

Infrastructure Schedule

This infrastructure schedule focuses on the infrastructure needed to support development planned in the first five years of the plan period. It also includes the infrastructure needed to support the strategic development sites.

Work with infrastructure delivery organisations, including Surrey County Council, the Highways Agency, Network Rail, Thames Water, water supply companies and health providers, is ongoing. The schedule will be updated as we refine the emerging Local Plan and as infrastructure providers' investment plans are progressed and other sources of funding become available. The infrastructure schedule is therefore subject to change.

For infrastructure needed to resolve existing infrastructure issues, such as some surface water flood mitigation, we may use future Community Infrastructure Levy receipts generated from developments where these infrastructure deficiencies will be made more severe by new development. We may also use the levy to increase the capacity of existing infrastructure or to repair failing existing infrastructure, if it is necessary to support development.

| | Infrastructure project | Timing | Delivery organisation | Cost | Committed funding and source |
|-------|---|---|-----------------------|------|---|
| 1 | Guildford town centre | | | | |
| 1.1 | Transport interventions | | | | |
| 1.1.1 | <p>Guildford town centre major scheme</p> <p><i>Location:</i> In and on the key radial roads which are centred on the present one-way gyratory system, Guildford town centre.</p> <p><i>Scheme components and/or development:</i> Scheme to be developed.</p> <p>Scheme development to take into account the outcomes of origin-</p> | <p>Construction start: 2016-17</p> <p>Scheme opening: 2018-19</p> | Surrey County Council | TBD | <p>No committed funding – £2.85m requested from Local Growth Fund for a £3.8m scheme.</p> |

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|---|---------|-----------------------|------|------------------------------|
| <p>destination travel surveys in Guildford town centre in May 2014, recommendations from Guildford Town and Approaches Movement Study Strategy Report (Arup, April 2014) and findings from Surrey County Council's public exhibition event on 'Rethinking Guildford's Gyratory' in May 2013.</p> <p>The scheme could include a new or widened pedestrian bridge from Walnut Tree Close to Bedford Road area.</p> <p><i>Outcomes:</i></p> <ul style="list-style-type: none"> • Reduced traffic congestion in Guildford town centre • Improved pedestrian links between the rail station and Guildford town centre • Improved accident record related to pedestrian/vehicular conflict at junctions • Improved quality of local environment. <p><i>References:</i> Enterprise M3 Local Transport Body Application Form: Guildford Gyratory improvements (12 June 2013) (http://www.enterprisem3.org.uk/uploads/6b60ddc896e2e2fe4762ac483f9e624741c5ef41.pdf)</p> <p>Working for a Smarter Future: The Growth Deal for the Enterprise M3 Area (Enterprise M3 Local Enterprise Partnership, March 2013) (http://www.enterprisem3.org.uk/local-growth-deal-strategic-economic-plan/)</p> <p>Guildford Borough Council Executive Report – Guildford Town and Approaches Movement Study 24 April 2014; also appendix and background papers (http://www.guildford.gov.uk/article/10786/Executive---24-April-2014)</p> | | | | |
| 1.1.2 Review and update of traffic control in Guildford town centre | 2014/15 | Surrey County | TBD | Surrey Travel |

| Infrastructure project | Timing | Delivery organisation | Cost | Committed funding and source |
|---|--------|-----------------------|------|--|
| <p>through the Local Sustainable Transport Fund</p> <p><i>Location:</i> Guildford town centre.</p> <p><i>Scheme components and/or development:</i> Surrey County Council undertook on-street works and equipment upgrades to the traffic control system in Guildford town centre in 2013/14. This implemented recommendations from a review of the Urban Traffic Control / SCOOT system, including the common single database and an audit of the on-site signals infrastructure. Certain other key signals operated under a Microprocessor Optimised Vehicle Actuation (MOVA) system were also included in the review.</p> <p>In 2014/15, following this work, Surrey County Council will commence the updating of the Urban Traffic Control database and timetable and the development of alternative strategies. These will improve the management and control of traffic in the town centre.</p> <p><i>Outcomes:</i></p> <ul style="list-style-type: none"> • Improved management and control of traffic in Guildford town centre. <p><i>References:</i> Surrey County Council Local Committee for Guildford – Local Sustainable Transport Fund Update and 2014/15 Programme – 12 March 2014, para 2.12 (http://mycouncil.surreycc.gov.uk/ieListDocuments.aspx?CId=196&MId=3032&Ver=4)</p> | | Council | | SMART Local Sustainable Transport Fund |

| Infrastructure project | Timing | Delivery organisation | Cost | Committed funding and source |
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| Infrastructure project | Timing | Delivery organisation | Cost | Committed funding and source |
|--|-----------------|-----------------------|---|--|
| <p>1.1.3 Wayfinding signage system – Phase 1</p> <p><i>Location:</i> Guildford town centre.</p> <p><i>Scheme components and/or development:</i> Locations for 29 waymarkers identified and a consistent design agreed.</p> <p><i>Outcomes:</i></p> <ul style="list-style-type: none"> • Improved information and reassurance for pedestrians in the town centre • Potential economic benefit gained from increased dwell time and increased pedestrian movement. | 2014/15 | Surrey County Council | <p>Total cost for manufacture and installation is £87,535.</p> <p>Additionally, cost for research and design has been approximately £85k.</p> | <p>£65,575 from the Local Sustainable Transport Fund (LSTF) plus contribution of £22,000 from Experience Guildford.</p> <p>For Phase 1 all research and design was funded by LSTF.</p> |
| <p>1.1.4 Wayfinding signage system – Phase 2</p> <p><i>Location:</i> Guildford town centre and wider urban area.</p> <p><i>Scheme components and/or development:</i> Locations for 40 waymarkers identified.</p> <p><i>Outcomes:</i></p> <ul style="list-style-type: none"> • Improved information and reassurance for pedestrians in the town centre and wider urban area • Potential economic benefit gained from increased dwell time and increased pedestrian movement. | 2015/16 onwards | Surrey County Council | Individual costs for the manufacture and installation of each sign type are £3,000-5,500 depending on type. | None |

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|---|-----------------|-----------------------|-----------------|------------------------------|
| <p>1.1.5 Guildford High Street – Setts maintenance strategy</p> <p><i>Location:</i> Guildford High Street.</p> <p><i>Scheme components and/or development:</i> At scheme identification stage. The scheme would re-lay the setts in Guildford High Street.</p> <p><i>Outcomes:</i></p> <ul style="list-style-type: none"> • Environmental enhancement. <p><i>References:</i> Surrey County Council Local Committee for Guildford – Highways Update – 12 March 2014, para 2.29-2.33 (http://mycouncil.surreycc.gov.uk/documents/s12270/Highways%20Update%20v3.pdf)</p> <p>Surrey County Council Local Committee for Guildford – Guildford High Street Setts Maintenance Strategy - 19 June 2013 (http://mycouncil.surreycc.gov.uk/documents/s6323/19%2006%202013%20Item%209%20High%20Street%20Setts.pdf)</p> | 2014/15 onwards | Surrey County Council | Estimated £1.5m | None |
| <p>1.1.6 Redesign of the pedestrian crossing facilities and junction of Chertsey Street with North Street and High Street</p> <p><i>Location:</i> Junction of Chertsey Street and North Street.</p> <p><i>Scheme components and/or development:</i> At scheme identification stage.</p> <p><i>Outcomes:</i></p> <ul style="list-style-type: none"> • Improved pedestrian amenity and environmental enhancement. <p><i>References:</i></p> | 2014/15 | Surrey County Council | £0.263m | TBD |

