



## OFFICER REPORT TO LOCAL COMMITTEE (REIGATE AND BANSTEAD)

### LOCAL SUSTAINABLE TRANSPORT FUND

5 MARCH 2012

#### KEY ISSUE

The Government's intention is that the Local Sustainable Transport Fund will reduce carbon and promote economic growth by encouraging alternative modes of transport to the private car. The County Council has already secured Local Sustainable Transport Funding (LSTF) of £3.93 million through the successful Key Component bid, which is mainly focused on Woking and Guildford with £0.2 million of that sum for Bike It work within Reigate and Banstead (2011/12 to 2014/15).

Whilst the Cabinet has accepted the £3.93 million from the Department for Transport (DfT) and approved the headline funding, the Local Committee is asked to approve a draft programme for 2012/13.

In addition, the Key Component was only the first and smaller phase of this funding with a £16 million LSTF bid being submitted to the DfT on 20 December, focused on Guildford, Woking and Redhill-Reigate. The Local Committee is asked to approve a 2012/13 draft programme in anticipation of the funding being made available by June 2012.

#### SUMMARY

The Local Sustainable Transport Fund (LSTF) is a new fund created by the Coalition Government released alongside the new Transport White Paper aimed at promoting packages of transport schemes with two overriding objectives:

- To support economic recovery and growth
- To reduce carbon emissions

The timescale for making bids was very short. Bids could only be made for either under £5M or for up to £50M in two bidding tranches, by 18 April 2011 and by 6 June 2011 respectively.

The County Council was successful in being awarded £3.93 million for the first round bid known as the Key Component and submitted initial proposals for the second round bid of £16 million. A revised business case was submitted for the £16 million on 20 December 2011 and successful bids will be announced by end of June 2012.

This report seeks approval for the successful Key Component bid draft programme 2012/13 and in anticipation of being awarded the full grant funding a draft programme for 2012/13 for the 'Large Bid'.

However, further details will be worked on by the Task Group during the spring 2012 and presented to this committee at the planned meeting in June 2012.

## **OFFICER RECOMMENDATIONS**

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

- (i) The Bike It scheme listed under the Key Component within Annex A is approved for 2012/13 financial year.
- (ii) That the 'Headline' schemes within the Large Bid listed in Annex A are approved for consultation and developed further with the Task Group with further details reported to the next available committee (June 2012) together with an analysis of the consultation.

## 1 INTRODUCTION AND BACKGROUND

- 1.1 The County Council has made two separate bids, the first submitted on 15 April 2011 under the LSTF Key Component, which has been awarded £3.93 million focused on the towns of Woking and Guildford, with Bike It training focused on Reigate and Banstead and Traffic and Transport Information countywide. The Key Component has strong links with the LSTF Large Bid, submitted on the 20 December 2011 and has allowed the Council and its partners to start the delivery of works prior to the outcome of the Large Bid which is expected by June 2012.
- 1.2 Details of the Key Component Bike It scheme are provided with Annex A for the 2012/13 financial year.
- 1.3 The DfT Guidance has made it clear that proposals must meet the following objectives and assessments will be made of the extent to which bids deliver against each of the criteria;
- Support the local economy and facilitate economic development for example by reducing congestion, improving the reliability and predictability of journey times or enhancing access to employment and other essential services;
  - Reduce carbon emissions, for example by bringing about an increase in the volume and proportion of journeys made by low carbon, sustainable modes including walking and cycling.

Proposals, which in addition meet some or all of the following objectives, will be favourably considered in the assessment process;

- Help to deliver wider social and economic benefits (e.g. accessibility and social inclusion) for the community;
  - Improve safety;
  - Bring about improvements to air quality and increased compliance.
- 1.4 The LSTF bids are designed to service the residential and business population of a designated area and are integrated with other projects, such as the retail proposals and aspirations for Redhill town centre, previous improvements that formed part of the major hub bid and utilising contributions made through development planning work. Therefore, all of the schemes planned within the LSTF project are part of a larger transportation 'picture' and the LSTF is another piece of the 'jigsaw' that will ensure that any scheme carried out under the LSTF project will not be altered by future projects. A copy of the Executive summary is attached an Annex B (Executive Summary). This provides a good overview of the project.

- 1.5 The LSTF Large Bid consists of five business cases; the Strategic Case, which informs the DfT about the importance of Surrey within a national picture, highlighting the reasons for the three towns, the transport problems that these areas have that will inhibit growth in the economy and could in some cases make businesses leave not only Surrey but the UK. The Strategic Case also suggests the best way of tackling these transport problems within the next few years that are deliverable and can retain existing jobs, create growth and reduce carbon. A copy of the introduction to the Strategic Case including the Redhill-Reigate package is attached as Annex C (Strategic Case).
- 1.6 The second case is the Economic Case. This considers the schemes indicated in the Strategic Case for each town on; a) whether the schemes provide good value for money and b) whether the package will facilitate economic growth and will reduce carbon. This work is based on transportation modelling and appraisal methodology.
- 1.7 The third case is the Commercial Case; this sets out how the schemes that have been developed in the Strategic Case will be delivered through the procurement stage. In many cases the works will be procured through Surrey Highways' existing term maintenance contract with May Gurney Plc.
- 1.8 The fourth case is the Financial Case; this sets out the estimated cost of the project broken down into scheme elements, such as walking and cycling, bus priority and corridor improvements etc. for each of the three towns and the total for the project together with the funding required for each year based on the schemes identified in the Strategic Case. Local contributions have only been included where the funding has been secured. A copy of the Redhill-Reigate financial profile is attached as Annex D (Financial Case).
- 1.9 The fifth and final case is the Management Case; this considers how the schemes would be successfully delivered over the three financial years (2012/13, 2013/14 and 2014/15), within the three towns to ensure that the aims of the project are fulfilled by the end of March 2015. A copy of the Redhill-Reigate 'headline' programme is attached as Annex E (Management Case).

