

SURREY COUNTY COUNCIL

CABINET

DATE: 17 JULY 2018

REPORT OF: MR COLIN KEMP, CABINET MEMBER FOR HIGHWAYS



MR JOHN FUREY, DEPUTY LEADER AND CABINET MEMBER FOR ECONOMIC PROSPERITY

MR MIKE GOODMAN, CABINET MEMBER FOR ENVIRONMENT AND TRANSPORT

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

SUBJECT: ECONOMIC GROWTH THROUGH INVESTMENT IN INFRASTRUCTURE - EM3 AREA:

- A) WOKING SUSTAINABLE TRANSPORT PACKAGE PHASE 1.**
- B) A30 LONDON ROAD / CAMBERLEY TOWN CENTRE: HIGHWAY IMPROVEMENTS.**
- C) BLACKWATER VALLEY (GOLD GRID) QUALITY BUS CORRIDOR IMPROVEMENTS.**

SUMMARY OF ISSUE:

A key strategic goal in Surrey County Council's (SCC) 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.

As part of this investment programme SCC has been working in partnership with Woking Borough Council (WBC) to support the development and delivery of the Woking Sustainable Transport Package (Phase 1), Surrey Heath Borough Council (SHBC) to support the development and delivery of the A30 London Road / Camberley Town Centre Highway Improvements and Hampshire County Council and bus operator Stagecoach in developing the business case for the Blackwater Valley (Gold Grid) Quality Bus Corridor Improvements.

Surrey County Council are preparing and leading on these three business cases for submission to the Enterprise M3 Local Enterprise Partnership (EM3 LEP) during August 2018, in respect of the following projects:

- A) Woking Sustainable Transport Package Phase 1
- B) A30 London Road / Camberley Town Centre: Highway Improvements
- C) Blackwater Valley (Gold Grid) Quality Bus Corridor Improvements

RECOMMENDATIONS:

It is recommended that Cabinet:

1. Approve the submission of business case to the EM3 LEP for Project A) Woking Sustainable Transport Package Phase 1 (all Local Contribution being provided by Woking Borough Council).
2. Approve the submission of business case to the EM3 LEP for Project B) A30 London Road / Camberley Town Centre: Highway Improvements.
3. Approve £0.480m of local contribution from Surrey County Council, where Surrey Heath Borough Council has already committed £0.770m towards this project.
4. Approve the proposed change to the A30 bus lane, subject to the Traffic Regulation Order process.
5. Approve the submission of business case to the EM3 LEP for Project C) Blackwater Valley (Gold Grid) Quality Bus Corridor Improvements (all Local Contribution being provided by the bus operator Stagecoach).

REASON FOR RECOMMENDATIONS:

Supporting Economic Growth

Inadequate transport infrastructure is identified as the biggest barrier to economic growth in the county. If these bids are successful, the EM3 LEP would contribute up to 75% of the capital scheme cost, with the remainder to be provided as match funding from Woking Borough Council (Project A), SHBC and SCC (Project B) and Bus operator Stagecoach (Project C).

DETAILS:

Background and Business Case

1. In July 2014, government announced the Local Growth Fund (LGF) allocation for transport infrastructure to Local Enterprise Partnerships (LEPs), for the 2015 – 2021 periods, based on their respective Strategic Economic Plans (SEPs).
2. Allocation of funding has been made available in tranches by government and a further allocation was made available in July 2017 through the LEPs for the period covering 2018 to 2021, with a key contributory factor of improving productivity to an area.
3. SCC has submitted expressions of interest for projects that have been agreed with the EM3 LEP following the announcement of grant funding, including the following projects:
 - a) Woking Sustainable Transport Package Phase 1 (£4.4M project in partnership with Woking Borough Council)

- b) A30 London Road / Camberley Town Centre: Highway Improvements (£5m project in partnership with Surrey Heath Borough Council)
 - c) Blackwater Valley (Gold Grid) Quality Bus Corridor Improvements (£9m project in partnership with Hampshire County Council and bus operator Stagecoach)
4. Approval is now sought to submit business cases during August 2018 to the EM3 LEP for these three projects.