| Infrastructure project | Timing | Delivery organisation | Cost | Committed funding and source |
|---|------------------------|---|--|------------------------------|
| <p>Surrey County Council Local Committee for Guildford – Highways Update 12 March 2014 para 2.23 http://mycouncil.surreycc.gov.uk/documents/s12270/Highways%20Update%20v3.pdf</p> | | | | |
| <p>2 Guildford town (excluding strategic sites)</p> | | | | |
| <p>2.1 Transport interventions</p> | | | | |
| <p>2.1.1 Sustainable movement corridor</p> <p>The sustainable movement corridor will provide an attractive, landscaped priority pathway for pedestrians, cyclists and buses, largely along existing roads in the town. The Guildford Town and Approaches Movement Study Strategy Report (Arup, April 2014) sets out the concept and identifies a potential route.</p> <p><i>Location:</i> Guildford urban area and town centre. It is proposed that the corridor would be delivered in sections. Potential sections as follows:</p> <p>Section 1 – Stag Hill campus to Guildford railway station: This section includes the replacement of Yorkie’s Bridge and the delivery of the site allocation 122. Section 2 – Surrey Research Park to Stag Hill campus via Royal Surrey County Hospital Section 3 – Guildford rail station to Friary Centre/North Street regeneration site Section 4 – Friary Centre/North Street regeneration site to Spectrum leisure complex Section 5 – Blackwell Farm to Surrey Research Park</p> | <p>2016/17 to 2050</p> | <p>TBD</p> <p>Presently promoted by Guildford Borough Council</p> | <p>Estimated at £75-100m in total including infrastructure such as bridges over the railway and river.</p> | <p>None</p> |

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|---|--------|-----------------------|--------|---|
| <p>Section 6 –Spectrum leisure complex to Slyfield Area Regeneration Project</p> <p><i>Scheme components and/or development:</i> Scheme to be developed.</p> <p><i>Outcomes:</i></p> <ul style="list-style-type: none"> • Improved routes for pedestrians, cyclists and buses • Journey time savings for buses, pedestrians and cyclists along the length of the completed corridor as each section added. <p><i>References:</i> Guildford Borough Council Executive Report – Guildford Town and Approaches Movement Study 24 April 2014; also appendix and background papers (http://www.guildford.gov.uk/article/10786/Executive---24-April-2014)</p> | | | | |
| <p>2.1.2 Guildford Sustainable Transport Package</p> <p>A package of enhanced public transport (Quality Bus Corridors), walking and cycling infrastructure to support access to major employment sites in Guildford. Also includes real time information and smart ticketing with the ‘Go Guildford’ ticket offering easy access to buses, bike hire, rail services, car clubs, park and ride, leisure facilities. This will be supported by initiatives to support businesses in reducing travel costs and improving staff productivity.</p> <p><i>Location:</i> Guildford urban area and town centre.</p> <p><i>Scheme components and/or development:</i> Package to be developed.</p> <p><i>Outcomes:</i></p> | TBD | Surrey County Council | £4.95m | No committed funding – £3.7125m requested from Local Growth Fund (£1.2375m in 2015/16). |

| Infrastructure project | Timing | Delivery organisation | Cost | Committed funding and source |
|--|---------|-----------------------|------|--|
| <ul style="list-style-type: none"> • Enhanced public transport (Quality Bus Corridors) • Walking and cycling infrastructure • Real time information and smart ticketing with the 'Go Guildford' ticket offering easy access to buses, bike hire, rail services, car clubs, park and ride, leisure facilities. <p><i>References:</i> Working for a Smarter Future: The Enterprise M3 Delivery Plan – 2014-2020 (http://www.enterprisem3.org.uk/uploads/1dbac429c2bbb7f75d0c2a9c9b4ef71cb25b0330.pdf)</p> | | | | |
| <p>2.1.3 New and/or improved cycling routes schemes through the Local Sustainable Transport Fund</p> <p>Completion of the programme will take place in the 2014/15 financial year.</p> <p><i>Location:</i> Completion of works on A25 Cycle route – various sections Cycle route 4 – Slyfield to Stoke Crossroad via A320 Cycle route 5 – Woking Road to Wooden Bridge via Bellfield Estate Cycle route 7 – Salt Box Road to Wooden Bridge via Grange Road Cycle route 10 – Surrey Research Park via University to Walnut Tree Close</p> <p><i>Scheme components and/or development:</i> Preliminary design, detailed design and construction as shown in Annex B - SCC LSTF Capital Scheme Programme for Guildford.</p> <p><i>Outcomes:</i></p> <ul style="list-style-type: none"> • Improved cycle routes. <p><i>References:</i></p> | 2014/15 | Surrey County Council | TBD | Surrey Travel SMART Local Sustainable Transport Fund |

| Infrastructure project | Timing | Delivery organisation | Cost | Committed funding and source |
|---|---------|-----------------------|-----------------|--|
| <p>Surrey County Council Local Committee for Guildford – Local Sustainable Transport Fund Update and 2014/15 Programme – 12 March 2014, Annex B http://mycouncil.surreycc.gov.uk/ieListDocuments.aspx?CId=196&MId=3032&Ver=4</p> | | | | |
| <p>2.1.4 Bus stop accessibility improvement works on Quality Bus Corridors through the Local Sustainable Transport Fund</p> <p>Completion of the programme of bus stop accessibility improvement works will take place in the 2014/15 financial year.</p> <p><i>Location:</i> Guildford Park Road, Aldershot Road, Worplesdon Road, Woodbridge Road, A320 Woking Road (via Slyfield Green), Epsom Road, Park Barn, Shalford Road, Godalming Road, London Road.</p> <p><i>Scheme components and/or development:</i> Design and construction as shown in Annex B - SCC LSTF Capital Scheme Programme for Guildford.</p> <p><i>Outcomes:</i></p> <ul style="list-style-type: none"> • More accessible bus stops. <p><i>References:</i> Surrey County Council Local Committee for Guildford – Local Sustainable Transport Fund Update and 2014/15 Programme – 12 March 2014, Annex B http://mycouncil.surreycc.gov.uk/ieListDocuments.aspx?CId=196&MId=3032&Ver=4</p> | 2014/15 | Surrey County Council | TBD | Surrey Travel SMART Local Sustainable Transport Fund |
| <p>2.1.5 Shopping parade at Woodbridge Hill – Environmental enhancement scheme</p> | 2014/15 | Surrey County Council | Estimated £160k | Planning contributions via Guildford |

