



**OFFICER REPORT TO LOCAL COMMITTEE
REIGATE AND BANSTEAD**

TRANSPORT FOR REDHILL AND REIGATE

7 DECEMBER 2009

KEY ISSUE

This report proposes the establishment of a new voluntary task group, "Transport for Redhill and Reigate" (TfRR), to inform the development of Redhill and Reigate's transport network.

SUMMARY

Surrey County Council coordinates its main transport policies through the new voluntary partnership Transport for Surrey (TfS). This proposal would establish a similar body to the newly created Transport for Woking (TfW) and Transport for Guildford (TfG) to facilitate local collaborative working on transport issues between Reigate and Banstead Borough Council and Surrey County Council in the Redhill and Reigate area.

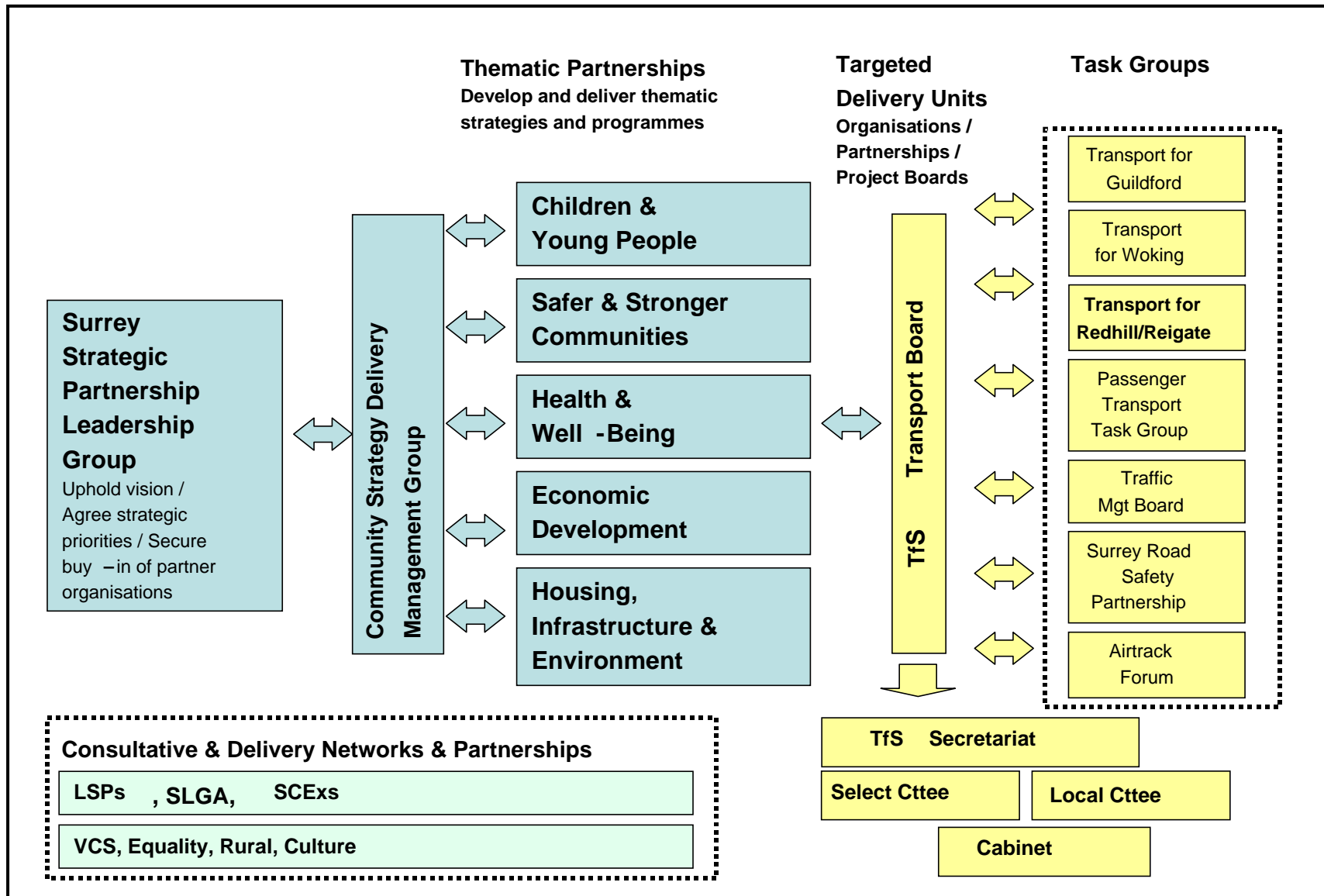
OFFICER RECOMMENDATIONS

The Local Committee (Reigate and Banstead) is asked to agree that:

- i) That Transport for Redhill and Reigate be established with the broad remits as shown in Annex A.
- ii) That the Divisional Member for Redhill be the County Councillor representative on Transport for Redhill and Reigate.
- iii) That the Transport for Redhill and Reigate Task Group provide regular updates on progress to the Local Committee and to the Transport for Surrey Board.

1 INTRODUCTION AND BACKGROUND

- 1.1 Due to the complex nature of the UK transport system there has been an increasing trend in the establishment of regional or more local transport bodies which are aimed at driving transport policy and improvements to transport networks. The most notable of these models is Transport for London (TfL), which has been successful in driving significant improvements to the transport network in London.
- 1.2 In April 2008 the Transport for Surrey (TfS) Partnership was established, based upon the TfL model, to bring together a wide range of transport providers, agencies, businesses and organisations with an interest in improved transport. It comprises a TfS Partnership Board and a number of task groups. Membership is countywide and includes District / Borough representatives from Surrey's Regional Hubs of Guildford, Woking and Redhill-Reigate, Highways Agency, bus and rail operators, Surrey Police, the Government Office South East, SEEDA and Surrey Economic Partnership.
- 1.3 TfS Partnership's aim is to deliver better service to Surrey residents and businesses; improve coordination and partnership working; reduce duplication of transport improvements in Surrey; and work innovatively to reduce congestion and damage to the environment whilst improving access and safety.
- 1.4 The diagram below sets out the context of the TfS Board and how these link with the Surrey Strategic Partnership, Local Strategic Partnership and the Cabinet, Select and Local Committees. Also shown are the task groups and where a Transport for Redhill-Reigate Task Group would be included in this structure.



- 1.5 The task groups examine a variety of technical transport areas such as congestion, increasing the effectiveness of Surrey's rail and bus network, improving road safety and accessibility and coordination with the Highways Agency network. A number of technical groups have been established to focus on issues such as the development of the Heathrow Airtrack scheme, Road Safety and Traffic Management.
- 1.6 The TfS Board has additionally agreed that where necessary, District/local level transport groups should be established. Transport for Woking (TfW) and Transport for Guildford (TfG) have been established to focus on the 'Regional Hub' concept and this is the basis for the drive to establish a new group to be known as Transport for Redhill and Reigate as this also is identified as a "Hub" within Surrey.

2 ANALYSIS

- 2.1 The proposal is that there should be a Redhill and Reigate focussed voluntary task group with a similar remit to the already established TfW, TfG and Transport for Surrey Heath with the title of "Transport for Redhill and Reigate" (TfRR).
- 2.2 TfRR will be established as a voluntary, non-statutory task group, without dedicated staff or budget responsibility. The task group will be run on the basis that decisions will need to be ratified through each member's own organisations. For local authority officers who may sit on the board, this would mean that they would be covered by the same standing orders and would need to consult members as per their normal duties within their local authority.
- 2.3 The Task Group itself will decide the specific operating procedures. The model of the other local transport task groups is that it is chaired by a senior local authority officer (in this case it is proposed to be from Reigate and Banstead Borough Council to mirror the arrangements in Guildford and Woking). It would be up to the discretion of TfRR to establish any working groups to focus on technical issues, if the need should arise.
- 2.4 The Task Group would include representatives from Surrey County Council (SCC), Reigate and Banstead Borough Council (RBBC), Highways Agency, Police, bus and rail operators and other significant transport users or stakeholders (see **Annex A**).
- 2.5 The Chair of TfRR would automatically be expected to sit on the TfS Board to ensure that effective lines of communication are maintained and to feed information between the TfRR Task Group and TfS Partnerships. At the current time RBBC's Director of Development sits on the TfS Board. The formation of TfRR would support this current reporting arrangement.