Local Contribution [match funding]

- 5. The requirement of the EM3 LEP is for the delivery body (SCC) to provide a local contribution [match funding] of at least 25%.
- 6. For Project A (Woking Sustainable Transport Package Phase 1), the total project cost is £4.4m. All of the £1.4m of local contribution is being provided by Woking Borough Council, to support a £3m Growth Fund bid to the LEP.
- 7. For Project B (A30 London Road / Camberley Town Centre: Highway Improvements), the 25% match funding is £1.25m. SHBC have committed to providing £0.770m as their contribution to the match funding, with approval for £0.480m SCC funding sought through this report.
- 8. For Project C (Blackwater Valley (Gold Grid) Quality Bus Corridor Improvements), all of the £4.5m Local Contribution is being provided by the bus operator Stagecoach Buses. The partnership investment by Stagecoach will see the introduction of a fleet of brand new Euro 6 low emission vehicles into the Blackwater Valley, helping us to collectively tackle air quality.

CONSULTATION:

- 9. Consultation on the proposed package of schemes for the Woking STP Phase 1 (Project A) is planned to take place in August / September following the business case bid submission to the EM3 LEP.
- 10. The other factor needing consideration for consulting on Project A is the linkage between the Woking STP and the Woking Integrated Transport Project (ITP). Working in partnership, SCC and WBC have commenced works on Woking's ITP for the town centre. Comprehensive communication channels are in place for the Woking ITP project including a dedicated web information site. Delivery of the STP project will be taken forward under the same governance structure as the ITP and therefore all public facing information on the STP scheme will be coordinated alongside the existing ITP project communications. This approach will make it easier and clearer for members of the public and other stakeholders to be kept informed of all current project developments.
- 11. Targeted engagement with key stakeholders is already underway to inform the early development of specific scheme elements within the Woking Sustainable

- Transport Package Phase 1 including bus operators, Network Rail and local cycle user groups. This will be developed into a full engagement plan.
12. Public consultation on Project B (A30 London Road / Camberley Town Centre: Highway Improvements) was carried out for a period of 8 weeks commencing 20th February 2017, in partnership with SHBC. The consultation focused on the following:
 - To assess the level of support for the proposals that form the A30 and Camberley Town Centre Highway Improvements scheme.
 - An opportunity to consult on the effectiveness of the A30, general travel patterns and transport issues in and around Camberley.
 - The A30 westbound bus lane and how it can be used the most effectively.
 13. The consultation was successful in that we obtained 523 responses to the questionnaire, plus 43 bus stop surveys.
 14. The key outcomes from the consultation were:
 - The most important transport issue raised by respondents was congestion on the A30.
 - All supported improvements to access by all modes to Camberley town centre.
 15. As part of the consultation, respondents were asked what they felt should be done with the bus lane, with the following results:
 - The response to the A30 bus lane question was split almost evenly, 45.8% of people supporting the removal of the bus lane entirely and 48.2% wanting the bus lane to remain in some form. 6% of respondents had no preference.
 - The current proposals are for the bus lane to be retained between Grand Avenue and Frimley Road, the section where it is needed most to help buses run to time.
 16. More recently, SCC have been in discussion with local bus operators regarding the hours of operation on the westbound lane. Currently, the bus lane operates Monday to Friday 07:00 to 09:30 and 16:00 to 19:00. Traffic congestion is in evidence on the A30 corridor during the “interpeak” periods, as well as at weekends, and this can cause delays to bus services in the area, adding to operational costs and negatively impacting user satisfaction.
 17. It is proposed that at the time when the Traffic Regulation Order (TRO) for the bus lane is advertised for the changes to the extents of the bus lane, that the TRO consultation also includes extended hours of bus lane operation to cover the period Monday to Sunday 7am to 7pm. The TRO consultation will provide local residents, businesses and other interested parties with the opportunity to comment on these proposals.
 18. For Project C (Blackwater Valley (Gold Grid) Quality Bus Corridor Improvements), this will comprise a series of measures at key bus stops to improve accessibility, the quality of the waiting environment as well as the provision of improved passenger information. Consideration will also be given

to whether there are engineering measures which can be progressed at “pinch point” locations on various bus routes in the Blackwater Valley, in order to alleviate congestion and improve bus journey times / service reliability.

