

**SURREY COUNTY COUNCIL****LOCAL COMMITTEE (REIGATE & BANSTEAD)****DATE: 12 SEPTEMBER 2016****LEAD OFFICER: NEIL McCLURE, PROJECT MANAGER, TRANSPORT POLICY****SUBJECT: EPSOM-BANSTEAD SUSTAINABLE TRANSPORT PACKAGE****DIVISION: BANSTEAD VILLAGE, NORK, TATTENHAMS, KINGSWOOD AND BURGH HEATH, TADWORTH AND WALTON, PRESTON****SUMMARY OF ISSUE:**

This paper is to brief the Local Committee Members on the Epsom Banstead Sustainable Transport Package (STP). The scheme is currently being developed into a business case for submission to the Coast to Capital (C2C) Local Enterprise Partnership (LEP) in a bid for funding from the Local Growth Award. Bid submission date is expected at the end of September 2016, although a firm date is still to be confirmed by the LEP.

The scheme was the subject of a recent public consultation for seven weeks between 27 June 2016 and 14 August 2016.

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

- (i) note the project progress to date.
- (ii) note the results of the high level analysis of the public engagement on the proposed schemes (Annex 1).

**REASONS FOR RECOMMENDATIONS:**

To ensure that the Local Committee is kept informed, the Local Committee is asked to note the progress made so far to develop the Epsom Banstead STP project into a business case bid for C2C LEP funding.

A Project Board including Officers from SCC, Epsom & Ewell Borough Council, and Reigate & Banstead Borough Council has been working to develop a package of schemes for inclusion in the business case.

The responses collected during the consultation period will help to inform the scheme's development. They will provide evidence of public engagement and support during application for Local Growth Funding for the project.

A Member Task Group with Members from Reigate & Banstead Local Committee and Epsom & Ewell Local Committee has been kept fully briefed with the development of the scheme to date.

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The next Task Group meeting scheduled for 19 September will review the draft business case prior to submission to the C2C LEP. All Members from Epsom & Ewell and Reigate and Banstead Local Committees have been invited to attend this meeting.

### **1. INTRODUCTION AND BACKGROUND:**

- 1.1 An Expression of Interest for the Epsom Banstead STP scheme was approved by the C2C LEP for inclusion in the Strategic Economic Plan (SEP) during 2014.
- 1.2 The Epsom Banstead STP is a package of walking, cycling and quality bus improvements within the C2C East Surrey M25 strategic growth corridor.
- 1.3 The aim of the project 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 in the borough of Reigate & Banstead.
- 1.4 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.
- 1.5 This project 'dovetails' with the current Epsom Plan E scheme set to deliver highways 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. Both of these schemes have secured funding from the C2C LEP.

### **2. ANALYSIS:**

#### **Schemes overview:**

- 2.1 The package of schemes that form the Epsom Banstead STP can be summarised as follows;

*Section 1: A240 Reigate Road cycle link, Drift Bridge Junction improvements and Warren Road cycle link*

C1 – Reigate Road Cycle Link

H1 – Drift Bridge Junction improvements

C2 – Warren Road Cycle Link

*Section 2: Banstead High Street linkage to Banstead rail station, including a new crossing on the A217 Brighton Road*

C3 – Banstead High Street linkage to Banstead Station

C4 - A217 Brighton Road Burgh Wood Horseshoe Crossing

*Section 3: Burgh Heath cycle route linkage to Banstead, including Tattenham Way junction improvements; and A217 Brighton Road cycle link*

[www.surreycc.gov.uk/reigateandbanstead](http://www.surreycc.gov.uk/reigateandbanstead)

C5 – Brighton Road cycle link

C6 – Burgh Heath Cycleway and Tattenham Way junction improvements

PT1/2/3 - Bus corridor improvements including 460, 480, 420 and 166 bus services.

PT4 - Banstead Rail Station improvements.

