

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (EPSOM & EWELL)



SURREY

DATE: 7 Dec 2015
LEAD OFFICER: Neil McClure, Project Manager, Transport Policy

SUBJECT: Epsom-Banstead Sustainable Transport Package

DIVISIONS: Epsom & Ewell Borough

SUMMARY OF ISSUES:

This paper is to brief members on the Epsom Banstead Sustainable Transport Package (STP), which is being developed into a business case for submission to the C2C Local Enterprise Partnership (LEP) in a bid for funding from the Local Growth Award.

The project area spans Epsom & Ewell and Reigate & Banstead Boroughs and requires the formation of a joint Member Task Group to support the development of schemes for the project and reporting process through the Local Committee cycle.

RECOMMENDATIONS:**The Local Committee (Epsom & Ewell) is asked to agree :**

- (i) To note the project content being developed for inclusion in the business case submission.
- (ii) To the establishment of the proposed joint Member Task Group and the proposed members from the Epsom & Ewell Local Committee, to support this project (Task Group membership, Annex 1)
- (iii) To approve the Terms of Reference for the above Member Task Group (Annex 2)

REASONS FOR RECOMMENDATIONS:

The Epsom Banstead STP scheme was approved by the C2C LEP for inclusion in the Strategic Economic Plan (SEP) during 2014. The Expression of Interest project document (Annex 3) for the scheme was submitted to the LEP during April 2014 and provides the supporting case for developing the scheme into a business case to bid for funding from the LEP Local Growth Award.

An Officer Project Board has been formed including Officers from Surrey CC, Epsom & Ewell BC, and Reigate & Banstead BC to develop the package of sustainable transport schemes for inclusion in the business case. The business case is due to be submitted to the LEP during early 2016 (date to be confirmed by the LEP).

Early stakeholder involvement is being drawn on for assisting the business case development, with a full public consultation on the proposed transport schemes due after the business case submission, expected during Spring/Summer 2016.

The joint Member Task Group is needed to support the Project Board in the development of the business case bid to the LEP, and beyond this for the approval of scheme construction and delivery after award of LEP Local Growth Award funding.

Similar Member Task Groups are in place for other current and recent Surrey County Council Major Schemes and sustainable transport projects in development and delivery stages.

A joint meeting has been held to brief the chairmen of the Epsom & Ewell and Reigate and Banstead Local Committees on the Epsom Banstead STP scheme and outline the proposal for the formation of a joint Member Task Group. The Chairmen proposed the names of two members of each Local Committee and a substitute in the event that a member is unable to attend, to form the Task Group, with one of these Members acting as Task Group Chairman. This has allowed a project briefing for the newly appointed Task Group Members, prior to the formal ratification of the Group at the December Local Committees.

The proposed Task Group Membership will consist of the following Council Members:

- 1) Eber Kington (E&E Local Committee)
- 2) John Beckett (E&E Local Committee)
- 3) Dorothy Ross-Tomlin (Reigate & Banstead Local Committee)
- 4) Bob Gardner (Reigate & Banstead Local Committee)

Substitute Members:

- 1) Michael Arthur (E&E Local Committee)
- 2) Barbara Thomson (Reigate & Banstead Local Committee)

The Terms of Reference for the Task Group (Annex 2) set out the roles and responsibilities of the group. Similar Terms of Reference are in place for other Member Task Groups supporting the development and delivery of transport projects across the county.

1. INTRODUCTION AND BACKGROUND:

- 1.1 The scheme is currently at the project planning stage to identify and agree the suitable package of cycle/walk/bus and highways related transport measures with stakeholders to include in bid for C2C LEP funding.
- 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.

- 1.4 The Expression of Interest for the Epsom Banstead STP was submitted to the LEP in April 2014 and is included in the C2C Strategic Economic Plan (SEP, July 2014). 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.
- 1.5 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.
- 1.6 The full package of sustainable transport schemes for inclusion within the funding bid STP is now being developed with stakeholders. An Officer Project Board has been formed to take this forward, including Borough Council and SCC Officer Membership.
- 1.7 The formation of a dedicated joint Member Task Group will support the development of the scheme and business case bid to the LEP, and beyond this provide the approval through the Local Committee process for scheme construction and delivery after award of LEP Growth Award funding.

2. ANALYSIS:

Epsom Banstead Sustainable Transport Package

- 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 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
 - reduced journey times
 - reduced 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 Preston Estate in Reigate & Banstead

- 2.4 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.
- 2.5 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 Reigate/Redhill and Horley/Gatwick areas.
- 2.6 Failure to deliver this project would represent a lost opportunity to promote sustainable transport in the area as well as to link up employment centres with residential areas of deprivation encouraging increased employment.
- 2.7 The proposed scheme is in the early stages of pre feasibility project planning. Defining the package of measures for inclusion in the bid, and the subsequent appraisal of benefits is still being prepared. Full details of the final scheme are expected to be presented to the March Local Committees, with Joint Member Task Group briefings before this as the project develops.

3. OPTIONS:

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

4. CONSULTATIONS:

- 4.1 A condition of the C2C LEP after award of funding is for a full public consultation of the scheme to be carried out. On current timescales a 6 week consultation period is expected to take place during spring/summer 2016.
- 4.2 The consultation will be online, with leaflets available at locations within project improvement area where hard copy questionnaires will be available. Details of the consultation process will be prepared at a later stage.
- 4.3 Analysis of the consultation feedback will follow. The results of this and any subsequent changes to the proposed schemes required will be presented to the Member Task Group and Local Committee.
- 4.4 Existing 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 improvements 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 estimated total cost for this project is £4.8 million, comprising £3.6m LEP Grant funding, and a 25% local contribution of £1.2m.

- 5.3 Confirmation of available local contribution funding is being progressed with County and Borough Council partners, and potential 3rd party private sector match funding. Details will be confirmed after the final list of schemes for inclusion in the bid is known.

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 headline benefits for the Epsom Banstead 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
- deliver increased bus reliability and patronage to major employment sites, town centres, hospitals and education centres.
- Support regeneration of 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 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 Local Committee (Epsom & Ewell) is asked to note the project content being developed for inclusion in the business case submission. This work will continue to be progressed through the Officer Project Board for submission to the C2C LEP in early 2016 (date TBC by the C2C LEP).
- 9.2 The Local Committee is asked to agree the establishment of the proposed joint Member Task Group and the proposed members from the Epsom & Ewell Local Committee, to support this project (Task Group membership, Annex 1). The joint Member Task Group is needed to support the Project Board in the development of the business case bid to the LEP.
- 9.3 The Local Committee is asked to approve the Terms of Reference for the above Member Task Group (Annex 2) to inform this process.

10. WHAT HAPPENS NEXT:

- 10.1 The project business case will be developed for planned submission to the C2C LEP in early 2016.
- 10.2 The Member Task Group will be kept informed of progress as the scheme detail develops.

- 10.3 A report will be presented to the March 2016 Local Committees with details of the proposed schemes for inclusion in the project business case, prior to the final bid for C2C LEP project funding being submitted.
- 10.4 A public engagement exercise for the scheme will be developed for a planned 6 week consultation period during spring/summer 2016.
- 10.5 The C2C LEP Grant funding award decision for the project is expected to be announced around June/July 2016.

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Consulted

Epsom Banstead STP Project Board Membership

Annexes:

Annex 1 – Joint Borough Task Group Membership
Annex 2 - Terms of Reference for the Member Task Group
Annex 3 – C2C LEP Expression of Interest project document

Sources/background papers:

C2C LEP Expression of Interest project document, Apr 2014 (included as Annex 3)

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