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|--|---------|-----------------------|-----------------|------------------------------|
| <p><i>Location:</i> Woodbridge Hill.</p> <p><i>Scheme components and/or development:</i> Parking bays and spaces will be rationalised, with no loss in numbers, in order to create better pavement spaces. New pedestrian crossing points will be introduced, trees and other planting is planned, as well as good quality unit paving and street furniture.</p> <p><i>Outcomes:</i></p> <ul style="list-style-type: none"> • Environmental enhancement. <p><i>References:</i> Surrey County Council Local Committee for Guildford – Highways Update – 12 March 2014, para 2.29-2.33 http://mycouncil.surreycc.gov.uk/documents/s12270/Highways%20Update%20v3.pdf</p> <p>Surrey County Council Local Committee for Guildford – Guildford High Street Setts Maintenance Strategy - 19 June 2013 http://mycouncil.surreycc.gov.uk/documents/s6323/19%2006%202013%20Item%209%20High%20Street%20Setts.pdf</p> | | | | Borough Council |
| <p>2.1.6 A320 Woking Road junction with Jacobs Well Road – Junction improvement</p> <p><i>Location:</i> A320 Woking Road junction with Jacobs Well Road.</p> <p><i>Scheme components and/or development:</i> Design in progress.</p> <p><i>Outcomes:</i></p> <ul style="list-style-type: none"> • To reduce accidents. <p><i>References:</i></p> | 2014/15 | Surrey County Council | Estimated £137k | Surrey County Council |

| Infrastructure project | | Timing | Delivery organisation | Cost | Committed funding and source |
|------------------------|---|---------|-----------------------|------|------------------------------|
| | <p>Surrey County Council Local Committee for Guildford – Highways Update 12 March 2014 para 2.21 http://mycouncil.surreycc.gov.uk/documents/s12270/Highways%20Update%20v3.pdf</p> <p>LTP3 Guildford borough Transport Strategy & Improvement Programme (January 2014, Draft for discussion) – see para 5.22 for issue addressed.</p> | | | | |
| 2.1.7 | <p>Jacobs Well Road junction with Clay Lane – Junction improvement</p> <p><i>Location:</i> Jacobs Well Road junction with Clay Lane.</p> <p><i>Scheme components and/or development:</i> Design in progress.</p> <p><i>Outcomes:</i></p> <ul style="list-style-type: none"> Junction improvement. <p><i>References:</i> Surrey County Council Local Committee for Guildford – Highways Update 12 March 2014 para 2.22 http://mycouncil.surreycc.gov.uk/documents/s12270/Highways%20Update%20v3.pdf</p> | 2014/15 | Surrey County Council | TBD | Surrey County Council |

| Infrastructure project | | Timing | Delivery organisation | Cost | Committed funding and source |
|------------------------|--|---------|-----------------------|-----------------|--|
| 2.1.8 | <p>A25 Epsom Road, Merrow – Pedestrian safety improvements</p> <p><i>Location:</i> Horseshoe Lane West junction with A25 Epsom Road.</p> <p><i>Scheme components and/or development:</i> Upgrade pedestrian refuges</p> | 2014/15 | Surrey County Council | Estimated £100k | Planning contributions via Guildford Borough Council |

| Infrastructure project | Timing | Delivery organisation | Cost | Committed funding and source |
|--|--|-----------------------|------|---|
| <p>and introduce road table at Horseshoe Lane West.</p> <p><i>References:</i> Surrey County Council Local Committee for Guildford – Highways Update 12 March 2014 para 2.26 (http://mycouncil.surreycc.gov.uk/documents/s12270/Highways%20Update%20v3.pdf)</p> | | | | |
| 2.2 Wastewater treatment | | | | |
| <p>2.2.1 Upgrades to Guildford sewage / wastewater treatment works</p> <p>Details of scale and form of upgrades to wastewater infrastructure to be included once development areas are confirmed and developers have produced detailed drainage strategies.</p> | <p>0-15 years</p> <p>Local network upgrades take about 18 months to deliver</p> <p>Sewage Treatment Works upgrades take approximately 3 to 5 years</p> | Thames Water | TBD | To be funded by the developer / landowner and / or Thames Water |
| 2.3 Flood risk reduction | | | | |

| | Infrastructure project | Timing | Delivery organisation | Cost | Committed funding and source |
|-------|--|---------------|--|---|--|
| 2.3.1 | <p>Applegarth, Park Barn – Surface Water mitigation measures</p> <p>Proposed capital works on Hunts Close are related to highway drainage improvements and should be funded by Surrey County Council. In addition, the maintenance of highway gullies on Hartshill should be funded through Surrey County Council.</p> <p>Works on Roman Farm Road, School Meadow and the general maintenance of the watercourses in this catchment should be funded by Guildford Borough Council.</p> <p>The draft Guildford Surface Water management Plan (SWMP) 2014 recommends that a funding application for FDGiA be submitted for the flood embankment to the east of Pond Meadow, although some local contributions will be required.</p> | 1-15 years | Guildford Borough Council, Surrey County Council with the Environment Agency (to provide support for Flood Defence Grant in Aid / FDGiA funding) | Estimated costs = £335k (£318k associated with embankment to east of Pond Meadow) | TBD |
| 2.3.2 | <p>Ashenden Estate, by Tesco and east of Surrey County Hospital – Surface Water mitigation measures</p> <p>A funding application for FDGiA has already been submitted. The evidence from the SWMP can be used to support enhancement of the funding bid.</p> <p>Given the historic evidence of flooding to the Tesco store and car park there is an opportunity to secure funding towards the scheme. This would significantly improve the potential to secure Flood Defence Grant in Aid (FDGiA) funding.</p> | 1-15 years | Guildford Borough Council, Environment Agency (to provide support for FDGiA funding), Tesco | £420k | part funding from FDGiA, remainder TBD |

| Infrastructure project | | Timing | Delivery organisation | Cost | Committed funding and source |
|------------------------|--|------------|---|------------------------------------|---|
| 2.3.3 | <p>Jacobs Well – Surface Water mitigation measures</p> <p>Guildford Borough Council should focus its funding on the embankment on Oak Tree Close and the potential for an additional trash screen, whilst the County Council should investigate highway flooding issues in Brookside.</p> <p>There is an active flood forum in Jacobs Well, who contribute to the management and maintenance of the watercourse. We will continue to work in partnership with the flood forum to manage flood risk from the watercourse, as blockages or obstructions could result in flooding to residential properties.</p> | 1-15 years | Guildford Borough Council with Surrey County Council, parish council and Worplesdon Flood Forum | £22k | Guildford Borough Council and Surrey County Council |
| 2.3.4 | <p>Burpham – Surface Water mitigation measures</p> <p>Costs = £20k for structural repairs to culvert near Gosden Hill Road Costs = £12k per annum for maintenance of watercourse downstream of London Road, and £4k per annum for maintenance of culvert under New Inn Lane Costs = £530k for flood storage to the east of Merrow Lane.</p> | 1-5 years | Surrey County Council, Environment Agency (to provide support for FDGiA funding), and local residents | £562k plus annual maintenance cost | TBD Potentially developer contributions |
| 2.4 | Cemeteries and crematoria | | | | |
| 2.4.1 | New cemetery and / or crematorium at Land off A322 at Tangley Place Farm, Pitch Place | 6-15 years | Guildford Borough Council | TBD | Guildford Borough Council |
| 3 | Ash and Tongham | | | | |