- 2.2 Annex 2 sets out the full package of proposed schemes for this project. A map overview is available. Hard copy versions of the scheme map will be provided for the Local Committee meeting due to file size limitations to send this electronically. Lower resolution versions of the scheme map are contained within the public consultation material (exhibition panels Annex 3a/b/c/d/e). The full scheme map is also available to download from the Surrey County Council website using address [www.surreycc.gov.uk/epsombansteadstp](http://www.surreycc.gov.uk/epsombansteadstp)
- 2.3 Cost estimates for the individual sections of cycle/pedestrian improvements as set out in Annex 2 have been reviewed with the Highways Design team producing the feasibility design drawings. The final report for this work will be available during September. Final scheme costings may therefore be subject to revision from the tabled values in Annex 2. This may require the scaling up/down of some scheme elements in order to keep within the full programme budget.
- 2.4 The appraisal of costs/benefits for each scheme is underway, due for completion after the final scheme costings are produced. This will form the basis of the economic business case.
- 2.5 Detail design stage is expected to commence after submission of the business case and when the LEP funding award decision is known.

### **Consultation:**

- 2.6 The public consultation to gauge support for the package of sustainable transport schemes being proposed is now complete.
- 2.7 The consultation ran for a 7 week period from 27 June to 14 August. The public engagement material was online and promoted through a range of printed and other media, seeking comments from the public electronically and in paper format. Staffed exhibitions were held in Epsom town centre (Ebbisham Centre) and Banstead High Street (Banstead Library).
- 2.8 Examples of the consultation material are provided with this report: exhibition panels (Annex 3a/b/c/d/e); questionnaire (Annex 4); flyer (Annex 5).
- 2.9 Full details of the scheme consultation remain available to view on the SCC website; [www.surreycc.gov.uk/epsombansteadstp](http://www.surreycc.gov.uk/epsombansteadstp)
- 2.10 Five hundred and four completed questionnaires were received, along with a number of email responses from representative organisations including Residents Associations, Highways England and Natural England.
- 2.11 Compared with recent similar major schemes and STP public engagement events this is a high number of individual responses. The proposals included within this package of schemes are considered relatively uncontroversial. However, it is recognised that this consultation includes the proposed new

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crossing of the A217 Brighton Road (section 2, scheme C4) which is the subject of a 1000+ name petition to the Local Committee, with potential funding dependent on the success of this LEP bid. Feedback from the A217 crossing petition will be looked at alongside comments received through the consultation to inform the scheme's development.

- 2.12 Out of the cycling and pedestrian proposals, section 2 is the most supported, followed by section 3, and then section 1. Out of the bus proposals, improvements to service 166 are the priority. Improvements at Banstead railway station is well supported, ranked second out of all the proposals.
- 2.13 Responses indicate real time passenger information (RTPI) would be the most significant improvement to encourage greater bus use. Better information about available bus services and their times, and bus stop improvements (e.g. new shelters) were the next priorities. This is in line with other consultation feedback provided through the Local Transport Review and similar Passenger Focus group surveys.
- 2.14 From the responses to the questionnaire survey we can conclude that all of the proposals are viewed as effective and are positively supported to take forward in the bid.
- 2.15 The full consultation report in Annex 1 describes the public engagement in greater detail and provides further analysis from the consultation responses received.

### **3. OPTIONS:**

- 3.1 In consultation with the Member Task Group the Officer Project Board has developed the short list package of proposed schemes included within the consultation. These schemes were prioritised and appraised against a number of key project measures, including the expected economic benefits, costs, deliverability and whether the schemes align with County and Borough Council objectives.
- 3.2 Options within the package of schemes are being considered through the Project Board as part of the feasibility work underway with the Highways Design Team. The individual comments and collated feedback collected during the consultation period will help to inform this process.
- 3.3 The final package of schemes for inclusion within the draft business case will be taken to the Member Task Group on 19 September for review and comment prior to submission to the C2C LEP.

### **4. CONSULTATIONS:**

- 4.1 Details of the consultation recently completed on this scheme are included in section 2 above. The full consultation analysis report is provided in Annex 1.
- 4.2 On submission of the business case the C2C LEP will carry out an independent scrutiny of the scheme bid.

- 4.3 Public engagement results and analysis from existing schemes, including Epsom Plan E and Preston Regeneration will also be used to inform development of the Epsom Banstead scheme.

