

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (REIGATE & BANSTEAD)

DATE: 7 MARCH 2016



LEAD OFFICER: NEIL MCCLURE, PROJECT MANAGER, TRANSPORT POLICY

SUBJECT: EPSOM-BANSTEAD SUSTAINABLE TRANSPORT PACKAGE

DIVISION: BANSTEAD VILLAGE, NORK, TATTENHAMS, KINGSWOOD AND BURGH HEATH, TADWORTH AND WALTON, PRESTON

SUMMARY OF ISSUE:

This paper is to brief the Local Committee Members on the Epsom - Banstead Sustainable Transport Package (STP). The scheme is currently being developed into a business case for submission to the Coast to Capital (C2C) Local Enterprise Partnership (LEP) in a bid for funding from the Local Growth Award.

The proposals will require a public consultation which has been tentatively arranged for a 6 week period during May/June 2016 to fit in with the tight timescale for delivery.

RECOMMENDATIONS:

The Local Committee (Reigate & Banstead) is asked to:

- (i) note the project progress to date.
- (ii) approve the project to be the subject of a public consultation exercise during May/June 2016.
- (iii) delegate authority to the Area Highways Manager in consultation with the Epsom - Banstead STP Member Task Group to agree the project consultation material.

REASONS FOR RECOMMENDATIONS:

To ensure that the Local Committee is kept informed, the Local Committee is asked to note the progress made so far to develop the Epsom - Banstead STP project into a business case bid for LEP funding.

Due to the tight timescales for delivery, a six week consultation period has been tentatively arranged for May/June 2016 to enable the results of the consultation to be presented to the meeting of this committee on 12 September 2016 for works to commence during the autumn of 2016.

The project will also require a number of approvals from this committee for example allowing cycling on widened footways and the advertisement of notices for the installation of toucan crossings and certain traffic orders.

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However, these are currently in development and form part of the design process and will be presented to a later meeting of this committee.

1. INTRODUCTION AND BACKGROUND:

- 1.1 The Epsom - Banstead STP scheme was approved by the C2C LEP for inclusion in the Strategic Economic Plan (SEP) during 2014.
- 1.2 The key LEP project objective is to provide for economic growth. LEP investment in transport schemes should provide transport infrastructure to unlock growth in jobs, homes and employment space; reduce car journeys through sustainable transport improvements, thereby reducing carbon emissions; and improve resilience to transport disruptions.
- 1.3 Sustainable Transport Packages specifically should regenerate areas by tackling congestion and improving journey quality and reliability, and provide alternative sustainable transport improvements to the car, to reduce carbon emissions.

2. ANALYSIS:

- 2.1 The Epsom - Banstead STP scheme is a package of walking, cycling and quality bus improvements within the C2C East Surrey M25 strategic growth corridor.
- 2.2 The aim of the scheme is to provide improved connections from residential areas to key economic and employment areas such as Epsom town centre, to facilitate new housing development and to encourage economic prosperity and increased employment, particularly in areas of deprivation, such as Preston.
- 2.3 Relief from congestion would be encouraged through a modal shift away from the private car. Shared pedestrian and cycle routes will give commuters the choice to travel by bicycle or by foot on improved pedestrian routes. Improved public transport reliability and infrastructure will improve access to jobs and employment opportunities. The proposed schemes will provide residents and commuters with a wider choice of transport modes.
- 2.4 An Officer Project Board including officers from Surrey County Council (SCC), Epsom & Ewell Borough Council (EEBC), and Reigate & Banstead Borough Council (RBBC) is currently working to develop a short list package of sustainable transport schemes for inclusion in the business case. The costs and benefits of each scheme will be assessed to enable a business case to be submitted to the LEP. The submission dates are set by the LEP which is currently expected to be May 2016 (date to be confirmed by the LEP).
- 2.5 The joint Member Task Group with members from the Reigate & Banstead Local Committee and the Epsom & Ewell Local Committee has been kept fully briefed with the development of this sustainable transport scheme to date. The final short list of schemes and business case will require the support of the Member Task Group to proceed with the consultation and project design phase.
- 2.6 The project 'dovetails' with the current Epsom Plan E scheme delivering highway and public realm improvements for Epsom town centre, and the Greater Redhill STP providing similar sustainable transport connectivity improvements between the Reigate/Redhill and Horley/Gatwick areas.

- 2.7 Failure to deliver this project would represent a lost opportunity to promote sustainable transport in the area as well as a chance to link up employment centres with residential areas of deprivation encouraging increased employment.

3. OPTIONS:

- 3.1 Potential schemes for inclusion in the business case are being prioritised and appraised against a number of key project measures, including the expected economic benefits, costs, deliverability and whether the schemes align with County and Borough Council objectives.
- 3.2 Options within the final package of schemes will be considered during the feasibility and design process after the business case has been completed.