| Infrastructure project | Timing | Delivery organisation | Cost | Committed funding and source |
|---|-----------------|--|------|------------------------------|
| 3.1 Transport interventions | | | | |
| <p>3.1.1 Interventions to address potential highway performance issues in Ash and Tongham area which could otherwise result from spatial development strategy excluding strategic sites</p> <p><i>Locations:</i> The Options Growth Scenarios Transport Assessment Report (Surrey County Council, January 2014) has identified the locations on the Local Highway Network and the Strategic Highway Network which could be expected to experience the most significant potential highway performance issues, in the absence of mitigating interventions, from development of the spatial development strategy excluding strategic sites. These are as below.</p> <ul style="list-style-type: none"> • Link: B3411 Vale Road, Ash Vale • Link: B3411 Ash Hill Road, Ash • Junction: B3411 Ash Hill Road with A323 Guildford Road, Ash • Link: A323 Ash Road, Ash • Junction: A323 Aldershot Road with A331 Blackwater Valley Route, Ash • Link: The Street, Tongham • Link: Runfold Diversion between The Street and A31 Hog's Back, Runfold • Junction: A331 Blackwater Valley Route with A31 Hog's Back, Tongham • Link: A31 Hog's Back, Tongham to Puttenham <p>The Options Growth Scenarios Transport Assessment Report (Surrey County Council, January 2014) identifies further locations which could be expected to experience potential highway performance issues, in the absence of mitigating interventions. Further locations could also be</p> | 2015/16 onwards | Surrey County Council and Highways Agency, working with developers | TBD | Developer contributions |

| Infrastructure project | Timing | Delivery organisation | Cost | Committed funding and source |
|--|-----------|---|---------------------|------------------------------|
| <p>identified through future strategic transport assessment studies.</p> <p><i>Scheme components and/or development:</i> Interventions to be developed.</p> <p><i>Outcomes:</i></p> <ul style="list-style-type: none"> Interventions which address the potential highway performance issues which could otherwise result from the development. <p><i>References:</i> Options Growth Scenarios Transport Assessment Report (Surrey County Council, January 2014)</p> | | | | |
| 3.2 Education | | | | |
| <p>3.2.1 Expansion of Ash Grange Primary School</p> <p>To support the approved homes at Ash Lodge Drive, Ash Green Lane West, The Croft, and Poyle Road Tongham, and other housing developments in the area</p> | 0-5 years | TBD | TBD | TBD |
| <p>3.2.2 Expansion of St Paul's Infant School, Tongham</p> | TBD | TBD | TBD | TBD |
| 3.3 Flood Risk Reduction | | | | |
| <p>3.3.1 Ash Vale North</p> <p>The localised flood risk issues in Ash Vale North primarily relate to the operation of the existing drainage system within the area, particularly how surface water is discharged via the drainage ditch and foul water via the existing pumping station. Thames Water are the asset owners and operators for the sewerage network, and would be responsible for</p> | 1-15 | Thames Water, Network Rail, and Guildford Borough Council | Minimum of £239,000 | TBD |

| Infrastructure project | Timing | Delivery organisation | Cost | Committed funding and source |
|--|--------|--|---|------------------------------|
| <p>funding improvement works to their network subject to the work being cost-beneficial for Thames Water.</p> <p>The drainage ditch to the west of the hotspot is owned and maintained by Network Rail, so improvements to the ditch or culvert might be funded by Network Rail.</p> <p>Guildford Borough Council could make a contribution towards improvement works and progress this scheme as jointly funded with Thames Water and Network Rail. CCTV Survey work should be funded by Guildford Borough Council.</p> | | | | |
| <p>3.3.2 Ash Vale South</p> <p>Regular maintenance of open watercourse which runs north-east to south-west from Vale Road, as it is critical to drainage of this area. Also regular maintenance of the 450mm culvert needed to ensure adequate conveyance of surface water from the north of the hotspot.</p> <p>Maintenance of highway gullies along Fir Acre Road to reduce flood risk to properties.</p> <p>Maintenance of the open watercourse is believed to be undertaken by Network Rail as the asset owner, and therefore Network Rail should fund ongoing maintenance of this watercourse.</p> <p>Improvements to highway gullies on Fir Acre Road should be funded by Surrey County Council as the highways authority.</p> <p>Property level protection could be funded by Guildford Borough Council, or a Flood Defence Grant in Aid (FDGiA) application could be submitted.</p> | 1-15 | Network Rail, Surrey County Council, Guildford Borough Council | Estimated cost of the proposed storage area is £280,000 | TBD |
| <p>3.3.3 Ash Station Area (Harpers Road)</p> | 1-15 | Guildford Borough | Potentially £165,000 | TBD |

| Infrastructure project | Timing | Delivery organisation | Cost | Committed funding and source |
|--|--------|--|---|------------------------------|
| <p>A flood storage area to the east of Ash Hill Road would reduce the risk of surcharge and overtopping of the culvert which would cause flooding to properties along the natural valley of the historic watercourse. The Project Board has identified a proposed site, bounded by Ash Hill Road to the west, Guildford Road to the north and the railway to the south in a natural depression.</p> <p>This would provide storage in the region of 10,000 to 11,000 m³, subject to further analysis and design.</p> | | Council and Surrey County Council | <p>towards the scheme from FDGiA funding.</p> <p>Potentially developer contributions if development likely to worsen flooding in the area.</p> | |
| <p>3.3.4 Ash Lodge Drive</p> <p>The main culvert inlet needs to be maintained daily during times of heavy rainfall to avoid blockage of the culvert, which would exacerbate flood risk.</p> <p>Surface water sewers at the head of the catchment (Ash Church Road / Ash Street) are rapidly exceeded during times of heavy rainfall which causes exceedance flows to run down Ash Church Road and Ash Street before flowing onto Ash Lodge Drive, Loddon Way, Lea Close and Grange Road/South Lane. These surface water sewers have not been adopted by Thames Water, probably because they are considered to be under-sized.</p> <p>Sewer maps indicate that south of Ash Lodge Drive, the surface water sewers drain to the low spot on South Lane into a 375mm sewer, before flowing into the 1050mm surface water sewer which runs to the south of Ash Lodge Drive.</p> | 1-15 | Guildford Borough Council, Thames Water and Bewley Homes | <p>£750,000, potentially consisting of £500,000 of Flood Defence Grant in Aid (FDGiA), and approximately £186,000 from other sources.</p> <p>Potentially developer contributions if development</p> | TBD |

| Infrastructure project | Timing | Delivery organisation | Cost | Committed funding and source |
|---|--------|-----------------------|--|------------------------------|
| <p>Both sewers should be upsized.</p> <p>To alleviate risk of surcharging of the 900mm surface water sewer to the south of Ash Lodge Drive it is recommended that additional flood storage is provided in the fields to the south of the disused railway near Bin Wood.</p> <p>If further flood storage is needed to compensate for upsizing the drainage network upstream or to provide an enhanced level of protection, the existing green space bounded to the north by Ash Lodge Drive and to the west by Manor Road should be utilised.</p> <p>The Flood Risk Assessment for the proposed development south of Ash Lodge Drive has identified a detention basin will be provided in this location to manage surface runoff from the development site. There is sufficient scope in this location to upsize the proposed detention basin.</p> <p>The balancing pond near South Lane which was built to attenuate runoff from The Briars development is potentially under-sized. A review should be undertaken to determined whether upsizing of the balancing pond may be required.</p> <p>There is evidence of surface water ingress to the foul network causing foul system to flood properties. Sealing of the foul network around Southlands Road would reduce flood risk from the foul network</p> <p>Guildford Borough Council should fund the following mitigation measures:</p> <ul style="list-style-type: none"> • Improve maintenance of the culvert inlets of watercourse from the south of Ash Lodge Drive; • CCTV Survey of the surface water sewer network (although Thames Water should be engaged to identify whether they would contribute), and; • Investigation of the balancing pond near South Lane. | | | likely to worsen flooding in the area. | |

