development initiatives	c. £90 million for South East region 2007-13. A slightly reduced figure is anticipated for the next round.	Next funding round 2014-20. The 2007-13 programme is to all intents and purposes closed.	Administered by Dept for Work and Pensions and will become part of the EU Structural and Investment Funds (EUSiF) to be managed through LEPs post 2013.
European Regional Development Fund (ERDF) Competitiveness Programme	Decoupling economic growth from resource consumption and environmental degradation	c. £27 million for South East region in 2007-13. A slightly reduced figure is anticipated for the next round, to be allocated at LEP level	7-year life 2007-13 with almost all monies allocated. The next programme runs 2014-20 with a review at 2017.	Also to become part of the EUSiF as above. It will have a strong focus on SMEs, innovation, ICT and Low Carbon.

Funding stream	Aimed at	Scale of funding	Time-scale	Notes
INTERREG IVA Channel Programme	Either building an attractive common space or ensuring sustainable environmental development of a common space	Project awards vary from €100,000 to €1.5 million. Match funded at 50%.	The current programme runs 2007-13. A successor programme (probably "VA" is planned for 2014-20	Application rounds scheduled 3 times a year – it becomes more closely aligned if not integrated with the next entry below from 2014.
INTERREG IVA Two Seas	Improving the economy, environment and quality of life	€300,000 to €3 million. Match funded at 50%.	See above	Parts of France, England, Belgium and The Netherlands are eligible
INTERREG IVB North West Europe (NWE) Programme	<ul style="list-style-type: none"> • Innovation • Managing natural resources • Improving connectivity <p>Strengthening communities</p>	€355 million match funded at 50% for 2007-13, No announcement yet re 2014-20 but one is expected shortly.	2007-13. The programme is now closed to new applications.	France, England, Ireland, Belgium, The Netherlands, Luxembourg and Switzerland are eligible

Table 3 - EU sources of funding

Surrey Future

[Surrey Future](#) brings together local authorities and business to agree the investment priorities to support the county's economy. This has included the development of a [Congestion Programme](#) to help ensure Surrey's economy remains strong and that planned growth in Local Plans is managed in a sustainable way.

To ensure that the county has the rail infrastructure needed for sustainable economic growth and to identify proposals for improvements that partners in Surrey can plan and deliver, a rail strategy has been developed.

The Congestion Programme

Implementation of schemes is linked to the [Congestion Programme](#). This sets out an integrated approach to managing congestion over the next 15 – 20 years, providing a mixture of network and demand management; promoting alternatives to car travel; and new infrastructure. The congestion programme provides a basis to support decisions to bid for and deliver schemes to manage congestion on some of the busiest roads in the county.

The Congestion Programme was prepared in partnership with Surrey's districts and boroughs, and other stakeholders such as [Surrey Connects](#), to provide a shared and agreed vision for managing congestion on Surrey's road network. The programme builds on the [Congestion Strategy](#) in the [Surrey Transport Plan](#).

The Rail Strategy

While the county has a generally comprehensive rail network and a large number of rail stations, many services are at capacity and suffer from peak time overcrowding. According to the DfT, Surrey has some of the most overcrowded train journeys in England and Wales. Not all parts of Surrey are well served by rail. Some towns have no direct connections to London and some rail connections to Heathrow and Gatwick airports are unsatisfactory.

The [Rail Strategy](#) provides a framework through which Surrey County Council can:

- develop future rail policy, service and infrastructure initiatives;
- respond to consultations (e.g. rail franchises, aviation reviews);
- lobby to influence national rail policy and planning; and support wider Council growth initiatives.

Major schemes

In Surrey, transport schemes above £2 million are considered major schemes. The County Council approved the programme of major transport schemes listed below in December 2012. This programme will be reviewed as necessary, and at least every two years. It should be noted that the major transport schemes in the list below have been submitted together with a number of other schemes, for funding via the Local Growth Fund. The list will be updated once the outcome of the funding bids is known in 2015.

The list of major schemes approved by Council in December 2012 is presented below.