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

- Total project cost = £4,800,000
  - C2C LEP Grant fund = £3,600,000 (75%)
  - Minimum local contribution required = £1,200,000 (25%)
- 5.1 Annex 2 provides the detail estimated costs alongside the identified local contributions allocated to each scheme element. As noted above the cycle/pedestrian scheme costings are under review with the design team, final figures will be available during September. Applying current draft estimate costs, **total project value is £4,788,500.**
- 5.2 Project management costs (risk, optimism bias, inflation, monitoring and evaluation) set out in Annex 2 will be refined after scheme costs are finalised.
- 5.3 The local contribution funding for inclusion in the bid is still being finalised. **Contributions currently identified amount to £1,367,299 (28%),** exceeding the 25% minimum amount required by the LEP for the full £4.8m package cost. Contributions included are from RBBC developer funding sources (majority linked to the Preston Regeneration Project\*), with 3<sup>rd</sup> party contributions from Metrobus, TfL and Southern Rail. Discussions are in progress to agree possible additional contributions to provide maximum support for the bid. See Annex 2 funding comments for full details.
- 5.4 **\*Preston Regeneration Project:** Annex 6 provides a detail breakdown of all RBBC related contribution monies included against this scheme. This is made up from Section 106 and CIL developer contributions. Inclusion of the Preston monies within the STP for delivery is not in question, however, there are some issues concerning the availability and timing of this match funding that needs to be resolved. Discussions between Preston Regeneration Implementation Board and Surrey County Council Property Team are underway to agree a way forward.
- 5.5 Final local contribution funding amounts will need to be agreed with project partners during September for inclusion in the business case.
- 5.6 The detailed business case will include a value for money section.

## **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.

<b>7. LOCALISM:</b>
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7.1 The scheme is a scalable package of measures between Epsom and Banstead delivering 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
- reduce journey times
- reduce 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 the Preston Estate in Reigate & Banstead

Failure to deliver this project would represent a lost opportunity to provide improved sustainable transport in the area as well as to link up employment centres with residential areas of deprivation thereby encouraging increased employment.

<b>8. OTHER IMPLICATIONS:</b>
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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, cycling and passenger transport 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 suggest that these groups actually spend more on a trip into a town than a motorist.

## **9. CONCLUSION AND RECOMMENDATIONS:**

- 9.1 The Local Committee (Reigate & Banstead) is asked to note the project progress and timescales for the business case submission. Work will continue to be progressed through the Officer Project Board in consultation with the Member Task Group for bid submission to the C2C LEP at the end of September 2016 (date to be confirmed by the C2C LEP).
- 9.2 The public consultation completed provides strong evidence of support for the scheme. This information will be used alongside engagement results and analysis from other related schemes to inform and shape development of the Epsom Banstead scheme.
- 9.3 The Local Committee (Reigate & Banstead) is asked to note the consultation results that support the scheme proposals being taken forward in this bid for funding.
- 9.4 The project will also require a number of approvals from the Local 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.

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

- 10.1 Scheme costs will be finalised during September when the feasibility design work is completed. This provides the final package of schemes for inclusion in the funding bid. The appraisal of costs/benefits for each scheme will be completed to provide the economic case.
- 10.2 Agreement of local contributions for inclusion in the bid will be finalised during September.
- 10.3 Consultation feedback and analysis will be included in the final business case.
- 10.4 A dedicated Member Task Group open to all Local Committee Members is scheduled to meet on 19 September to review the draft business case, allowing

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time for final comments to be captured prior to submission to the LEP at the end of the month.

10.5 The C2C LEP Grant funding award decision is expected to be announced shortly after bid submission towards the end of this year. Following this, a report will be taken to the next available Local Committee for approval of the proposed programme of scheme delivery.

10.6 Scheme delivery is expected to commence from Q4 2016/17. Early Grant Fund spend will include detailed design work in readiness for priority scheme construction to begin from Q1 2017/18. Project delivery will run through to end of 2018/19. Annex 7 provides the draft delivery programme. Annex 8 contains further details of the project timelines and milestones.

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**Consulted**

Epsom Banstead STP Officer Project Board

Joint Borough Member Task Group

Public Consultation [completed]

**Annexes:**

Annex 1 – Consultation Report

Annex 2 – STP Schemes

Annex 3a – Exhibition panel 1

Annex 3b – Exhibition panel 2

Annex 3c – Exhibition panel 3

Annex 3d – Exhibition panel 4

Annex 3e – Exhibition panel 5

Annex 4 – Consultation questionnaire

Annex 5 – Consultation flyer

Annex 6 – RBBC match funding

Annex 7 – Draft delivery programme

Annex 8 – Project timelines

**Sources/background papers:**

R&B / E&E Local Committee reports Dec 2015 / Mar 2016 (additional Local Committee project update reports provided in Local Area Highways reporting)

C2C LEP Expression of Interest project document, Apr 2014

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