| Infrastructure project | | Timing | Delivery organisation | Cost | Committed funding and source |
|------------------------|---|-----------------|--|-------------------|------------------------------|
| | For the significant capital investment measures (upsizing the network and providing storage near Bin Wood) it is recommended that a Flood Defence Grant in Aid (FDGiA) application be submitted. | | | | |
| 3.3.5 | <p>Tongham</p> <p>Reported flooding on New Road, The Street and in a cul-de-sac off Lambourne Way. The available evidence indicates that flooding in these locations were due to blocked drainage.</p> <p>Maintenance of watercourses on Poyle Road, including culverted sections is needed. Evidence of overtopping of the watercourse on Poyle Road although this is believed to be as a result of poor maintenance rather than hydraulic capacity.</p> <p>Investigation and maintenance of the highway system should be undertaken by Surrey County Council, whereas the maintenance of the watercourse south of Poyle Road should be undertaken by Guildford Borough Council. Should enhancement works be required to manage flows into the watercourse this should be funded by Surrey County Council or Guildford Borough Council.</p> | 1-15 | Surrey County Council and possibly Guildford Borough Council | £20,000 per annum | TBD |
| 4 | <i>Rest of Guildford borough (excluding Guildford town and town centre, Ash and Tongham area and strategic sites)</i> | | | | |
| 4.1 | Transport interventions | | | | |
| 4.1.1 | Interventions to address potential highway performance issues in rest of borough which could otherwise result from spatial | 2015/16 onwards | Surrey County Council and | TBD | Developer contributions |

| Infrastructure project | Timing | Delivery organisation | Cost | Committed funding and source |
|---|--------|--|------|------------------------------|
| <p>development strategy excluding strategic sites</p> <p><i>Locations:</i> The Options Growth Scenarios Transport Assessment Report (Surrey County Council, January 2014) has identified the locations on the Local Highway Network and the Strategic Highway Network which could be expected to experience the most significant potential highway performance issues, in the absence of mitigating interventions, from development of the spatial development strategy excluding strategic sites. These are as below.</p> <ul style="list-style-type: none"> • Link: A31 Hog's Back, Tongham to Puttenham • Junction: B3000 Puttenham Hill with A31 Hog's Back, Puttenham • Link: A323 Guildford Road, Normandy • Link: Westwood Lane, Normandy • Link + Junction: A3 northbound between Puttenham/Compton and Dennis' roundabout • Junction: A3 northbound on slip at A31 Hog's Back • Link + Junction: A3 northbound off slip at Burntcommon • Link + Junction: A3 northbound on slip at Ockham <p>The Options Growth Scenarios Transport Assessment Report (Surrey County Council, January 2014) identifies further locations which could be expected to experience potential highway performance issues, in the absence of mitigating interventions. Further locations could also be identified through future strategic transport assessment studies.</p> <p><i>Scheme components and/or development:</i> Interventions to be developed.</p> <p><i>Outcomes:</i></p> <ul style="list-style-type: none"> • Interventions which address the potential highway performance issues which could otherwise result from the development. | | Highways Agency, working with developers | | |

| Infrastructure project | | Timing | Delivery organisation | Cost | Committed funding and source |
|------------------------|---|------------|-----------------------|-------|------------------------------|
| | <p><i>References:</i> Options Growth Scenarios Transport Assessment Report (Surrey County Council, January 2014)</p> | | | | |
| 4.1.2 | <p>Northern Park and Ride to serve the A320/A322/A323 corridors</p> <p><i>Location:</i> To be determined.</p> <p><i>Scheme components and/or development:</i> The business case for the Park and Ride facility is to be tested. This will include consideration of the costs of construction, ongoing operational costs of the site and the associated bus services.</p> <p><i>Outcomes:</i></p> <ul style="list-style-type: none"> • 1,000 space Park and Ride facility to serve the A320/A322/A323 corridors. | 1-15 years | TBD | TBD | TBD |
| 4.1.3 | <p>Pirbright village safety scheme</p> <p><i>Location:</i> Pirbright village.</p> <p><i>Scheme components and/or development:</i> Construction in 2014/15.</p> <p><i>Outcomes:</i></p> <ul style="list-style-type: none"> • Enhance overall user safety. | 2014/15 | Surrey County Council | £180k | Surrey County Council |
| 4.1.4 | <p>Gole Road, Pirbright – 30mph speed limits</p> <p><i>Location:</i> Gole Road, Pirbright.</p> <p><i>Scheme components and/or development:</i></p> | 2014/15 | Surrey County Council | £30k | Surrey County Council |

| Infrastructure project | Timing | Delivery organisation | Cost | Committed funding and source |
|--|---------|--|------|---|
| <p>Construction in 2014/15.</p> <p><i>Outcomes:</i></p> <ul style="list-style-type: none"> • Reduce speed to 30mph. | | | | |
| <p>4.1.5 Kings Road, Shalford – New zebra crossing</p> <p><i>Location:</i> Kings Road, Shalford.</p> <p><i>Scheme components and/or development:</i> Construction in 2014/15.</p> <p><i>Outcomes:</i></p> <ul style="list-style-type: none"> • New zebra crossing. | 2014/15 | Surrey County Council | £50k | Surrey County Council |
| <p>4.1.6 A247 Send Road junction with Tannery Lane, Send – Junction improvement</p> <p><i>Location:</i> A247 Send Road junction with Tannery Lane.</p> <p><i>Scheme components and/or development:</i> To be determined. Likely to involve a four-arm signal controlled junction with right turning provision for those wishing to turn right from the A247 Send Road into the side roads (Tannery Lane and Sandy Lane), together with controlled pedestrian crossing facilities.</p> <p><i>Outcomes:</i></p> <ul style="list-style-type: none"> • Junction improvement to accommodate additional traffic generated by potential developments in the vicinity • To provide improvements for pedestrians and cyclists. | TBD | Surrey County Council in partnership with developer(s) | TBD | <p>None.</p> <p>To be wholly funded by developer(s)</p> |

| Infrastructure project | Timing | Delivery organisation | Cost | Committed funding and source |
|--|------------|--|---------------------------------------|---|
| <p>4.1.7 Provision of a small public village car park, Send</p> <p><i>Location:</i> To be determined. An opportunity may presented through the future development of site 75 Land at Tannery Lane, Send (including Clockbarn Nurseries).</p> <p><i>Scheme components and/or development:</i> A small public village car park providing short stay parking for customers of the businesses at the A247 Send Road junction with Tannery Lane.</p> <p><i>Outcomes:</i></p> <ul style="list-style-type: none"> • Short stay car parking for customers of the nearby businesses • To reduce the incidence of on-street parking at A247 Send Road junction with Tannery Lane. | TBD | TBD. Potentially Guildford Borough Council and/or Send Parish Council with developer(s) | TBD | None. To be wholly provided and funded by developer(s) |
| 4.2 Education | | | | |
| 4.2.1 | 6-15 years | Surrey County Council, Guildford Borough Council and landowner | TBD – land cost and school build cost | Surrey County Council |
| 4.2.2 | 6-15 years | Surrey County Council, Guildford Borough Council and landowner | TBD – land cost and school build cost | Surrey County Council |