Major Schemes 2015 - 19	Surrey District/Borough
Runnymede Roundabout	Runnymede
Guildford Gyratory Improvement	Guildford
Redhill Balanced Network	Reigate & Banstead
Epsom Town Centre Highway Improvements (Plan E)	Epsom & Ewell
Farnham Town Centre Package	Waverley
A30/A331 Corridor Improvements including Meadows Roundabout, Camberley	Surrey Heath
Egham Sustainable Transport Package	Runnymede
Wider Network Benefits Package	County-wide
Highway Improvements, Camberley	Surrey Heath
Victoria Arch Capacity Improvements, Woking	Woking
Kiln Lane Link, Epsom	Epsom & Ewell
A31 Hickley's Corner junction improvement, Farnham	Waverley
A24 Capel to Surrey boundary Corridor Improvements	Mole Valley
Dorking Town Centre Traffic Management Measures	Mole Valley
Road Network Improvements, Reigate	Reigate & Banstead
A24 Clarks Green to Holmwood	Mole Valley

Major Schemes Post - 2019	
Guildford hub improvements	Guildford
Redhill and Reigate hub improvements	Reigate & Banstead
Woking hub improvements	Woking
Staines-upon-Thames Bridge Widening	Runnymede, Spelthorne
A31 Hickley's Corner Underpass, Farnham	Waverley
Wrecclesham Bypass	Waverley
Guildford A3 Strategic Corridor Improvements	Guildford

Other schemes affecting Surrey where the county council is not the lead promoter	Surrey District/Borough
Brighton Mainline (Network Rail)	Cross-boundary
North Downs Line (Network Rail)	Cross-boundary
Other Network Rail Schemes	Cross-boundary
M3 Junctions 2-4a: Smart Motorway	Runnymede, Surrey Heath
A3 (A247-A31) Improvements (Highways Agency)	Guildford
A23/M23 Hooley Interchange (Highways Agency)	Reigate & Banstead

2015 – 2019 Major Schemes

Runnymede Roundabout

The scheme has a strategic location, with immediate connections to the M25 (Junction 13), Heathrow Airport, Staines-upon-Thames, Egham and Windsor. Roads connected to the roundabout experience traffic bottlenecks at peak times.

Enhancements to the layout and provision of enhanced signalling will significantly improve traffic management and dramatically reduce waiting times at peak periods. Additionally, it will significantly improve accessibility for pedestrians and cyclists to the neighbouring areas and River Thames. The proposed traffic measures are expected to contribute to retention of existing

businesses, whilst attracting new development, thereby contributing to local economic growth and job creation.

Guildford Gyratory Improvement

The scheme is located within Guildford town centre on the one way (gyratory) system where a number of strategic routes meet. These include the A31 Farnham Road, A322 Bridge Street, A322 Onslow Street, A281 Millbrook, Friary Bridge and the A3100 Portsmouth Road/Park Street.

The gyratory suffers from congestion during peak times. It also contributes to the significant barriers to movement such as the poor pedestrian links to the rail station and town centre. There are accident hotspots and a poor quality of local environment.

Following a public consultation exercise in May 2013, a number of traffic layout options are being considered. In particular, these include proposals to make Bridge Street a more attractive and safer place for pedestrians, enhance access to the town centre by providing new crossing facilities on the gyratory, consider revising traffic layouts and improving existing junction arrangements to allow more direct access, tackle congestion and reduce carbon emissions through improved urban traffic control, provide improved facilities for cyclists and public transport users, and enhance the quality of the local environment and improve safety and security.

Redhill Balanced Network

This scheme is a series of highway and junction improvements in Redhill town centre, to reduce congestion and improve accessibility for motorists, bus users, cyclists and pedestrians alike, whilst enhancing the social and economic environment. It will unlock development sites, resulting in economic regeneration and greater employment. The scheme will tackle congestion, improve journey time reliability, increase walking and cycling and create the extra capacity on the transport network required to enable major town centre redevelopments to go ahead.

