

SURREY COUNTY COUNCIL

CABINET

DATE: 30 OCTOBER 2018

REPORT OF: MR COLIN KEMP, CABINET LEAD MEMBER FOR PLACE

**LEAD OFFICER: JASON RUSSELL EXECUTIVE DIRECTOR HIGHWAYS,
TRANSPORT & ENVIRONMENT**

SUBJECT: REIGATE AND BANSTEAD LOCAL TRANSPORT STRATEGY



SUMMARY OF ISSUE:

A key strategic goal in the Council's Corporate Strategy is the commitment to promoting **Economic Prosperity** to ensure Surrey's economy remains strong and sustainable, whilst delivering on **Wellbeing** and **Resident Experience**. Securing funding to support an infrastructure investment programme is a key part of this goal.

The Local Transport Strategies are component parts of the statutory Surrey Transport Plan that apply the plan to a relevant district or borough. They set out how Surrey County Council will work with its partners to:

- i. Overcome known, strategic issues with that district or borough's local transport network; and
- ii. Develop this network, where necessary, in support of growth set out in the Local Plan.

Reigate and Banstead's Local Transport Strategy has been reviewed and updated in full and is presented to Cabinet for approval. A Local Transport Strategy includes:

- iii. an assessment of challenges (current and anticipated) to be addressed;
- iv. localised objectives to guide scheme development and prioritisation, drawn up with the relevant district or borough; and
- v. a Forward Programme of schemes identified that could address these challenges (subject to feasibility studies and funding), as well as any already in delivery

The strategies are needed in order:

- vi. to prioritise and coordinate investment in transport infrastructure; and
- vii. to place Surrey in the best possible position to bid for external funding for projects, for instance through Local Enterprise Partnerships

In preparing the strategy, Surrey County Council and Reigate & Banstead Borough Council Members and officers from transport and highways teams as well as a range of other service areas were approached for input to arrive at a draft strategy. Following this, a public consultation was undertaken and an Equalities Impact Assessment and an Environmental Sustainability Appraisal were conducted. The

outcomes of these exercises informed the proposed final version of the Local Transport Strategy.

RECOMMENDATION:

It is recommended that Cabinet approve the updated Reigate and Banstead Local Transport Strategy, including the Forward Programme.

REASONS FOR RECOMMENDATION:

Inadequate transport infrastructure is identified as the biggest barrier to economic growth in the county.

The current Reigate and Banstead Local Transport Strategy was published in 2014. As such, information within it is dated and in need of review. It is important that Local Transport Strategies are kept up-to-date, as this ensures that the right investments are prioritised and that Members, officers and delivery partners can coordinate investment in transport infrastructure. Maintaining up-to-date strategies also means Surrey County Council is ready to confidently bid for funding opportunities at short notice, should an opportunity arise.

The revised strategy will support Surrey County Council's priorities to promote sustainable economic growth and secure investment in infrastructure. The strategy will benefit Surrey residents and businesses by accommodating sustainable population growth, helping to boost the economy and limit the impact of transport and development on the environment.

This revised strategy has been developed through **joint working** between officers and Members from both Surrey County Council and Reigate & Banstead Borough Council to ensure that the Local Transport Strategy is relevant for the area.

It has also been subject to public consultation, an Equalities Impact Assessment and an Environmental Sustainability Appraisal, and refined accordingly. The revised strategy has been approved by the Reigate & Banstead Local Committee (under delegated authority).

Subject to approval from Cabinet, this revised strategy would replace the Reigate and Banstead Local Transport Strategy from, dated December 2014) currently adopted as part of the Surrey Transport Plan, a statutory document. The Forward Programme will replace previously published versions of the Forward Programme.