19. The locations for the Project C measures are being assessed and will be finalised prior to the submission of the business case in August 2018. No specific consultation has been carried out to date on these measures, although as part of the Local Transport Review, three large public consultations were completed between October 2014 and July 2017. The consultations sought to understand how important public transport is to our residents and what could be done to encourage more people to travel by bus. The first consultation received over 6700 responses via an online survey and hard copy questionnaire. For bus users, 85% of respondents considered the bus service they used as important or very important to them. For non-bus users, 73% of respondents said they would use buses if there was better information, improved bus infrastructure or a better journey experience provided.
20. In addition to the Project C measures described above, there will also be a local contribution of £4.5M from Stagecoach Buses. This partnership investment by Stagecoach will see the introduction of a fleet of brand new Euro 6 low emission vehicles into the Blackwater Valley, helping us to collectively tackle air quality.

RISK MANAGEMENT AND IMPLICATIONS:

21. Each of the projects have their own project risk register that is reviewed regularly by the project team and the Members Task Groups.
22. The project costs set out in this report are estimates that were reviewed in 2018/19, based on outline scheme designs. Whilst they include a sum for contingency and optimism bias there is a risk that these estimated costs could increase once the designs are finalised and procurement undertaken. If these estimated costs increase, such that the local contribution required would then exceed the amount stated in this report, then the following mitigation strategies would apply:
 - Further value engineering exercises would be undertaken as the design is developed to see if scheme costs could be brought down without reducing the scope of the scheme.
 - If estimated scheme costs cannot be reduced then the scope of the scheme would be reviewed to see if the primary benefits could still be realised but with a reduced scheme.
 - If it is not possible to reduce the estimated scheme cost in either of these ways, then we would engage with the LEPs and the relevant borough/district to see if they are able to increase their contribution.
 - If, after following the steps above, the scheme would still require a greater contribution from Surrey, a further decision would be sought from Cabinet or Cabinet Member, as appropriate.
23. It should be noted that if these business cases are not submitted to EM3 LEP the County Council will not be in a position given the financial situation, to allocate funds from elsewhere to deliver the proposed improvements.

24. The LEPs are urging Councils and other delivery bodies to ensure that they utilise the LGF funding available in each year as any unused funds could be clawed back.

Financial and Value for Money Implications

25. The requirement of the LEP is for the delivery body (SCC) to provide a local contribution of at least 25%.
26. For Project A (Woking Sustainable Transport Package Phase 1), the total project cost is £4.4m. All of the £1.4m of Local Contribution is being provided by Woking Borough Council, to support the £3m Growth Fund bid to the LEP.
27. For Project B (A30 London Road / Camberley Town Centre highway improvements), the 25% match funding is £1.25m. SHBC have committed to providing £0.770m as their contribution to the match funding, with £0.480m funding provided by SCC, subject to Cabinet approval.
28. The £0.480m match funding can be provided from within the existing Place Development capital budget identified within the 2018-21 Medium Term Financial Plan.
29. For Project C (Blackwater Valley (Gold Grid) Quality Bus Corridor Improvements), all of the £4.5m Local Contribution is being provided by the bus operator Stagecoach Buses, who are introducing a fleet of brand new Euro 6 low emission vehicles into the Blackwater Valley.
30. Therefore, the only scheme requiring a financial contribution from SCC is Scheme B (A30 London Road / Camberley Town Centre: Highway Improvements), with the 25% contribution of £1.25m comprising £0.770m from SHBC and £0.480m from SCC.