The scheme is based on Reigate & Banstead's Redhill Town Centre Area Action Plan, a Development Plan Document (DPD) forming part of the Local Development Framework (LDF). Funding for this scheme was secured in the spring of 2013 (see Local Pinch Point Funding), with construction commencing in the autumn of 2013.

Epsom Town Centre – Highway Improvements (Plan E)

This scheme is based on Plan E Epsom Town Centre Area Action Plan (AAP), a development plan that forms part of the Epsom & Ewell Local Plan. It includes a number of transport improvements which will help to ensure that Epsom town centre continues to be an attractive place for residents, shoppers, retailers, employers and other visitors. These improvements focus specifically on South Street, the Market Place/High Street, High Street (East) and Upper High Street, and the associated junctions at Quadrant and Spread Eagle Junctions, which link the key parts of the town centre.

The proposals seek to address congestion in the town centre, and improve accessibility for all modes and provide traffic management on key routes in and through the town centre. It will improve pedestrian permeability across the town centre, particularly across the two identified road junctions, which currently serve as obstacles to pedestrian movements between the town centre's different shopping areas. There are also opportunities to introduce cycle improvements, particularly in terms of providing better access to the Market Place/High Street.

Farnham Town Centre Package

Farnham's congested, constrained and circuitous central road system has long been seen as a major restriction on the town realising its full potential as a major business centre and leisure and visitor attraction.

The package intends to relieve traffic congestion in the town, improve access for all modes of transport and address the town's status as an Air Quality Management Area (AQMA). The proposed measures are expected to contribute to the retention of existing businesses, while attracting new development, thereby contributing to economic growth and job creation.

The focus of the scheme is expected to cover the following elements:

- Simplify the town centre road network to improve accessibility, reduce congestion, and improve air quality to address the town centre AQMA.
- Provide improvements to the public realm which reduce the impact of motor vehicles, improve accessibility, connectivity and ambience for walkers and cyclists, showcase Farnham's heritage assets and increase the town's attractiveness as a retail destination, visitor attraction and business location.

A30/A331 Corridor Improvements including Meadows Roundabout, Camberley

The Meadows Gyratory is a signal-controlled gyratory linking Camberley with the M3, Farnborough and locations in Bracknell Forest and Hampshire. It experiences severe congestion in peak periods. The objectives of this scheme are to reduce congestion and improve access to key locations for all users including pedestrians and cyclists.

The proposed measures are:

- Improve Meadows Gyratory, providing more direct movements to the main A30 and A331 through traffic;
- Realign and refurbish signalised junctions;
- Provide a new link joining Bracebridge to the A30 London Road;
- Provide off-carriageway pedestrian and cycle route along Blackwater Valley Road from Meadows Gyratory to Sainsbury's and Watchmoor Industrial Park;
- Reduce speed limits on A331 Blackwater Valley Road;
- Provide bus lay-bys on the A331 Blackwater Valley Road, and
- Provide Toucan crossings on accesses to The Meadows Retail Park.

The scheme offers wider benefits by improving journey times and access to key routes serving Aldershot, Camberley, Farnborough, Farnham and Junctions 4a to 3 of the M3, as well as the York Town business sector of Camberley.

Egham Sustainable Transport Package

The proposal is for a package of sustainable transport measures comprising cycling and walking measures and bus corridor improvements which will bring forward planned development opportunities and unlock economic growth.

The focus of the package for cycling and walking for the more local journeys, is to introduce a high quality user-friendly cycle network and associated cycle parking facilities, which provides a safe and reliable network that attracts a significant suppressed demand, without any increase in cycle casualties.

The bus corridor improvements seek to address the following themes:

- Bus reliability and punctuality
- Bus stop accessibility and dwell time improvements
- Integration with other sustainable transport modes
- Informed traveller measures
- Smart ticketing measures
- Marketing initiatives and awareness.

Wider Network Benefits Package

Surrey County Council and the Highways Agency work in partnership to manage the strategic road network and adjoining local road network in Surrey, to maximise the benefits to all road users on both networks.

The Surrey County Council Network Management and Information Centre is used to manage the Surrey local road network on a day-to-day basis, monitor congestion and incidents, and to plan for forthcoming events.