## **2 ANALYSIS**

- 2.1 The package of measures for Redhill-Reigate as attached in Annex C (Strategic Case) and describes the Redhill-Reigate package in summary on page 67. The transport problems preventing economic growth and carbon reduction in Redhill-Reigate are described on pages 67 to 69, followed by the objectives for the area and then in more detail the package of measures for each of the elements namely; bus priority and corridor improvements, walking and cycling and Information, travel

planning and marketing, which includes a proposal for Variable Message Signing (VMS) for Redhill town centre.

- 2.2 It is felt that the package of schemes are the right schemes for the Redhill-Reigate area and provide a good balance in the type of schemes that are being promoted. However, the funding value attached to each scheme has been estimated as part of the Business Case process and may not become the final expenditure figure.
- 2.3 These schemes have also been the subject of vigorous testing through the transportation modelling techniques required by the DfT.

### **3 OPTIONS**

- 3.1 It is appreciated that members have not had the opportunity to develop the package of measures submitted for Redhill-Reigate, but it would normally take around 18 months to develop a project of similar size, however the Government only allowed a period of around 3 months from the publication of the Guidance to the date of submission.
- 3.2 With this in mind the Local Committee Task Group has worked hard to gain an understanding of the schemes and put forward suggestions for consideration. As time is limited, and the scheme packages need to be the subject of consultation with the public and businesses during the spring of 2012, the Task Group recommend that the Large Bid scheme elements are used as 'headline' schemes and are approved for consultation and initial preliminary work, in preparation for the DfT's planned announcement during June 2012.
- 3.3 The Task Group will develop and shape these schemes further during the spring 2012, such as how the Community Fund could have a wider impact across the Redhill-Reigate area rather than focused on the Merstham area as set out in our original bid.
- 3.4 An example of how the planned Westborough Hub in Guildford and the use of Community Funding programme is being developed is attached as Annex F.
- 3.5 Following the consultation process, a more detailed report should be presented to this committee at the planned June meeting, where a final draft programme can be agreed (subject to approved funding from the DfT).

### **4 CONSULTATIONS**

- 4.1 As the time period in submitting the bid has been very short only limited consultation has been carried out. Further consultation will be carried out during the spring of 2012.

## **5 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS**

- 5.1 The proposed package of measures planned for Redhill-Reigate as indicated in Annex D (Financial Case), together with the financial request for grant funding indicated over the three financial years.

## **6 EQUALITIES AND DIVERSITY IMPLICATIONS**

- 6.1 A generic Equalities Impact Assessment (EqIA) has been drafted to cover the LSTF. However, this will be reviewed during the course of the project and there may be the need to establish specific EqIA's for particular schemes.

## **7 CRIME AND DISORDER IMPLICATIONS**

- 7.1 There are none arising from this report.

## **8 CONCLUSION AND RECOMMENDATIONS**

- 8.1 The LSTF will help to deliver the objectives, effective, reliable, safe and sustainable transport as indicated in the Surrey Transport Plan and wider corporate objectives of the County Council and Surrey Strategic Partnership, making Surrey a better place to live, work and do business in.

## **9 REASONS FOR RECOMMENDATIONS**

- 9.1 Funding for the Key Component as indicated in Annex A, has already been made available for the Bike It programme from the DfT for the period 2012/13. This funding will provide a continuous programme, following on from the previous years works for the schools within Reigate and Banstead
- 9.2 The Task Group notes that officers have worked hard to prepare the LSTF Business Case (Large Bid) within a very short time frame and therefore the detail of some of the schemes have not been the subject of consultation with members of this committee, nor the public.
- 9.3 So that the County Council and its partners within this bid can be placed in the most suitable position possible, it is recommended that this committee approves the 'headline' schemes within Annex A to allow consultation with the public and businesses in the area during the spring of 2012 and following on from that, a report is presented to the meeting

of this committee in June providing more details on the schemes together with an analysis of the consultation.

## 10 WHAT HAPPENS NEXT

- 10.1 The Bike It scheme within the Key Component where funding has already been obtained from the DfT will continue throughout the 2012/13 financial year.
- 10.2 Following approval by this committee, the headline schemes will be developed further with the Task Group and for consultation purposes during the spring 2012.
- 10.3 Any preliminary work that can be carried out to enable schemes to be in a position to be 'ready to start' from July 2012, will need to be undertaken during the spring.
- 10.4 Following the consultation, a report will be presented to the Local Committee at the June meeting providing more details on schemes and the analysis of the consultation.
- 10.5 The DfT are due to announce funding for projects nationally during June 2012. If the Redhill-Reigate package is approved by them, schemes will be able to commence during the summer of 2012.

<b>LEAD OFFICERS:</b>	Paul Fishwick , LSTF Project Manager and Lyndon Mendes, Transport Policy Team Manager
<b>TELEPHONE NUMBER:</b>	03456 009 009
<b>E-MAIL:</b>	paul.fishwick@surreycc.gov.uk lyndon.mendes@surreycc.gov.uk
<b>CONTACT OFFICERS:</b>	Paul Fishwick, LSTF Project Manager and Lyndon Mendes, Transport Policy Team Manager
<b>TELEPHONE NUMBER:</b>	03456 009 009
<b>E-MAIL:</b>	paul.fishwick@surreycc.gov.uk lyndon.mendes@surreycc.gov.uk
<b>BACKGROUND PAPERS:</b>	Local Sustainable Transport Fund Large Bid Business case submission document – Travel SMART 20 December 2011

