

**COAST TO CAPITAL Local Transport Body****Minutes of public meeting on Wednesday 25 March 2015 at 11:00****Location:****West Sussex County Council, County Hall, West Street, Chichester, PO19 1RQ****Present:****Board members**

<b>Councillor Pieter Montyn</b>	West Sussex County Council, chairman
<b>Councillor Ian Davey</b>	Brighton and Hove City Council
<b>Councillor John Furey</b>	Surrey County Council
<b>Councillor Rupert Simmons</b>	East Sussex County Council
<b>Ron Crank</b>	Coast to Capital (standing in for Martin Heffer)

**Officers**

<b>Darryl Hemmings</b>	West Sussex County Council
<b>Lyndon Mendes</b>	Surrey County Council
<b>Debbie Middleton</b>	West Sussex County Council (accountable body - Finance)
<b>Christopher Neville</b>	West Sussex County Council (accountable body - Legal)
<b>Ian Parkes</b>	Coast to Capital
<b>Iain Reeve</b>	Coast to Capital
<b>Andrew Renaut</b>	Brighton and Hove City Council
<b>Jon Wheeler</b>	East Sussex County Council

Several members of the public were also present.

Secretary's note: the Coast to Capital Local Transport Body met twice on Wednesday 25 March:

- A process meeting, held in private from 10 to 11.
- A funding meeting, held in public from 11 onwards.

These minutes relate to the **funding meeting** only.

## 1. Welcome, introductions and declarations of interest

1.1 Councillor Pieter Montyn welcomed those present to County Hall. This was a meeting in public of the Local Transport Body (LTB) to take funding decisions about individual transport schemes.

## 2. Report on consultation

2.1 Officers summarised the results of the consultation exercise into each scheme on the agenda. This was noted.

## 3. Crawley Area sustainable transport package

3.1 The LTB agreed to give **conditional approval** to this scheme, subject to further information about the quantification of scheme benefits and scheme risks.

3.2 It would be a Coast to Capital officer decision about whether the scheme's status should be upgraded from conditional to full approval. This decision should be reported to the LTB for information.

## 4. Epsom Plan E

4.1 The LTB agreed that this scheme should be given **full approval**.

4.2 The scheme promoters should be asked to provide additional information as recommended by the independent assessors, but this would not be a formal condition of approval.

## 5. A284 Lyminster Bypass

5.1 The LTB considered that they were not able to make a decision about this scheme. They asked the scheme promoters (West Sussex County Council) to bring the scheme back to a future LTB meeting.

5.2 The LTB asked West Sussex County Council to provide further information on the specific option being proposed and the benefit to cost ratio of the scheme, as recommended in the paper. The scheme would also need a full funding package which did not have a funding gap.

## 6. Surrey: Wider Network Benefits

6.1 The LTB agreed that this scheme should be given **full approval**.

## 7. Resilience

7.1 The Coast to Capital Growth Deal includes a programme of £30.9 million for transport resilience schemes which include measures that make the transport network better able to cope with unexpected conditions such as poor weather or congestion. It is for individual scheme promoters to propose schemes which would be funded from this programme. This programme is available to Brighton & Hove City Council, Surrey County Council and West Sussex County Council.

7.2 Although not strictly required by the Growth Deal, the three authorities have agreed to restrict their bids to schemes costing less than £5 million each. This is a competitive funding competition.

7.3 Bids were received for:

- Brighton & Hove City Council: Intelligent Transport Systems
- Surrey County Council: four separate bids for network resilience on the A22, A23, A24 and A217
- West Sussex County Council: West of Horsham (hybrid scheme)

## 8. Resilience: Brighton & Hove City Council Intelligent Transport Systems

8.1 The LTB agreed to give this scheme **conditional approval**.

8.2 Full approval would be subject to the scheme promoters (Brighton & Hove City Council) providing more information about the scheme's benefits and risks. The decision would be delegated to Coast to Capital officers about whether this condition had been met. The decision would subsequently be reported to the LTB for information.

## 9. Resilience: Surrey County Council A22 and A24 Network Resilience schemes

9.1 The LTB agreed to give these two schemes **conditional approval**.

9.2 Full approval would be conditional on further information about the quantified benefits of the scheme, as described in the paper. The decision about whether this condition had been met would be delegated to Coast to Capital officers. The decision should be reported to the LTB for information.

## **10. Resilience: Surrey County Council A23 and A217 Network Resilience schemes**

10.1 The LTB agreed to give these two schemes “future programme” status, but not to allocate funding to them at the current time. They should be considered for funding in 2015-16 if there is slippage in the other schemes. They will also be considered for 16/17 funding alongside other bids which might be received following a future call for bids by the LTB.

10.2 As with the A22 and A24 schemes, the funding would be subject to further information about the scheme benefits.

## **11. Sustainability schemes**

11.1 In addition to the resilience programme, the Growth Deal included a similar programme to fund sustainable transport schemes. A total of £31.7 million was available as a competitive funding programme for schemes which encouraged walking, cycling, public transport, low emission vehicles and could also include road improvements. As with the resilience programme, this was open to Brighton & Hove City Council, Surrey County Council and West Sussex County Council.

