

**SURREY COUNTY COUNCIL****LOCAL COMMITTEE (REIGATE & BANSTEAD)****DATE:** 8 June 2015**LEAD OFFICER:** Paul Fishwick, Project Manager, Transport Policy**SUBJECT:** Greater Redhill Sustainable Transport Package**DIVISIONS:** Horley East, Horley West, Salfords & Sidlow, Earlswood & Reigate South, Redhill West & Meadvale, Redhill East, Reigate**SUMMARY OF ISSUES:**

This paper is to brief members on the business case for Greater Redhill Sustainable Transport Package, which was submitted to the C2C Local Enterprise Partnership on 15 December 2014.

The proposals will require a public consultation which has been tentatively arranged for a 6 week period commencing 19 June and ending on 31 July to fit in with the tight timescale for delivery.

**RECOMMENDATIONS:**

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

- (i) To note the project content.
- (ii) To approve the project to be the subject of consultation during June/July 2015.
- (iii) To delegate authority to the Area Highways Manager in consultation with the Chairman, Vice Chairman and Electoral Division Members covered by the project to agree the consultation material.

**REASONS FOR RECOMMENDATIONS:**

To ensure that the Local Committee are kept informed, the Local Committee is asked to note the progress made so far with the Greater Redhill Sustainable Transport Package.

Due to the tight timescales for delivery, a six week consultation period has been tentatively arranged to enable the results of the consultation to be presented to the meeting of this committee on 14 September to enable works to commence during the autumn of 2015 (on National Cycle Route 21).

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.

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 Greater Redhill Sustainable Transport was included within the Local Transport Strategy and Forward Programme for Reigate & Banstead that was approved by the Local Committee on 1 December 2014 (minute 59/14 refers).
- 1.2 Normally Business Cases are developed over a long period of time, allowing engagement with members, however to enable this business case to be submitted within a short period, officers had to work very quickly to develop the business case.
- 1.3 The LSTF Transport Task Group was briefed on the submission on the 24 February 2015 and a copy of the business case was also provided to members on the 26 January 2015.

## **2. ANALYSIS:**

### **Greater Redhill Sustainable Transport Package**

- 2.1 The scheme is a package of walking, cycling and quality bus improvements focused on C2C strategic growth areas along the A23/A2044/A217 routes between the Redhill/Reigate and Horley/Gatwick areas.
- 2.2 The project 'dovetails with' the recently completed Redhill Balanced Network and surrounding LSTF Redhill/Reigate projects, as well the developing Horley Master Plan improvement works.
- 2.3 The business case was developed in partnership with Reigate & Banstead Borough Council and submitted to the C2C Local Enterprise Board (LEP) on the 15 December 2014.
- 2.4 Several stakeholders also submitted letters of support for the project, including Gatwick Airport Limited, East Surrey Hospital, Metro Bus, Southern and Sustrans.
- 2.5 The C2C LEP requires at least 25% of the project's total estimated costs to be met by Local Contribution. In this case some of the Horley Master Plan funding has been 'ring fenced' to enable those improvement works to form part of the business case submission.
- 2.6 The project is at an early stage of development, but Annex A and B provide an overview of the corridors that are the focus of the project.
- 2.7 The Greater Redhill Sustainable Transport Package 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
- reduced journey times
- reduced vehicle operating costs
- increase accessibility to economic centres and railway stations
- reduce road casualties.
- It will deliver increased bus reliability and patronage to major employment sites, town centres, hospitals and Gatwick Airport.

### **3. OPTIONS:**

3.1 As the project is at an early stage of development, options will be considered during the design process.

### **4. CONSULTATIONS:**

4.1 Although the C2C LEP has carried out a consultation earlier this year, it is the intention of the county council to carry out a consultation during June/July for 6 weeks (19 June to 31 July).

4.2 The consultation will be online, with leaflets available at locations within project improvement area where hard copy questionnaires will be available.

4.3 It is also planned to hold an exhibition within the project area, probably at East Surrey Hospital on a Thursday(staffed), Friday unstaffed) and Saturday (staffed) during early July (dates to be confirmed).

4.4 It is anticipated that the feedback from the consultation will be presented to the Local Committee at the 14 September 2015 meeting.

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

5.1 The detailed business case for the scheme has been submitted which included a value for money section.

5.2 The estimated cost for this project is £4.9 million with the Horley Master Plan providing the local contribution of £1.225 million.

5.3 The local contribution funding is now in place for these projects and the county council and borough council are working in partnership to deliver these improvements.

5.4 Following independent scrutiny by the C2C LEP's consultants the C2C LEP approved the project on 25 March 2015, with grant funding commencing this financial year and covering a 3 year programme.

## **6. EQUALITIES AND DIVERSITY IMPLICATIONS:**

6.1 It is the objective of 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 headline benefits for the Greater Redhill Sustainable Transport Package are 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
- reduced journey times
- reduced vehicle operating costs
- increase accessibility to economic centres and railway stations
- reduce road casualties.
- It will deliver increased bus reliability and patronage to major employment sites, town centres, hospitals and Gatwick Airport.

## **8. OTHER IMPLICATIONS:**

Area assessed:	Direct Implications:
Crime and Disorder	Improve access to Salfords station 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 LTP.

Transport is responsible for one third of carbon emission in Surrey. Surrey's Local Transport Plan has a target to reduce carbon emissions from (non-motorway) transport by 10% (absolute emissions) by 2020, increasing to 25% reduction by 2035 from 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 Well-being 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 and 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 proposed on highway improvements have been the subject of pre-feasibility work and initial design work is now taking place.
- 9.2 The Business case for this project has been approved by the C2C LEP and the bid has been the subject of independent scrutiny by the LEP's consultants.
- 9.3 The County Council in partnership with Reigate & Banstead Borough Council intend to carry out a consultation between 19 June and 31 July (6 weeks), and the Local Committee is requested to approve to enable this engagement to take place.
- 9.4 The Local Committee is asked to Note the progress made so far with the Greater Redhill Sustainable Transport Package and a further report on this topic will be presented to a future meeting of this committee ( 14 September 2015).

## **10. WHAT HAPPENS NEXT:**

- 10.1 Subject to the approval of this Local Committee a public consultation will be carried out for a 6 week period (19 June to 31 July), and the results will be presented to the Local Committee at the programmed September meeting.
- 10.2 Design work on the project will continue to be developed to enable a start on these improvements to take place during the autumn of 2015.

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**Consulted**

Surrey County Council officers: Lyndon Mendes, David Stempfer, Sam Carr, Susanna Davies, Zena Curry, David Ligertwood, Marc Woodall, David Sharpington, Becky Wilson, David Taylor, Keith Scott

Reigate & Banstead Borough Council officers: Justine Chatfield and Peter Boarder  
LSTF Transport Task Group 24 February 2015.

**Annexes:**

Annex A – Proposed walking and cycling corridor improvements

Annex B – Proposed Quality Bus Corridor improvements

**Sources/background papers:**

Business case submission to C2C LEP 15 December 2014

C2C LEP Independent scrutiny Feb/March 2015

C2C LEP Meeting 25 March 2015