- 2.6 It is proposed that the County Divisional Member for Redhill be the County Councillor representative on the task group. It is also currently proposed that RBBC's Executive Member for Planning, Transport and Housing sit on the task group (subject to approval by the appropriate RBBC process).
- 2.7 The TfRR Task Group would ultimately be answerable to TfS and would be expected to report to the Reigate and Banstead Local Committee, Reigate and Banstead Borough Council and Surrey County Council.
- 2.8 The TfRR Task Group would focus on identifying the transport issues and problems in Redhill-Reigate as outlined in the draft terms of reference attached in **Annex A**, which will need to be agreed in the first meeting of the TfRR Task Group. The draft terms of reference are based upon the TfW and TfG terms of reference, which in turn were modelled closely on those of Transport for Surrey.

3 OPTIONS

- 3.1 When considering whether to establish a TfRR Task Group the Local Committee could consider two options:

- Do nothing
- Establish the TfRR Task Group

3.2 Do nothing

If a Transport for Redhill and Reigate Task Group were not established work would still progress by RBBC in producing the Local Development Framework, which includes the Redhill Town Centre Area Action Plan and SCC in developing the Redhill-Reigate Hub Improvements Major Scheme Business Case. An opportunity may be lost, however, to establish a task group with clear terms of reference that would be consistent with the approach in the other hubs within the County.

3.3 Establish the TfRR Task Group

Establishing a Transport for Redhill and Reigate Task Group provides an opportunity to effectively coordinate a transport strategy arising from the Local Development Framework, which includes the Redhill Area Action Plan, with the Redhill-Reigate Hub Improvements Major Scheme Business Case. This would consolidate existing meetings, which could be more efficient and cost effective.

It also provides a forum to engage with a wide range of transport providers to address and improve transport provision in the Borough. Finally establishing a Transport for Redhill and Reigate Task Group

would be consistent with the approach in the County's other Regional Hubs of Guildford and Woking.

4 CONSULTATIONS

- 4.1 The aim of the task group would be to consult on transport issues across a wide range of stakeholders and ensure that effective communication with relevant groups is maintained throughout.

5 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

- 5.1 This task group encourages greater "joined up" working to maximise the potential for delivering transport projects, minimise the possibility of duplication and provide value for money. There are no dedicated staff requirements or budgets associated and so there will be no direct financial implications other than officers' time.

6 EQUALITIES AND DIVERSITY IMPLICATIONS

- 6.1 The TfRR Task Group should allow for greater joined up working, to deliver transport improvements that better suit the needs of those that travel in Redhill-Reigate by all modes including the mobility impaired.

7 CRIME AND DISORDER IMPLICATIONS

- 7.1 There are no direct implications for crime and disorder within this report. However Surrey Police will be invited to sit on the Task Group to provide the opportunity to consider these implications.

8 CONCLUSIONS AND REASONS FOR RECOMMENDATIONS

- 8.1 The Transport for Surrey model has been shown to be effective and the establishment of a similar local group for the Redhill and Reigate area should deliver better joined up working and provide an opportunity for local input at minimal costs.
- 8.2 Establishing a TfRR Task Group provides an opportunity to effectively coordinate a transport strategy with the Local Development Framework and Redhill-Reigate Hub Improvements Major Scheme Business Case.

9 WHAT HAPPENS NEXT

- 9.1 SCC and RBBC Officers will work together to organise an initial meeting of the Transport for Redhill and Reigate Task Group that will progress if the recommendations in this report are agreed.
- 9.2 Officers are also drafting a report to be presented to the RBBC's Executive Committee, which will include the information included in this report, such as the terms of reference and work programme.
- 9.3 The programme of meetings will be organised to ensure that decisions and proposals for the Hub Improvements Major Scheme are aligned with the deadlines set out by the Department for Transport.

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BACKGROUND PAPERS: None

Transport for Redhill and Reigate – Draft Terms of Reference

Objectives and Outcomes

Transport for Redhill and Reigate is a multi-agency stakeholder/officer advisory task group.