Section 151 Officer Commentary

31. The council is required to make a financial contribution toward LGF schemes, unless this is provided by other partners. In the case of the schemes put forward in this report, the Council is required to make a contribution of £0.480m towards the A30 London Road / Camberley Town Centre Highway Improvements.
32. The Section 151 Officer also highlights that scheme costs are in some cases based on outline scheme designs and therefore would be expected to change as designs evolve, and are also subject to change as schemes are procured. In recognition of this, estimated costs include an allowance for risk. If costs exceed agreed funding the mitigation strategy outlined in this report would apply, although ultimately the council may need to consider how it would fund cost increases, e.g. by reducing spend elsewhere.
33. The Council would also need to meet any future maintenance costs for assets created as part of this scheme.

Legal Implications – Monitoring Officer

34. An expression of interest has been agreed with the EM3 LEP following the announcement of the grant funding covering the 2018/19 to 2020/21 period as set out in Annex A.
35. These identified projects have been the subject of consultation and may need to have further public consultation, if required, before final approval by the EM3 LEP. The LEP will need to take account of the results of those consultations when finalising their views.
36. The planned match funding for each of the projects has been set out in the Financial and Value for Money section above and these have been committed by the Boroughs councils as well as a local bus operator.

Equalities and Diversity

37. Schemes A, B and C will all have Equality and Diversity screening assessments carried out as part of the development of the project. This screening will be subject to scrutiny and review by the relevant Member Task Groups reporting to the Local Committees.
38. These assessments will eliminate any perceived and/or actual inequalities through compliance with up to date design standards which address disabled access and social inclusivity. .

Public Health implications

39. A key objective of these projects is to improve air quality and reduce carbon emissions through a combination of reduced vehicle delays, improvements to public transport and encouraging alternative modes of transport to motorised vehicles.
40. In addition to this, improvements in public health can be gained through more walking and cycling and cleaner air.

WHAT HAPPENS NEXT:

If approved by Cabinet, the business cases for Schemes A, B and C be submitted to the EM3 LEP during August 2018.

The EM3 LEP will carry out an Independent Assurance assessment which will be reported to a subsequent EM3 Transport Advisory Group (TAG) meeting and Board meeting.

If successful SCC will enter into a legal agreement to deliver the projects over an agreed period of time, as set out in the business cases.

Contact Officer:

Lyndon Mendes – Transport Policy Team Manager, telephone; 03456 009 009

Consulted:

- Local Enterprise Partnership EM3
- Project A) Woking Borough Council, Joint Committee for Woking
- Project B) Surrey Heath Borough Council, Local Committee for Surrey Heath
- Project C) Hampshire County Council, bus operator Stagecoach.

Annexes:

Annex A - Project Descriptions

Sources/background papers:

- Cabinet Report, 'Supporting the economy through investment in transport infrastructure', 27 November 2012.
- Cabinet Report, 'Supporting Economic Growth through investment in Transport and Highways infrastructure – third tranche', 15 December 2015.
- EM3 PMG meeting 15 March 2018.

ANNEX A – PROJECT DESCRIPTIONS

Project A: Woking Sustainable Transport Package Phase 1 (planned to be submitted to the EM3 LEP in August 2018 by Surrey County Council)

The Woking Sustainable Transport Package Phase 1 will improve connectivity between Woking town centre / rail station and existing routes that orbit the town, providing vital 'spokes' to fill in missing gaps in the network, following on from Cycle Woking and the Local Sustainable Transport Package programme.

It will serve key areas of residence and employment which are currently inadequately provided for by sustainable modes to support the anticipated increase in journeys to and from the area related to significant redevelopment of the town centre and rail station.

The Woking STP is designed to complement the Woking Integrated Transport Project (ITP) developments for the town centre by providing connecting transport links to enable people to access the town centre and rail station for onward travel in a sustainable way.