The proposal is to expand and upgrade Surrey County Council's traffic management capability to enable congestion and road safety to be managed with increased resilience and more effectively county-wide. Work would focus on improving management of the network in targeted areas of Surrey, although benefits would accrue across the whole of Surrey, and potentially beyond.

Highway Improvements, Camberley

The proposed scheme comprises a number of junction improvements within the town centre as well as improvements to key approaches. Cycle routes will be improved, increasing accessibility and improving safety. This will help to reduce reliance on access by car, thereby seeking to reduce congestion.

The proposed junction / highway improvements include:

- A30 London Road/Knoll Road/Kings Ride
- A30 London Road/Park Street
- Knoll Road/ Portesbery Road
- High Street/ Portesbery Road / Pembroke Broadway
- A30 London Road between town centre and Meadows gyratory
- A cycle network along A30 London Road/Knoll Road/Portesbery Road/Pembroke Broadway/Charles Street.

Junction improvements along the A30 corridor would improve access to the town centre for deliveries, customers and staff, for those travelling by public transport, cycle, on foot and by private vehicle.

Victoria Arch Capacity Improvements, Woking

This scheme is located in Woking town centre at the Victoria Arch railway bridge on the A320 Victoria Way. The Arch is the only location in Woking town centre which enables north-south traffic, pedestrian and cycle movement under the railway line. There are current problems in terms of traffic congestion and access for pedestrians and cyclists.

The proposed scheme comprises road layout improvements through Victoria Arch to provide improved access for vehicles, pedestrians and cyclists under the railway (north-south movement). The proposals are to widen the vehicle carriageway from two lanes to three to allow improved management of peak traffic flow. Furthermore, the scheme will involve the construction of twin cycling and pedestrian tunnels on both sides of the existing railway bridge. The scheme is being promoted by Woking Borough Council with support from the county council.

Kiln Lane Link, Epsom

The Kiln Lane Link major highway improvement scheme is a proposed road link under the Epsom to Waterloo railway line. It would join the A24 with Longmead Road through the Nonsuch and Longmead Business and Retail Parks.

The Kiln Lane Link was provisionally accepted by Government in December 2001. However, because of changes to the way major transport schemes were prioritised the scheme never reached programme entry status. The prospects of major scheme funding in the current economic climate are uncertain but there are also development related monies available that might allow at least some elements of the project to be completed.

A31 Hickley's Corner junction improvement, Farnham

Hickley's Corner is a traffic signal controlled junction on the A31 at Farnham, an important retail, business and leisure centre. The junction provides access across the A31 and between the town centre, the south Farnham residential area and the railway station. The A31 through Farnham is a congestion hotspot causing poor journey time reliability.

The focus of the proposed scheme is expected to consist of changes to the junction which would increase capacity through the junction which would help to reduce traffic congestion on the A31 and improve journey time reliability, and improve accessibility for cyclists and walkers by providing better crossing facilities on the A31.

A24 Capel to Surrey boundary Corridor Improvements

This scheme is located south of Dorking and extends from Capel to the Surrey/West Sussex boundary. It is a section of the A24 which has historically been subject to high numbers of Personal Injury Accidents (PIAs), particularly at Clark's Green Roundabout near Capel, and on Clock House Bends. A review of accident data for 2007 to 2012 indicates that similar numbers of accidents are still being experienced, with 24 accidents recorded in that period.

The scheme comprises a package of improvements to reduce the high frequency of PIAs along this stretch of the A24. This is a safety scheme to improve Clark's Green roundabout and Clock House Bends. The proposals include carriageway widening at junction approaches and realignment of the carriageway.

The principal objectives of the scheme are to improve road safety for all users, and to improve traffic flow and journey time reliability.

Dorking Town Centre Traffic Management Measures

The Dorking Town Centre Traffic Management Measures scheme will improve traffic and pedestrian flow and network performance in Dorking town centre. The scheme underpins the development set out within the [Dorking Town Area Action Plan \(AAP\)](#) adopted by Mole Valley District Council in 2012.