DETAILS:

Requirement to review

1. Local Transport Strategies are part of a set of documents that together form Surrey's statutory Local Transport Plan. A Local Transport Strategy has been, or will be, produced for each district or borough within Surrey.
2. The purposes of Local Transport Strategies are:
 - a) to offer an agreed approach for the relevant district or borough and county council, who will work together to address transport needs of planned development, resolve local transport issues and implement the overall statutory Local Transport Plan; and

- b) to have a very clear plan and evidence base, enabling Surrey County Council to respond quickly to opportunities to bid for funding, as well as coordinate spending from the Community Infrastructure Levy, Department for Transport funding and other sources.
3. The current Reigate and Banstead Local Transport Strategy was published in December 2014. As such, information within it is dated and in need of review to prioritise and coordinate investment in transport infrastructure and to place Surrey in the best possible position to bid for external funding for projects.
 4. It was recognised that the structure of Local Transport Strategies could benefit from a rebalancing away from descriptive commentary and broad-based research and towards specific objectives and action points, in line with the purposes of the strategies outlined above. It is hoped that the new structure has also made the strategy more accessible to those without a technical background in transport – seen as important as members of the public are encouraged to read and respond to the document.

Review process

5. The review of the Local Transport Strategy and proposed schemes within the Forward Programme have been developed in consultation with Reigate & Banstead Borough Officers and Surrey County Council Officers who provided input and feedback to:
 - a) To review and update the format of the Strategy to improve the layout, making it easier to read and more visual through the use of maps.
 - b) Update facts, figures and trends within the document to reflect current levels.
 - c) To align with and reflect the emerging Reigate & Banstead Local Plan.
 - d) To review, update and amend all proposed schemes within the Forward Programme to ensure they reflect local requirements.
6. Following this input the revised Strategy and Forward Programme was drafted and this draft was taken to Local Committee to ask for approval to conduct a 6 week public consultation to gather Member and local feedback.
7. Following consultation, all feedback was reviewed and a Consultation Outcomes Report was produced. This report was reviewed by the Area Highways Manager in consultation with the Local Committee Chair, Vice Chair and officer of the Transport Policy Team who approved the changes proposed following the consultation.
8. The changes proposed were incorporated into the revised Strategy and Forward Programme to produce updated document

CONSULTATION:

9. A six week public consultation was undertaken between 16 April 2018 and 27 May 2018 to receive feedback from residents, businesses and other interested and relevant parties. This included stakeholders that the County Council has a statutory requirement to consult, such as transport infrastructure owners,

transport service providers, transport user groups and neighbouring local authorities. Officers also attended a meeting of the East Surrey Disability Alliance Network, which covers the Reigate & Banstead Borough area, to receive feedback from this group in person.

10. To encourage and facilitate representative responses from across the borough, efforts were made to:
 - a) promote the consultation widely;
 - b) ensure officers were easy to contact during the consultation;
 - c) make it easy to view the documents online, as well as in hard-copy at key locations for those without access to the Internet; and
 - d) accept responses in a number of different ways.
11. The consultation generated suggestions for ways the Strategy and Forward Programme could be improved, underpinned by broad support for the documents as a whole. Common themes amongst responses were:
 - a) support for sustainable travel options and mitigating the impact of cars in built-up areas;
 - b) suggestions for additional schemes to include in the Forward Programme;
 - c) comments on schemes that are currently being delivered or on the Forward Programme;
 - d) emphasising the importance of user experience; and
 - e) errors and omissions within the documents.
12. As a result of these consultation activities and careful consideration of all feedback, changes were made to the Local Transport Strategy and Forward Programme. These changes were approved by the Area Highways Manager in consultation with the Chair and Vice Chair of the Local Committee and an officer of the Transport Policy Team on the 3 August 2018 through delegated authority given via the Local Committee.
13. Where relevant, specific comments and suggestions were additionally passed (anonymised) to officers working in the relevant council team to ensure that comments from the public were heard by officers working most closely on the issue described.

RISK MANAGEMENT AND IMPLICATIONS:

14. No risk management implications have been identified.
15. Individual schemes within the Forward Programme are the subject of their own risk management process as part of scheme development to ensure any risks are identified and managed.

Financial and Value for Money Implications

16. There are no financial implications directly associated with this strategy.
17. The Forward Programme provides indicative costs for proposed schemes where these are available. These indicative costs are estimates, and scheme costs would be refined as and when schemes are developed and specific tasks and quantum of materials are understood.
18. Schemes would be progressed subject to funding being identified, which could be from a number of sources including existing capital budgets, developer funding and grants. Updating this strategy places Surrey in the best possible position to bid for third party funding, as and when it becomes available to bid through Business cases for these schemes, for instance through Local Economic Partnerships – particularly where these opportunities present at short notice.