The total project cost is £4.4m, with all of the £1.4m of Local Contribution being provided by Woking Borough Council, to support the £3m Growth Fund bid to the LEP

Aims and Objectives

The project, planned for delivery between 2018 and 2021, aims to encourage more people to walk, cycle, travel by bus and use the train. By encouraging more people to travel sustainably, we will reduce congestion, pollution, and encourage more people to live healthier lives. In turn this meets the primary LEP project objectives to unlock economic growth in the area by providing transport infrastructure and improvements to support growth in jobs, homes and employment space.

Measures to improve connectivity will include installing new pedestrian and cycle facilities, upgrading existing and providing new crossing points and enhancing public transport to create quality bus corridors.

Within the study area the objectives for the scheme are:

- Objective 1
Improved quality of sustainable travel options to Woking town centre and rail station.
- Objective 2
Improved range of sustainable route options to Woking town centre and rail station.
- Objective 3
Increased levels of travel via sustainable modes into Woking.

Project B: A30 London Road / Camberley Town Centre highway improvements (planned to be submitted to the EM3 LEP in August 2018 by Surrey County Council)

The scheme consists of a range of measures along the A30 corridor in Camberley Town Centre, including the following:

- Gateway features at Knoll Road and Grand Avenue.
- A30 London Road Block – new junction to facilitate access and egress.
- Improving traffic flow for all vehicles via the optimisation of traffic signals along the A30 to make the network more efficient and reduce journey times.
- Traffic signal optimisation and intelligent bus priority for buses at traffic signals
- Improved pedestrian and cycle facilities – converted / widened shared footway / cycle track on southern side of A30.
- Amended the A30 bus lane and improve signing.
- Retaining kerbside parking.
- Providing pick-up and drop-off facilities.
- Amended A30 / Frimley Road junction.
- Improving the carriageway surfacing outside the Royal Military Academy

The scheme costs are estimated at £5.0m, seeking EM3 LEP funding of £3.75m and a confirmed local contribution from Surrey Heath Borough Council of £770k and (subject to Cabinet approval) a local contribution from SCC of £480k.

Subject to EM3 LEP approval, the scheme would commence construction in 2018/19.

Aims and Objectives of the project

The primary aims of this project are to:

- Reduce A30 peak hour delay for all traffic.
- Support economic activity on the A30 and in Camberley Town Centre, including the London Road Block (a proposed development area between High Street and Park Street).
- Create a public transport network that supports the Camberley Town Centre Area Action Plan (AAP).
- Encourage sustainable travel to Camberley town centre.
- Improve accessibility and safety for all road users, both to and within Camberley town centre and the A30, including people with disabilities.
- Improve the quality of public realm, complementing the “Camberley Public Realm Improvements”.

Project C: Blackwater Valley (Gold Grid) Quality Bus Corridor Improvements (planned to be submitted to the EM3 LEP in August 2018 by Surrey County Council)

This project is cross boundary and is being submitted in partnership with Hampshire County Council with the local contribution being provided by bus operator Stagecoach, who will introduce new Euro 6 specification buses.

The project focuses on bus corridors within the areas within Surrey Heath and Rushmoor (Hampshire) and provides complementary sustainable passenger

transport measures to improve connectivity in the Blackwater Valley area and support economic viability to deliver growth objectives.

The project will provide measures to make buses more reliable, reduce delays, allow shorter journey times, and improved service quality offer.

The total cost of the project is £9 million with £4.5 million of the LGF being provided by the EM3 LEP. All of the £4.5m Local Contribution is being provided by the bus operator Stagecoach. The partnership investment by Stagecoach will see the introduction of a fleet of brand new Euro 6 low emission vehicles into the Blackwater Valley, helping us to collectively tackle air quality.

Aims and Objectives

The project will improve connectivity in the Blackwater Valley area and support economic viability to deliver growth objectives, by improving the quality of bus service offer, improving bus stops and shelters, along with better and passenger information, such as real time information.

The project will provide measures to make buses more reliable, reduce delays, allow shorter journey times, and improved service quality offer.

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