The AAP sets out the level of development and vision for the town centre. The highway proposals are summarised in the AAP as:

- Making Junction Road two-way between the new entrance to Waitrose and South Street;
- Signalising the junction of South Street and Junction Road;
- Improving the design and layout of the junction of Mill Lane and the High Street, and
- Providing traffic signals to manage vehicle flows at the junction of Mill Lane and the High Street.

Road Network Improvements, Reigate

The proposed scheme will improve accessibility to the town for all users, relieving traffic congestion and addressing poor air quality on the A217 approaches and improving the public realm and environment in the High Street, making the town a much more attractive destination for visitors and businesses.

The focus of the scheme is expected to cover the following elements:

- Relieving traffic congestion on the A25 and A217 by re-configuring the town's central road network;
- Providing a high quality public realm within the main shopping areas;
- Improving access and connectivity for pedestrians and cyclists to the main shopping areas;
- Removing non-essential traffic from Reigate High Street, and
- Improving public transport accessibility to the town.

The proposed measures are expected to contribute to the retention of existing businesses, while attracting new development, thereby contributing to economic growth and job creation.

A24 Clarks Green to Holmwood

This is a dual-carriageway section between Dorking and Capel, with several gaps in the central reservation for access. The gaps have been a major source of accidents, principally caused by conflict between main-road traffic and lower-speed side-road traffic.

The proposals are to close the gaps, provide new and improved roundabouts, maintain access arrangements and improve visibility, signing and road markings along this section of the A24.

The gaps will be replaced with new roundabouts proposed at Mill Road and Old Horsham Road, and extensive improvements at North Holmwood, and Beare Green roundabouts. The aim is to minimise diversion distances and focus turning movements into a few safe locations. Road safety improvements will be carried out over the entire scheme length. The closure of the gaps in the central reservation will address the vehicle speed differential problems.

Post – 2019 Major Schemes

Following an announcement by the DfT in October 2010 on major scheme funding, the three schemes based around regional hubs were not prioritised in the five year spending review period 2010/11 to 2014/15. Surrey County Council will explore opportunities to fund these schemes, or components of them, through alternative sources, exploring options for third party funding as well as government grant. Some elements are being funded through LSTF.

Guildford hub improvements

These proposals are to continue the expansion of the Guildford Park and Ride system, incorporating an additional two new car park sites along Worplesdon and Burpham corridors, and to implement further bus priority measures into and within Guildford town centre including a new restricted access crossing of the River Wey. In addition, to develop a public transport service that serves both Park and Ride and the local service markets, providing best value for money. These sites would draw users from the A3, thus relieving congestion on the Highways Agency Network. The scheme would complement any measures to improve the A3 junctions by the Highways Agency, if implemented.

Redhill and Reigate hub improvements

Proposals include extending the successful Fastway series of bus services over a wider area, incorporating two suitable Park and Ride sites on the line of the route, improving transport interchange facilities in Redhill Town Centre and further addressing transport issues in Reigate and Redhill. This would complement the Redhill Balanced Network scheme.

Woking hub improvements

Proposals include developing a modern, seamless, all transport modes interchange hub in the centre of Woking, combined with the provision of improved bus services through extensive bus priority measures, pick-up and drop-off taxi services and greater community accessibility from the southern side of the railway line to encourage walking and cycling.

Staines-upon-Thames Bridge Widening

The Bridge links Staines-upon-Thames town centre with Egham via the A308. The proposals are to widen the bridge from the existing two lanes to provide three lanes of traffic (10 metre carriageway width assumed) and 3 metre-wide footway/cycleway on the upstream side of the bridge.

The existing carriageway width is 7.8 metres and footways are 2.3 metres wide. Providing for a widened carriageway and 3 metre footway/cycleway on upstream side requires either the widening of the bridge, or provision of a separate foot/cycle bridge adjacent to the upstream side. These options are summarised as:

- Widening the carriageway to 10 metres on the bridge encroaches on the existing upstream footway. This footway cantilever section is unable to support vehicular traffic. The widening of the carriageway would therefore require the reconstruction and widening, by 2.5 metres, of the upstream edge of the bridge.
- Widening the bridge on the upstream side by 4.5 metres to accommodate the proposal. This would involve widening the arch structure in a similar way to Kingston Bridge (completed 2001).

