

SURREY COUNTY COUNCIL**LOCAL COMMITTEE (MOLE VALLEY)****DATE: 2 MARCH 2016****LEAD OFFICER: MARC WOODALL, SUSTAINABLE TRANSPORT MANAGER****SUBJECT: LEATHERHEAD SUSTAINABLE TRANSPORT PACKAGE****DIVISION: LEATHERHEAD AND FETCHAM EAST****SUMMARY OF ISSUES:**

This paper is to brief members on a business case submission for the Leatherhead Sustainable Transport Package – Phase 1, which is due to be submitted to the Coast to Capital Local Enterprise Partnership (C2C LEP) at the end of May 2016.

RECOMMENDATIONS:

The Local Committee (Mole Valley) is asked to agree :

- (i) To note the project content.
- (ii) To approve the submission of a business case to the C2C LEP based on the project content

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 Leatherhead Sustainable Transport Package.

The project will 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.

A public consultation on the plans will be undertaken over the summer of 2016.

1. INTRODUCTION AND BACKGROUND:

- 1.1 The Leatherhead Sustainable Transport Package which has been developed jointly between Surrey County Council and Mole Valley District Council is a development of the existing Wider Leatherhead Sustainable Transport Package proposals that were developed in 2015. The key elements of the package are identified in the Mole Valley Local Transport Strategy and the Mole Valley local cycling plan.

- 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 chairman of the Local Committee was briefed on the outline of the scheme on 9th February 2016 and requested it be submitted before the Local Committee.

2. ANALYSIS:

Leatherhead Sustainable Transport Package

- 2.1 The scheme is a package of walking, cycling and quality bus improvements focused the north and west of Leatherhead Town Centre, and in particular providing links between Leatherhead Station, the business parks at Randalls Way and Ronson Way and the emerging Riverside quarter, centring around Leatherhead Leisure Centre. Annex A provides a map outlining the locations of the proposals.
- 2.2 The package will also look to work with the local businesses to reduce costs around operating bus services to the station from their premises, with the view to integrating these into a public service.
- 2.3 The Leatherhead 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.
- 2.4 These goals help meet the priorities for C2C by improving sustainable transport access to the major employment sites at Springfield Drive, Randalls Way and Ronson Way. This scheme will also help reduce the clear barrier that employees on these parks have in accessing Leatherhead Town Centre during the day. Encouraging employees into the town centre will help to increase footfall and provide a boost for the local retail economy.
- 2.5 By working with the business community in these areas it is hoped that the scheme will help businesses reduce their current travel costs, allowing them to reinvest this money within the business, providing a catalyst for growth.

2.6 This scheme is also being prepared to ensure that it complements the emerging Transform Leatherhead proposals supporting the objective to better connect Leatherhead train station with the town centre.

2.7 The C2C LEP requires at least 15% of the project's total estimated costs to be met by Local Contribution. As the business case is further developed, local contribution will be identified and secured to support the submission.

3. OPTIONS:

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

4. CONSULTATIONS:

4.1 Because of the tight timescales available to submit this business case to the C2C LEP it is proposed that a public consultation on the scheme will be undertaken in the summer of 2016. This will include a number of manned exhibitions in Leatherhead and detailed discussion with the local business community.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

5.1 As part of the business case development, estimated costs for the scheme will be developed. The proposed improvements are currently at pre-feasibility stage so detailed costs are not currently available.

5.2 However, there is a ceiling of £5 million for the submission of the Sustainable Transport Package and it is anticipated that this package will comfortably sit below this figure.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

6.1 It is the objective of Surrey Highways 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:

- In developing this scheme, regular dialogue with businesses near to the affected area has been undertaken.

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report

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 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 and cycling to and around the town centre will have a positive effect on the local retail economy as some recent studies suggesting that pedestrians and cyclists actually spend more on a trip into a town than a motorist.

9. CONCLUSION AND RECOMMENDATIONS:

The Local Committee (Mole Valley) is asked to agree :

- (i) To note the project content.
- (ii) To approve the submission of a business case to the C2C LEP based on the project content

10. WHAT HAPPENS NEXT:

- 10.1 Subject to the approval of this Local Committee, work will be completed in developing a business case for the scheme to be submitted to the C2C LEP for the end of May 2016 deadline.

Contact Officer: Marc Woodall
Job title Project Manager, Transport Policy
Contact number 03456 009 009

Consulted

Surrey County Council : Paul Fishwick, Zena Curry, Louisa Calam, David Ligertwood
Mole Valley District Council : Jack Straw, Simon Matthews (consultant)
Local Committee Chairman : Cllr Tim Hall

Annexes:

Annex A – Proposed walking and cycling improvements

Sources/background papers:

Mole Valley District Council – Local Transport Strategy

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