4. CONSULTATIONS:

- 4.1 On submission of the business case the C2C LEP will carry out an independent scrutiny of the scheme bid.
- 4.2 It is the intention of the County Council to carry out a public consultation on the scheme. On current timescales a 6 week consultation period is expected to take place during May/June 2016.
- 4.3 The consultation will be online, with leaflets available at locations within the project improvement area where hard copy questionnaires will also be available.
- 4.4 It is also planned to hold an exhibition within the project area at a suitable public venue, which will be staffed by SCC and Borough Council Officers. Details of the consultation process will be prepared at a later stage.
- 4.5 Analysis of the consultation feedback and any subsequent changes to the proposed schemes will be presented to the Local Committee at the 12 September 2016 meeting, with a Member Task Group briefing prior to this.
- 4.6 Public engagement results and analysis from existing schemes, including Epsom Plan E and Preston Regeneration will also be used for determining the appropriate package of transport measures for the Epsom - Banstead scheme.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The detailed business case for the scheme is being prepared which includes a value for money section.
- 5.2 The scheme has been given internal SCC approval for a total scheme funding bid value of up to £4.8m. Scheme delivery will be from 2016/17 through to 2017/18.
- 5.3 The LEP requires a 25% local contribution for all STP schemes. This means we require a sum of £1.2m to be included as local contribution/match funding in order to secure the remainder as grant funding from the LEP.

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- 5.4 Confirmation of available local contribution funding is being progressed with County and Borough Council partners, and potential third party private sector match funding for inclusion in the business case.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 It is the objective of the County Council to treat all users of the public highway equally and with understanding. An Equalities Impact Assessment (EqIA's) will be carried out for each Major / Sustainable Transport scheme.

7. LOCALISM:

- 7.1 The scalable package of measures between Epsom and Banstead aims to deliver sustainable and public transport measures to improve accessibility, encourage its use and improve safety with goals to;
- encourage modal shift (to walking, cycling, bus and rail)
 - reduce congestion
 - improve journey time reliability
 - reduce journey times
 - reduce vehicle operating costs
 - increase accessibility to economic centres and railway stations
 - reduce road casualties
 - deliver increased bus reliability and patronage to major employment sites, town centres, hospitals and education centres
 - Support regeneration of the Preston Estate in Reigate & Banstead.

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	Improve access to rail stations and other passenger transport interchange facilities, and reduce the fear of crime and disorder.
Sustainability (including Climate Change and Carbon Emissions)	Set out below
Corporate Parenting/Looked After Children	No significant implications arising from this report
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report
Public Health	Set out below.

8.1 Sustainability and Public Health Implications

Increased walking and cycling, where it replaces motorised forms of transport such as the car, will improve air quality and reduce carbon emission levels, which is a key objective of the Surrey LTP. Passenger transport and modal shift from the car to buses/rail are a further key objective of the Surrey Local Transport Plan (LTP).

Transport is responsible for one third of carbon emission in Surrey. Surrey's LTP has a target to reduce carbon emissions from (non-motorway) transport by 10% (absolute emissions) by 2020, increasing to 25% reduction by 2035 from a 2007 baseline of 2,114k tonnes.

Increased walking and cycling has a positive impact on the health of a person. The NHS identifies cycling as an activity which provides significant health benefits. The emerging Surrey Health and Wellbeing Strategy has identified obesity as one of the priority public health challenges.

The whole project including the improved walking and cycling facilities will be marketed together with bus service marketing in partnership with commercial bus operators to residents and businesses. Cycle training will be offered to those less confident of cycling to encourage take up and to maximise the benefits of the new infrastructure.

It could be that increased levels of walking, cycling and bus usage to and around the area will have a positive effect on the local retail economy as some recent studies suggesting that these groups actually spend more on a trip into a town than a motorist.

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 The Local Committee (Reigate & Banstead) is asked to note the project progress and timescales for the business case submission. This work will continue to be progressed through the Officer Project Board for submission to the C2C LEP in May 2016 (date to be confirmed by the C2C LEP). The Member Task Group will be kept fully informed of progress as the final package of sustainable transport measures is developed for the project and business case submission to the C2C LEP.
- 9.2 The County Council in partnership with Reigate & Banstead Borough Council and Epsom & Ewell Borough Council intend to prepare and plan for a 6 week consultation on the scheme during May/June 2016. The Local Committee is requested to approve this to enable the public engagement to take place.
- 9.3 The Local Committee is requested to delegate authority to the Area Highways Manager in consultation with the Epsom - Banstead STP Member Task Group to agree the project consultation material.

10. WHAT HAPPENS NEXT:

- 10.1 A report will be presented to the September 2016 Local Committee with details of the short list package of schemes included in the Epsom - Banstead STP and a business case will be submitted to the C2C LEP for project funding.

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- 10.2 Subject to the approval of this Local Committee a public consultation exercise will be carried out for a 6 week period (during May/June 2016), and the results will be presented to the September 2016 Local Committee.
- 10.3 The C2C LEP Grant funding award decision for the project is expected to be announced during summer 2016, for scheme delivery from autumn the same year.

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Consulted
Epsom Banstead STP Officer Project Board
Joint Borough Member Task Group

Annexes:
None

Sources/background papers:
Epsom Banstead STP – Reigate & Banstead Local Committee report Dec 2015