11.2 The three authorities had agreed to restrict their bids to packages costing less than £5 million each. Bids were received for:

- Brighton & Hove City Council: Bike Share
- Surrey County Council: Dorking Town Centre, phase 1
- Surrey County Council: Greater Redhill Package
- West Sussex County Council: Beautiful Outdoors and National Cycling Network 2
- West Sussex County Council: Worthing Area, phase 1

## **12. Sustainability: Brighton & Hove Bike Share**

12.1 The LTB considered that this was a potentially useful scheme which could extend to other towns. However, there was a risk that the scheme might not generate enough revenue to cover its costs. This could mean that the LTB's funding would be lost.

12.2 Accordingly, the LTB agreed to give **conditional approval** to the scheme.

12.3 Full approval would be subject to the scheme sponsor providing reassurance in writing to the LTB that any shortfall in running costs of the scheme will be underwritten for at least the first period of the schemes, that period to be not less than three years.

12.4 This decision would need to come back to the LTB and is not delegated to officers.

### **13. Sustainability: Dorking Transport Package (phase 1)**

13.1 The LTB agreed to give **full approval** to this scheme, which would improve Dorking Deepdene rail station.

13.2 The scheme had received a large number of consultation responses. The majority of respondents favoured investment in the station and either wanted to go further than the proposed scheme or proposed amendments to the scheme. The scheme's joint promoters, Surrey County Council and First Great Western planned to carry out consultation into the details of the scheme which would enable them to discuss these issues with local people and stakeholders such as the Dorking Town Forum.

**Secretary's note:** Coast to Capital is a funding body and is not responsible for the design of the scheme. Specific questions about the scheme design are for the promoters.

### **14. Sustainability: Greater Redhill Sustainable Transport Package**

14.1 The LTB agreed to give **conditional approval** to this scheme.

14.2 Full approval would be subject to further information on scheme design and the scheme promoters committing to consult residents on the scheme. This decision would be delegated to Coast to Capital officers, with a report subsequently submitted to the LTB for information.

### **15. Sustainability: Worthing Area Sustainable Transport Package (phase 1)**

15.1 This scheme had attracted a number of consultation comments from respondents who considered that it was not a sustainable transport scheme.

15.2 The LTB considered that this was a sustainable transport scheme and agreed that it should be given **full approval** for funding.

### **16. Sustainability: Beautiful outdoors and National Cycling Network (NCN) 2**

16.1 The LTB agreed to consider these two schemes as a single scheme, and on that basis to give the scheme **full approval** for funding.

16.2 The grant component would be reduced from £1.235 million to £1.2 million to be consistent with the Growth Deal agreements for the level of local contribution.

**17. Sustainability/ Resilience: West of Horsham hybrid scheme**

17.1 The LTB agreed with the officer recommendation and comments from members of the public that this was not a sustainability or resilience scheme, and so could not be funded under either heading. The independent consultants had also raised a number of questions about the scheme's benefits.

17.2 The scheme did have merits as an economic growth scheme as it supports delivery of new housing. It was agreed that the LTB would formally ask the Coast to Capital Board to consider alternative funding mechanisms. The scheme promoters would also need to address the specific questions raised by the independent assessing consultants.

17.3 This proposal should be brought back to the LTB for further consideration.

**18. Date of next meeting**

18.1 The next meeting was provisionally timetabled for the afternoon of 28 May 2015. This is dependent on further business cases being ready and may not be needed. Board members asked for a schedule of future meetings to be drawn up.

Secretary's note: the meeting provisionally timetabled for 28 May was not needed, and so was deferred. A programme of future meetings is being drawn up.

Iain Reeve  
Transport Adviser  
Coast to Capital

23 April 2015

## Summary of decisions

Scheme	Decision	Details
<b>Crawley Area sustainable transport package</b>	Conditional approval (Officer decision)	Subject to quantification of scheme benefits and risks.
<b>Epsom Plan E</b>	Full approval	
<b>A284 Lyminster Bypass</b>	No decision	To be brought back to the LTB with more clarity about the option being proposed, its benefits and funding package.
<b>Surrey Wider Network Benefits</b>	Full approval	
<b>Brighton Intelligent Transport Systems</b>	Conditional approval (Officer decision)	Subject to more information about scheme benefits and risks
<b>Surrey A22 and A24 Network Resilience</b>	Conditional approval (Officer decision)	Subject to more information about scheme benefits
<b>Surrey A23 and A217 Network Resilience</b>	Future Programme	Subject to more information about scheme benefits. Could be considered for funding in 2015-16 (if there is slippage) or from 2016-17 (competing with other bids).
<b>Brighton &amp; Hove Bike Share</b>	Conditional approval (LTB decision)	Subject to letter of reassurance about funding of operating costs.
<b>Dorking Transport Package</b>	Full approval	
<b>Greater Redhill Package</b>	Conditional approval (Officer decision)	Subject to information about scheme design and a commitment to consult.
<b>Worthing Package</b>	Full approval	
<b>Beautiful outdoors/ NCN2</b>	Full approval	
<b>West of Horsham</b>	No decision	LTB to request Coast to Capital to consider alternative funding arrangements. Outstanding technical question on scheme benefits.

**Note:** all schemes (including those with full approval) are subject to negotiation on the terms of the decision letter.