| | Infrastructure project | Timing | Delivery organisation | Cost | Committed funding and source |
|-------|---|------------|---|--|------------------------------|
| 4.3 | Flood risk reduction | | | | |
| 4.3.1 | <p>East Horsley - Surface Water mitigation measures</p> <p>It is recommended that highway drainage improvements on Kingston Avenue are funded and delivered by Surrey County Council as the Local Highway Authority.</p> <p>A CCTV survey of the watercourse to the rear of Kingston Avenue should be undertaken by Guildford Borough Council.</p> <p>Further investigation and detailed hydraulic modelling of the watercourse through East Horsley is recommended. Initially, Guildford Borough Council should undertake engagement and consultation with local residents to better understand historic flooding in the catchment.</p> <p>Subsequently, it is recommended that an application for FDGiA funding is submitted to undertake detailed hydraulic modelling of the watercourse and drainage network in East Horsley to improve understanding of flood risk and potential mitigation measures.</p> <p>A CCTV survey of the culverted watercourses may be required and should be funded by Guildford Borough Council.</p> | 1-15 years | Surrey County Council and Guildford Borough Council | <p>Costs for highway works = £10k</p> <p>Estimated costs for future hydraulic modelling = £75k</p> | TBD |
| 4.3.2 | <p>Ripley - Surface Water mitigation measures</p> <p>£355k (including highways works and design, construction and maintenance of storage areas)</p> <p>Improvements to the existing highway drainage on High Street and the ditch network adjacent to Grove Heath North should be progressed and funded by Surrey County Council as the highways authority. Guildford Borough Council should take the lead on working with local</p> | TBD | Surrey County Council and Guildford Borough Council | TBD | TBD |

| Infrastructure project | Timing | Delivery organisation | Cost | Committed funding and source |
|---|------------|---------------------------|------|------------------------------|
| <p>landowners to improve the management of land to reduce runoff rates.</p> <p>The most feasible funding opportunity for the flood storage area to the south of the High Street would be FDGiA. However, initial analysis of the Partnership Funding Score indicates that significant cost savings or external contributions would be needed to fund the scheme.</p> <p>Further work will be required to seek cost savings, as it is considered unlikely that £190k can be raised locally to support the scheme, in the absence of a recent flood history in the area.</p> | | | | |
| <p>4.3.3 Send - Surface Water mitigation measures</p> <p>Should there be a residual flood risk following improvements to the highway drainage network, property level protection would be suitable for properties on Send Road.</p> <p>The flood risk issues in Send appear to be localised and related to the condition and location of highway drainage within the area. Therefore it is recommended that Surrey County Council act as the lead organisation for further investigation and funding of the proposed mitigation measures.</p> <p>Should property level protection be progressed in this area, an FDGiA application could be submitted to secure funding for the scheme, although local contributions would be needed to secure FDGiA</p> | TBD | Surrey County Council | £20k | TBD |
| <p>4.4 Cemeteries and crematoria</p> | | | | |
| <p>4.4.1 New cemetery and / or crematorium at Land off Westwood Lane, Normandy</p> | 6-15 years | Guildford Borough Council | TBD | Guildford Borough Council |

| Infrastructure project | Timing | Delivery organisation | Cost | Committed funding and source | |
|------------------------|--|-----------------------|-----------|--|-------------------------|
| 4.5 | Suitable Alternative Natural Green Space (SANG) | | | | |
| 4.5.1 | Suitable Alternative Natural Green Space (SANG) Effingham Common | 1-5 years | GBC | TBD | Developer contributions |
| 4.5.2 | Suitable Alternative Natural Green Space (SANG) Ben's Wood, West Horsley | 1-10 years | Landowner | TBD | Developer contributions |
| 4.5.3 | Suitable Alternative Natural Green Space (SANG) Alderton's Farm, Send Marsh Road | 1-10 years | Landowner | TBD | Developer contributions |
| 4.5.4 | Suitable Alternative Natural Green Space (SANG) Tyting Farm, Halfpenny Lane, Holy Trinity | 1-5 years | GBC | TBD | Developer contributions |
| 4.5.5 | Suitable Alternative Natural Green Space (SANG) Chantry Woods, Pilgrim's Way, Holy Trinity | Current | GBC | SANG (capital costs and endowment) - £7,695,900 SAMM - £1,490,200 | Developer contributions |
| 4.5.6 | Suitable Alternative Natural Green Space (SANG) Riverside Park, North Guildford | Current | GBC | SANG (capital costs and endowment) - £849,200 SAMM - £164,400 | Developer contributions |
| 4.5.7 | Suitable Alternative Natural Green Space (SANG) Burpham Court Farm, | 1-15 years | GBC | TBD | Developer |

| Infrastructure project | | Timing | Delivery organisation | Cost | Committed funding and source |
|------------------------|---|------------|---------------------------|---|------------------------------|
| | North Guildford | | | | contributions |
| 4.5.8 | Suitable Alternative Natural Green Space (SANG) Parsonage Water Meadows, North of A3, Stoke | Current | GBC | SANG (capital costs and endowment) - £395,700 SAMM - £76,700 | Developer contributions |
| 4.5.9 | Suitable Alternative Natural Green Space (SANG) Russell Place Farm, Wood Street Village | 1-10 years | Landowner | TBD | Developer contributions |
| 4.5.10 | Suitable Alternative Natural Green Space (SANG) Ash, West of Ash Green | 1-10 years | Landowner | TBD | Developer contributions |
| 4.5.11 | Suitable Alternative Natural Green Space (SANG) Stringers Common | 1-15 years | GBC/SCC | TBD | Developer contributions |
| 4.5.12 | Suitable Alternative Natural Green Space (SANG) Broad Street and Backside Common | 1-15 years | GBC/SCC | TBD | Developer contributions |
| 4.5.13 | Suitable Alternative Natural Green Space (SANG) Tongham Pools, Ash | 1-15 years | GBC/SCC | TBD | Developer contributions |
| 5 | <i>Strategic site – Blackwell Farm</i> | | | | |
| 5.1 | Transport interventions | | | | |
| 5.1.1 | Interventions to address potential highway performance issues which could otherwise result from development of the Blackwell | 1-15 years | Surrey County Council and | TBD | Developer contributions |

| Infrastructure project | Timing | Delivery organisation | Cost | Committed funding and source |
|--|--------|---|------|------------------------------|
| <p>Farm site</p> <p><i>Locations:</i> The Options Growth Scenarios Transport Assessment Report (Surrey County Council, January 2014) has identified the locations on the Local Highway Network and the Strategic Highway Network which could be expected to experience the most significant potential highway performance issues, in the absence of mitigating interventions, from development of the Blackwell Farm site. These are as below.</p> <ul style="list-style-type: none"> • Link + Junction: Runfold diversion between A31 Hog's Back and The Street, Runfold • Junction: A331 Blackwater Valley Route with A31 Hog's Back, Tongham • Junction: B3000 Puttenham Hill with A31 Hog's Back, Puttenham • Link: A31 Hog's Back, Tongham to Puttenham • Junction: A31 Farnham Road with Guildford Park Road, Guildford • Link + Junction: A3 northbound between A31 and Dennis' roundabout <p>The Options Growth Scenarios Transport Assessment Report (Surrey County Council, January 2014) identifies further locations which could be expected to experience potential highway performance issues, in the absence of mitigating interventions. Further locations could also be identified through future strategic transport assessment studies.</p> <p><i>Scheme components and/or development:</i> Interventions to be developed.</p> <p><i>Outcomes:</i></p> <ul style="list-style-type: none"> • Interventions which address the potential highway performance issues which could otherwise result from the development. <p><i>References:</i></p> | | Highways Agency, working with developer | | |