Section 151 Officer Commentary

19. Approving the updated Reigate and Banstead Local Transport Strategy and Forward Programme will not in itself commit the County Council to additional expenditure. Instead the Strategy identifies a programme of schemes which could be progressed, subject to funding and appropriate approvals, and supports the council to attract external funding to implement those schemes

Legal Implications – Monitoring Officer

20. By virtue of sections 108 and 109 of the Transport Act 2000, as amended by the Local Transport Act 2008, the Council, as local transport authority, is required to (a) develop policies for the promotion and encouragement of safe, integrated, efficient and economic transport to, from and within their area, and (b) carry out their functions so as to implement those policies.
21. The Council, as local transport authority, must prepare a document to be known as the **local transport plan** containing their policies and their proposals for the implementation of those policies.
22. The local transport plan must be kept under review and altered it if the Council considers it appropriate to do so, or replaced as they think fit.
23. In the current review of the local transport plan the subject of this report, the Council has consulted as required and has taken account of representations made.
24. In developing and implementing their policies under section 108(1), the Council must have regard to the transport needs of disabled persons (within the meaning of the Equality Act 2010) and of persons who are elderly or have mobility problems. An Equalities Impact Assessment has been prepared which has identified no negative impacts on those persons with protected characteristics. It is annexed to this report.

Equalities and Diversity

25. An Equalities Impact Assessment (EIA) has been drafted for the updated Local Transport Strategy and Forward Programme.
26. No negative impacts on any protected characteristic group were identified. No changes have been made to the Local Transport Strategy and Forward Programme as a result of the EIA.
27. All the proposed schemes seek to eliminate any perceived and/or actual inequalities through compliance with up to date design standards which address disabled access and social inclusivity. For example: improved crossing facilities and disabled access will be provided at pedestrian crossings and junctions, wherever appropriate.

Public Health implications

28. This updated Local Transport Strategy has been developed with the assistance of Public Health officers and sets out to achieve positive impacts upon public health. A key priority of the Local Transport Strategy is to promote sustainable transport and active modes of travel.
29. Increased walking and cycling, where it replaces motorised forms of transport such as the car, will improve air quality and reduce carbon emission levels.
30. Increased walking and cycling has a positive impact on personal health. The NHS identifies cycling as an activity which provides significant health benefits.

WHAT HAPPENS NEXT:

31. If approved, this revised strategy would become an adopted part of the Surrey Transport Plan, a statutory document. It would replace the Reigate and Banstead Local Transport Strategy from December 2014. The Forward Programme would replace previously published versions of the Forward Programme.
32. These documents will be published on the Surrey website in place of the 2014 version.
33. The strategy will be used by officers to evaluate and prioritise transport and highway investment decisions in Reigate and Banstead Borough.
34. As resources become available, individual schemes within the forward programme will be progressed, subject to feasibility work and availability of funding.
35. The forward programme will be reviewed annually to ensure it remains reflective of the latest developments in relation to each scheme, and captures new, individual schemes as they are identified. These updates will be reported to Reigate and Banstead Local Committee for information, as part of their standing Highways Update agenda item.
36. This overall strategy will remain in place for three years, at which point it will be subject to another full review and brought back to Cabinet for approval.

Contact Officer:

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Consulted:

Reigate & Banstead Borough Officers, Surrey County Council Officers and Local Committee have all been consulted during the updating of this document. A 6 week public consultation was also held. Details of the consultation arrangements are covered in the Consultation section of this paper.

Annexes:

Annex A Reigate and Banstead Local Transport Strategy (2018)

- Appendix 1 – Forward Programme
- Appendix 2 – Completed Schemes
- Appendix 3 – Forecast Levels and the Cost of Congestion
- Appendix 4 – Transport Trends
- Appendix 5 – Glossary of Terms

Sources / background papers:

Surrey Transport Plan (LTP3): <https://www.surreycc.gov.uk/roads-and-transport/policies-plans-consultations/surrey-transport-plan/surrey-transport-plan-strategies>

A dedicated website holds all of the Local Transport Strategies including the 2014 version of the Reigate & Banstead LTS: <https://www.surreycc.gov.uk/roads-and-transport/policies-plans-consultations/surrey-transport-plan/surrey-transport-plan-consultations-on-the-plan/local-transport-strategies-and-forward-programmes>

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