The main outcomes for Transport for Redhill and Reigate are:

- Collaboration to facilitate sustainable growth by enhancing safety, improving movement and managing capacity.
- To coordinate transport strategies and measures to improve the flow of movement in the Borough of Reigate and Banstead; with its primary objective to improve the quality of life for the residents of the Borough and surrounding areas
- These transport strategies and measures will be used consistently in: -
 - the Borough's Local Development Framework (LDF);
 - the Borough and County Sustainable Communities Strategies;
 - informing development of the Redhill and Reigate Hub Improvements Major Scheme
 - the County's Local Transport Plan (or equivalent document);
 - advice on transport as part of the development control process.
- The development and introduction of transport movements whether by the members of the task group or third parties.
- The ongoing management of the transport network and related issues.

Membership

Transport for Redhill and Reigate would have a broad membership and the following is a suggested list of attendees (but not limited to), which mirrors that of the Guildford and Woking hubs:

- **Reigate and Banstead Borough Council**
Executive Member for Planning, Transport and Housing (to be confirmed)
RBBC Officers
- **Surrey County Council**
Divisional Councillor for Redhill (to be confirmed)
SCC officers
- **Highways Agency**

- **Bus, rail and transport operators, Network Rail**
- **Surrey Police**
- **East Surrey Hospital / Surrey PCT**
- **East Surrey College**

Methodology

Transport for Redhill and Reigate is focussed on delivering key outputs. It is not a talking shop.

The structure and methodology of the task group will develop over time. In its initial phase, Transport for Redhill and Reigate will be a voluntary task group with no executive powers or funding. Representatives of partner organisations will need to seek authority and funding for task group activities from within their respective organisations. Where joint initiatives are agreed one partner will need to take the lead and others make the appropriate contributions. For RBBC and SCC representatives, this will include ensuring full dialogue and accountability through elected members.

Members of the task group will try to keep each other informed of relevant developments.

The chairmanship of the task group shall be decided by the group and could rotate on a regular basis. The task group may elect to form sub-groups to deal with specific issues.

The task group will meet as frequently as it deems necessary based upon work programmes being progressed. Meetings will be kept to a minimum to reduce costs. Where possible information will be distributed electronically or be placed in a shared workspace.

Each member of the task group will be responsible for keeping their own organisation informed of the activities of the task group.

Policies

The policy objectives of the task group will be consistent with the wider policies of the member organisations. With agreement, the task group can work on initiatives that may seek to amend existing policies. However the task group will not campaign publicly against any policy of a task group member.

Although the task group is focussed on transport, its role also encompasses relevant non-transport policies and improvements.

Outline of key projects

Introduction

The context for 'Transport for Redhill and Reigate' is provided by the focus on Redhill- Reigate as a Regional Hub in the South East Plan (May 2009) and the emerging Reigate and Banstead Local Development Framework and third Surrey Local Transport Plan. Within this emerging context Surrey County Council prepared a successful bid for Regional Transport Programme funding for a major scheme to develop the transport hub of Redhill- Reigate.

Key projects on which Transport for Redhill and Reigate will concentrate are therefore:

- the preparation of Reigate and Banstead's Local Development Framework, which includes the Core Strategy and the Redhill Town Centre Area Action Plan;
- the development of the Major Scheme for the Redhill / Reigate transport hub.

Background – the South East Plan

Redhill-Reigate is identified as one of three Regional Hubs in Surrey, the others being Guildford and Woking. In addition, Reigate and Banstead is identified as a New Growth Point in recognition of the Government funding awarded through the New Growth Points initiative, which aims to support high rates of housing delivery over the first ten years of the South East Plan (2006-16). Although not defined, the term 'hub' is taken to mean:

- A transport interchange or 'gateway'. The South East Plan identifies Redhill and Reigate as "having a high level of access to the strategic rail network and road network. Redhill provides a key interchange between intra-regional services and to Gatwick Airport, with the potential to develop orbital movements as an alternative to established radial links to London afforded a high priority."
- A "destination" in its own right. Redhill in particular is a strong commercial centre with a successful office market. Due to its good transport connections, Redhill is an attractive employment location as well as an accessible destination for shoppers and people to spend their leisure time. However, in recognition of Redhill's potential to evolve rather than its existing attractiveness as a shopping and leisure destination, the South East Plan also identifies Redhill as 'a centre for significant change'. Transport links with Reigate and with outlying areas, sometimes referred to as 'spokes' will be an important feature of realising Redhill's potential.