| Infrastructure project | Timing | Delivery organisation | Cost | Committed funding and source |
|---|------------|---|------|------------------------------|
| Options Growth Scenarios Transport Assessment Report (Surrey County Council, January 2014) | | | | |
| <p>5.1.2 New junction with the A31 Hog's Back and/or A3 trunk road and connections to the Local Road Network</p> <p><i>Location:</i> Blackwell Farm site and land in ownership of Highways Agency and Surrey County Council.</p> <p><i>Scheme components and/or development:</i> TBD.</p> <p><i>Outcomes:</i></p> <ul style="list-style-type: none"> • New junction with the A31 Hog's Back and/or A3 trunk road and connections to the Local Road Network. | 1-15 years | Surrey County Council and Highways Agency, working with developer | TBD | Developer contributions |
| <p>5.1.3 Access road linking Beechcroft Drive (private road) to Francis Crick Drive (private road)</p> <p><i>Location:</i> Blackwell Farm site.</p> <p><i>Scheme components and/or development:</i> Outline design prepared.</p> <p><i>Outcomes:</i></p> <ul style="list-style-type: none"> • Access road from linking Beechcroft Drive (private road) to Francis Crick Drive (private road). | 1-15 years | Developer | TBD | Developer contributions |
| <p>5.1.4 Blackwell Farm Park and Ride</p> <p><i>Location:</i> Blackwell Farm site.</p> <p><i>Scheme components and/or development:</i></p> | 1-15 years | Developer | TBD | Developer contributions |

| Infrastructure project | Timing | Delivery organisation | Cost | Committed funding and source |
|--|-----------------------------------|-----------------------|--|------------------------------|
| <p>The business case for the Park and Ride facility is to be tested. This will include consideration of the costs of construction, ongoing operational costs of the site and the associated bus services.</p> <p><i>Outcomes:</i></p> <ul style="list-style-type: none"> • 1,000 space Park and Ride facility on the A31 corridor. | | | | |
| <p>5.1.5 New rail station at Park Barn/Surrey Research Park/Blackwell Farm, Guildford</p> <p>This will serve existing and new housing and commercial developments.</p> <p><i>Locations:</i> To be determined.</p> <p><i>Scheme components and/or development:</i> The business case for the new railway station is to be tested. This will include consideration of the costs of construction, ongoing operational costs of the site and the associated rail services.</p> <p><i>Outcomes:</i></p> <ul style="list-style-type: none"> • New railway station. <p><i>References:</i> Surrey Rail Strategy (Arup, 2013)</p> | 1-15 years | TBD | £5-10m capital cost plus potential revenue costs to fund changes to services for Train Operating Company | Developer contributions |
| 5.2 Other | | | | |
| 5.2.1 | New two-form entry primary school | 1-15 years | TBD | Developer contributions |
| 5.2.2 | Local retail centre | 1-15 years | TBD | Developer contributions |

| Infrastructure project | | Timing | Delivery organisation | Cost | Committed funding and source |
|------------------------|---|------------|---|------|------------------------------|
| 5.2.3 | Community building | 1-15 years | TBD | TBD | Developer contributions |
| 5.2.4 | GPs surgery | 1-15 years | TBD | TBD | Developer contributions |
| 5.2.5 | Open space including playgrounds, playing fields and allotments | 1-15 years | TBD | TBD | Developer contributions |
| 5.2.6 | Suitable Alternative Natural Green Space (SANG) | 1-15 years | Landowner | TBD | Developer contributions |
| 5.2.7 | Upgrade to wastewater infrastructure if needed | 1-15 years | TBD | TBD | Developer contributions |
| 5.2.8 | Upgrade to water supply network capacity if assessment shows it is needed | 1-15 years | TBD | TBD | Developer contributions |
| 6 | <i>Strategic site – Gosden Hill Farm</i> | | | | |
| 6.1 | Transport interventions | | | | |
| 6.1.1 | <p>Interventions to address potential highway performance issues which could otherwise result from development of the Gosden Hill Farm site</p> <p><i>Locations:</i> The Options Growth Scenarios Transport Assessment Report (Surrey County Council, January 2014) has identified the locations on the Local Highway Network and the Strategic Highway Network which could be expected to experience the most significant potential highway performance issues, in the absence of mitigating interventions, from development of the Gosden Hill Farm site. These are as below.</p> <ul style="list-style-type: none"> Link: A3100 London Road, Burpham | 1-15 years | Surrey County Council and Highways Agency, working with developer | TBD | Developer contributions |

| Infrastructure project | Timing | Delivery organisation | Cost | Committed funding and source |
|---|------------|---|------|------------------------------|
| <ul style="list-style-type: none"> • Link: B2234 New Inn/Park Lane, Burpham • Link: A25 Parkway and Epsom Road, Burpham/Merrow • Link + Junction: A3 southbound between Dennis' roundabout and Cathedral junction • Link + Junction: A3 southbound off slip at Burpham/Merrow • Junction: A3 northbound off slip at Burntcommon <p>The Options Growth Scenarios Transport Assessment Report (Surrey County Council, January 2014) identifies further locations which could be expected to experience potential highway performance issues, in the absence of mitigating interventions. Further locations could also be identified through future strategic transport assessment studies.</p> <p><i>Scheme components and/or development:</i> Interventions to be developed.</p> <p><i>Outcomes:</i></p> <ul style="list-style-type: none"> • Interventions which address the potential highway performance issues which could otherwise result from the development. <p><i>References:</i> Options Growth Scenarios Transport Assessment Report (Surrey County Council, January 2014)</p> | | | | |
| <p>6.1.2 Relocated A3 southbound off-slip, new A3 southbound on-slip and connections to the Local Road Network</p> <p><i>Location:</i> Gosden Hill Farm site and land in ownership of Highways Agency and Surrey County Council.</p> <p><i>Scheme components and/or development:</i> TBD.</p> <p><i>Outcomes:</i></p> | 1-15 years | Surrey County Council and Highways Agency, working with developer | TBD | Developer contributions |

| Infrastructure project | Timing | Delivery organisation | Cost | Committed funding and source |
|---|------------|-----------------------|--|------------------------------|
| <ul style="list-style-type: none"> Relocated A3 southbound off-slip, new A3 southbound on-slip and connections to the Local Road Network. | | | | |
| <p>6.1.3 Gosden Hill Farm Park and Ride</p> <p><i>Location:</i> Gosden Hill Farm site.</p> <p><i>Scheme components and/or development:</i> The business case for the Park and Ride facility is to be tested. This will include consideration of the costs of construction, ongoing operational costs of the site and the associated bus services.</p> <p><i>Outcomes:</i></p> <ul style="list-style-type: none"> 1,000 space Park and Ride facility on the A3 southbound corridor. | 1-15 years | Developer | TBD | Developer contributions |
| <p>6.1.4 New rail station at Merrow, Guildford</p> <p>This will serve existing and new housing and commercial developments at Gosden Hill Farm site.</p> <p><i>Locations:</i> Merrow Depot site On New Guildford Line.</p> <p><i>Scheme components and/or development:</i> The business case for the new railway station is to be tested. This will include consideration of the costs of construction, ongoing operational costs of the site and the associated rail services.</p> <p><i>Outcomes:</i></p> <ul style="list-style-type: none"> New railway station. <p><i>References:</i> Surrey Rail Strategy (Arup, 2013)</p> | 1-15 years | TBD | £5-10m capital cost plus potential revenue costs to fund changes to services for Train Operating Company | Developer contributions |