A31 Hickley's Corner Underpass, Farnham

This major scheme would see the introduction of an underpass carrying the A31 beneath the Hickley's Corner junction at Farnham. This junction is a major source of traffic delay on the A31, which exacerbates congestion. The junction also acts as a barrier to movement between the old town centre to the north and the railway station and residential areas to the south.

The scheme would see the surface level traffic signals replaced with a roundabout, with the A31 carried beneath the junction in an underpass. Single lane slip roads would connect the A31 to the roundabout. Pedestrian and cycle movements would also be accommodated and the A31 widened to four lanes at Firgrove Hill Bridge.

Wrecclesham Bypass

This scheme comprises a new single carriageway connecting the A325 south of Wrecclesham to the A31 west of Farnham, bypassing Wrecclesham village. The new bypass would address issues of congestion and delays to through traffic on the A325 and a low rail over road bridge which results in high vehicles currently using inappropriate residential roads in south Farnham.

Guildford A3 Strategic Corridor Improvements

The county council has aspirations to provide an A3 Link from south to north bypassing Guildford. This would be linked to possible A3 junction improvements by the Highways Agency.

Other schemes affecting Surrey where the county council is not the lead promoter

Brighton Mainline (Network Rail)

Opportunities will exist over time on the Brighton Main Line to deliver capacity enhancements on the back of renewals plans to complement planned measures to provide shoulder peak lengthening to 12-car of services. The most immediate opportunity on the Brighton Main Line exists at Gatwick Airport. Track and signalling renewals provide the potential to increase the number of platforms at stations and deliver a layout conducive to better performance and one that allows for the operation of an additional service to/from the North Downs Line.

North Downs Line (Network Rail)

This is a series of rail improvement measures designed to enhance the capacity of the existing rail line between Reading and Gatwick Airport, thus facilitating orbital movement around London. The Line has a number of major capacity restrictions, which limit its capability of further expansion. These restrictions include, in particular, platform and general line capacity at Guildford, the need to "reverse" trains at Redhill (allied to track and platform capacity issues) and platform capacity limitations at Gatwick Airport. In addition, the signalling system used on the unique elements of the Line is in need of upgrading, which might allow for additional capacity and improved journey times.

Other Network Rail Schemes

Surrey County Council supports other rail initiatives to address rail congestion and measures which encourage a transfer of trips from private road transport to rail. Further details are provided in the county council's [Rail Strategy](#).

M3 Junctions 2-4a: Smart Motorway (Highways Agency)

The Highways Agency is planning to improve the M3 by making it a "smart motorway" between junctions 2 (M25 junction 12) and 4a (A327 on the Surrey-Hampshire boundary).

This project will:

- relieve congestion
- smooth the flow of the traffic
- improve safety and reduce serious accidents
- improve journey times
- provide better information to road users.

These benefits will also support economic development in the region. This scheme is expected to commence construction by November 2014 and be open to traffic by autumn 2016.

A3 (A247-A31) Improvements (Highways Agency)

To improve the operation of the A3 at Guildford, particularly the junctions, it has been proposed to widen the existing dual 2 lane section of carriageway between the A3/A31 Hogs Back and the A322 Wooden Bridge interchange to 3 lanes. There is the possibility of a Park and Ride site linked to the Guildford Hub proposals. This is not in the current Highways Agency programme.

A23/M23 Hooley Interchange (Highways Agency)

The northern end of the M23 (at Hooley) currently terminates via a merge with the A23 rather than a defined end of motorway junction. This results in safety problems, 'u' turning manoeuvres and accessibility problems. This scheme comprises a proposed new all movements junction/interchange between the M23 and A23 to address these issues and provide improved access between Redhill (a regional hub) and the M23. This scheme is on hold in the current Highways Agency programme.