- A location for sustainable growth. Redhill in particular is well served by transport connections and has a good range of employment facilities with the potential to augment these and improve shops, leisure facilities and other services and facilities that people require, such as schools, health facilities and access to open space. Redhill is therefore an attractive location for high quality, high-density housing and economic development in the most accessible part of the Borough, and has the potential to realise and develop its role as a sustainable community.

The South East Plan requires that Local Development Frameworks and Local Transport Plans include policies and proposals that support and develop the role of regional hubs by:

- giving priority to measures that increase the levels of accessibility by public transport, walking and cycling;
- encouraging higher density land uses and / or mixed land uses that require a high level of accessibility so as to create “living centres”;
- giving priority to the development of high quality interchange facilities between all modes of transport;
- focusing new housing development and economic activity in locations close to or accessible by public transport; and
- delivering long-term development in strategic development areas where identified around hubs.

The Local Development Framework and Local Transport Plan

The South East Plan, together with other national and regional planning and transport strategies, provides part of the context for the preparation of both the Reigate and Banstead Local Development Framework and the third Local Transport Plan for Surrey. It is expected that the Local Transport Plan will be closely aligned with the emerging Local Development Framework policies. The key drivers of these local strategies should set the policy direction for the Transport for Redhill and Reigate Task Group.

The Core Strategy

Work on the Core Strategy of the Local Development Framework is at an advanced stage. It was submitted in March 2009 and the Examination in Public is due to take place in January 2010. The Core Strategy sets out a strong vision and key objectives for the future development of the Borough, together with strategic policies to explain how the vision will be realised. The vision is based on protecting the Borough’s environmental quality and directing new development towards the existing built-up areas, to include the regeneration of key areas such as Redhill town centre.

As part of the evidence base for the Core Strategy, a Transport Statement was prepared in conjunction with the Highways Agency and Surrey County Council. The Transport Statement looks at the likely impact of the Core Strategy’s policies and proposals on the Strategic Road Network (SRN) in the

Borough and on wider road and public transport networks, with a view to avoiding unacceptably adverse impacts.

Redhill Town Centre Area Action Plan

A key part of realising the vision for the hub is the preparation of the Redhill Town Centre Area Action Plan, which will follow the Core Strategy and will also be a part of the Local Development Framework. Redhill is recognised as an area of strategic importance and a 'centre for significant change' with the potential to become a more well-connected, user-friendly and vibrant town centre, and the Area Action Plan aims to realise the regeneration of Redhill through a number of measures which include stimulating the local economy, making provision for housing, improving traffic management and enhancing the public realm in the town centre.

The Local Transport Plan

Surrey County Council's second Local Transport Plan for Surrey is in place. Work will soon commence on the preparation of the third Local Transport Plan, which will take into account the provisions of the South East Plan for Surrey's three Regional Hubs and align the preparation of planning and transportation policy in the hubs through the 'Transport for' task groups for Redhill-Reigate, Guildford and Woking.

Redhill-Reigate Hub Improvement Major Scheme

A transport hub should have key connectivity, road, rail, non-car modes, good interchange between modes and urban permeability and some of the aspirations to meet requirements of the hub are to improve:

1. Access from hinterlands to town centre
2. Connectivity in town centre (short journeys, permeability of town centre)

A bid was therefore made by Surrey County Council seeking funding for a major scheme to develop the transport hub of Redhill-Reigate. As a result a Capital Regional Funding Allocation of £20million has been identified in the Regional Transport Programme for delivery of a package of schemes commencing in 2014/15. This funding is dependent upon the submission of a successful Major Scheme Business Case currently due to be submitted in 2011.

The outline bid identified the following elements, which will need to be assessed in terms of feasibility and value for money:

- The potential development of up to two park and ride sites

- Extending the Fastway bus service from the Horley-Gatwick area to Redhill and potentially Reigate, including East Surrey Hospital (with potential bus priority)
- The potential for Bus Priority such as bus lanes, traffic signal operation
- Intelligent Traffic Management Systems
- Improvements to the Redhill Station Bus/Rail Interchange
- Pedestrian Priority and other walking and cycling improvements
- Complementary Travel Planning Measures
- Road Freight Transport Measures

The Redhill-Reigate Hub Improvement Major Scheme will need to be co-ordinated with and take account of Reigate and Banstead Borough Council's emerging Local Development Framework and the County's third Local Transport Plan for Surrey.