| Infrastructure project | | Timing | Delivery organisation | Cost | Committed funding and source |
|------------------------|---|------------|-----------------------|------|--|
| 6.2 | Other | | | | |
| 6.2.1 | New two-form entry primary school | 1-15 years | TBD | TBD | Developer contributions |
| 6.2.2 | Local retail centre | 1-15 years | TBD | TBD | Developer contributions |
| 6.2.3 | GPs surgery | 1-15 years | TBD | TBD | Developer contributions |
| 6.2.4 | Community building | 1-15 years | TBD | TBD | Developer contributions |
| 6.2.5 | Open space including playgrounds, playing fields and allotments | 1-15 years | TBD | TBD | Developer contributions |
| 6.2.6 | Suitable Alternative Natural Green Space (SANG) Gosden Hill Farm | 1-15 years | Landowner | TBD | Developer contributions |
| 6.2.7 | Local retail centre | 1-15 years | TBD | TBD | Developer contributions |
| 6.2.8 | Upgrade to wastewater infrastructure if needed | 1-15 years | Thames Water | TBD | Developer (and potentially Thames Water) |
| 6.2.9 | Upgrade to water supply network capacity if assessment shows it is needed | 1-15 years | TBD | TBD | Developer contributions |
| 6.2.10 | Reducing surface water flood risk, potentially with balancing pond(s), on-site Sustainable Urban Drainage System (SUDs) | 1-15 years | TBD | TBD | Developer contributions |

| Infrastructure project | Timing | Delivery organisation | Cost | Committed funding and source |
|---|------------|---|------|------------------------------|
| 7 <i>Strategic site – Former Wisley airfield</i> | | | | |
| 7.1 Transport interventions | | | | |
| 7.1.1 Interventions to address potential highway performance issues which could otherwise result from development of the former Wisley airfield site <i>Locations:</i> The Options Growth Scenarios Transport Assessment Report (Surrey County Council, January 2014) has identified the locations on the Local Highway Network and the Strategic Highway Network which could be expected to experience the most significant potential highway performance issues, in the absence of mitigating interventions, from development of the former Wisley airfield site. These are as below. <ul style="list-style-type: none"> • Link: B2039 Ockham Road North, Ockham • Link + Junction: A3 northbound on slip at Ockham • Link + Junction: A3 southbound off slip at Ockham • Link: A3 northbound between Ockham and M25 • Link + Junction: A3 southbound on slip at Burntcommon The Options Growth Scenarios Transport Assessment Report (Surrey County Council, January 2014) identifies further locations which could be expected to experience potential highway performance issues, in the absence of mitigating interventions. Further locations could also be identified through future strategic transport assessment studies. <i>Scheme components and/or development:</i> Interventions to be developed. | 1-15 years | Surrey County Council and Highways Agency, working with developer | TBD | Developer contributions |

| Infrastructure project | Timing | Delivery organisation | Cost | Committed funding and source | |
|---|--|-----------------------|-----------|------------------------------|--|
| <p><i>Outcomes:</i></p> <ul style="list-style-type: none"> Interventions which address the potential highway performance issues which could otherwise result from the development. <p><i>References:</i></p> <p>Options Growth Scenarios Transport Assessment Report (Surrey County Council, January 2014)</p> | | | | | |
| 7.2 Other | | | | | |
| 7.2.1 | New two-form entry primary school | 1-15 years | TBD | TBD | Developer contributions |
| 7.2.2 | Local retail centre | 1-15 years | TBD | TBD | Developer contributions |
| 7.2.3 | GPs surgery | 1-15 years | TBD | TBD | Developer contributions |
| 7.2.4 | Community building | 1-15 years | TBD | TBD | Developer contributions |
| 7.2.5 | Open space including playgrounds, playing fields and allotments | 1-15 years | TBD | TBD | Developer contributions |
| 7.2.6 | Suitable Alternative Natural Green Space (SANG) Former Wisley airfield | 1-15 years | Landowner | TBD | Developer contributions |
| 7.2.7 | High speed Broadband upgrade | 1-15 years | TBD | TBD | Developer contributions |
| 7.2.8 | Drainage and any flood mitigation | 1-15 years | TBD | TBD | Developer contributions |
| 7.2.9 | Upgrade to wastewater infrastructure if needed | 1-15 years | TBD | TBD | Developer contributions and Thames Water |
| 7.2.10 | Upgrade to water supply network capacity if assessment shows it is | 1-15 years | TBD | TBD | Developer |

| Infrastructure project | Timing | Delivery organisation | Cost | Committed funding and source |
|--|-----------------|-----------------------|------|------------------------------|
| needed | | | | contributions |
| 7.2.11 Local retail centre | 1-15 years | TBD | TBD | Developer contributions |
| 8 Strategic site –Slyfield Area Regeneration Project (SARP) site | | | | |
| 8.1 Transport interventions | | | | |
| <p>8.1.1 Clay Lane Link Road Northern Section (Phase One)</p> <p><i>Location:</i> Link road connecting Clay Lane and Moorfield Road on the Slyfield Industrial Estate. See site allocation 121.</p> <p><i>Scheme components and/or development:</i> Link road connecting Clay Lane and Moorfield Road on the Slyfield Industrial Estate.</p> <p><i>Outcomes:</i></p> <ul style="list-style-type: none"> • Clay Lane Link Road Northern Section facilitates the intensification of the Slyfield Industrial Estate • Reduced traffic congestion at junction of A320 Woking Road and Moorfield Road. | 2015/16 onwards | TBD | £6m | Public Works Loan Board |
| <p>8.1.2 Clay Lane Link Road Southern Section (Phase Two)</p> <p><i>Location:</i> Slyfield Area Regeneration Project site.</p> | 11-15 years | TBD | TBD | Developer contributions |

| Infrastructure project | Timing | Delivery organisation | Cost | Committed funding and source |
|---|---|-----------------------|------|---|
| <p><i>Scheme components and/or development:</i> Presently envisaged to be an internal access road which connects to the existing Local Road Network to the east of the A320 Woking Road, with a restricted connection to the Clay Lane Link Road Northern Section for pedestrians, cyclists, buses and emergency vehicles only.</p> <p><i>Outcomes:</i></p> <ul style="list-style-type: none"> Clay Lane Link Road Northern Section and Southern Section facilitates development of the Slyfield Area Regeneration Project site. | | | | |
| 8.2 Other | | | | |
| 8.2.1 | New two-form entry primary school | 11-15 years | TBD | Developer contributions |
| 8.2.2 | Local retail centre | 11-15 years | TBD | Developer contributions |
| 8.2.3 | Upgrade to water supply network capacity if assessment shows it is needed | 11-15 years | TBD | Developer contributions and Water company |