

Meeting: Council

Date: 19 October 2017

Wards Affected: Shiphay with the Willows

Report Title: Edginswell Station

Is the decision a key decision? No

When does the decision need to be implemented?

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1. Proposal and Introduction

- 1.1 It was reported to the Council in September 2014 that the Council had been successful in its bid to the Heart of the South West Local Enterprise Partnership (as the Local Transport Board (LTB)) for Edginswell Station to be included as a major transport scheme. At that stage the Government had confirmed its funding to the LTB and (provided the scheme progressed through the LTB allocation process) it would receive funding. The contribution towards the overall scheme, via the Local Enterprise Partnership (LEP) was to be £4m and at the time the Council were to match fund with £400,000, expected to be secured from Council capital resources and Section 106 contributions.
- 1.2 It was reported to Council in December 2016, that the cost of the scheme was higher than the original LEP/LTB funding allocation and that, to meet the difference, an additional bid to central government has been submitted. The estimate for the scheme within the Capital Plan was shown to be £4.511 million, with £511,000 having already been spent on professional engineering services to progress the scheme design. This figure has since risen to £520,000.
- 1.3 The total cost of the scheme was estimated in August 2016 (when an application to the New Station Fund 2 was made) at £12.935 million with 60% of this being sought from the New Station Fund (2), 30% provided by Heart of the South West LEP Growth Deal (£4 million) and 10% by Torbay Council. The Torbay Council investment would be £1.2 million assumed to be made up of Section 106

contributions and an allocation from Torbay Council's Capital Plan, and included the £511,000 spent to that date (now £520,000).

- 1.4 Planning permission was granted for the scheme in November 2016, with Torbay Council and Network Rail being the sole landowners affected by the development.
- 1.5 The Council received notification at the end of July 2017 that the application to fund Edginswell Station through the New Stations Fund (2) was unsuccessful. The feedback was that there was a very strong strategic case but that the costs were currently too high. Council officers were recently invited to a meeting with officials from the Department for Transport and Network Rail to see how delivery of the station may be progressed. The very clear feedback from the meeting was that this scheme will happen and it isn't a matter of 'if' but 'when' it can be delivered. However, a further round of the New Stations Fund is not expected to be announced until 2020.
- 1.6 The Council, at its meeting held on 25 February 2017, approved the Capital Plan subject to the Mayor and Chief Executive reviewing this project and making recommendations to the Council. At that stage, it was also agreed that no further significant work should be undertaken until the scheme had been re-presented to Council for detailed consideration and determination as appropriate. This business case sets out the information requested by Council.
- 1.7 The Mayor and the Chief Executive have both reviewed the business case and the recommendation below is endorsed by both of them.

2. Reason for Proposal

- 2.1 Further consideration of the proposed scheme was requested by the Council at its meeting in February 2017.
- 2.2 The application to part-fund the new Edginswell Station through the New Stations Fund (2) was unsuccessful and the future funding of the overall scheme is now uncertain. However, strategic support for the project from the Department for Transport and Network Rail, remains very positive.

3. Recommendation(s) / Proposed Decision

- 3.1 That no further Council funding be committed to Edginswell Station Capital Scheme at this stage and that the scheme should be amended in the Council's Capital Plan to reflect this change.
- 3.2 That the delivery of a new railway station at Edginswell should remain a key strategic transport infrastructure objective for the Council and that the Executive Head of Business Services be asked to continue to explore options for the future delivery of the scheme with the Department for Transport and other possible sources of external funding.
- 3.3 That any further work on the business case should only be supported by external funding and/or collaborative work with partner organisations and/or transport providers.

Appendices

Appendix 1: Business Case for the Edginswell Station Capital Scheme

Background Documents

None

Section 1: Background Information

1. What is the proposal / issue?

The Council was successful in its bid to the Local Transport Board for a new railway station at Edginswell to be included as a major transport scheme. On this basis, the scheme was included in the Council's Capital Plan in September 2014.

The scheme would see the creation of two platforms connected by a footbridge with each platform having a waiting shelter, ticket vending machine and customer information/help point. Pedestrian and cycle access would be available from Newton Road, with additional pedestrian access created from Riviera Way. Car parking would continue to exist adjacent to the station along Newton Road.

2. What is the current situation?

The Council has, to date, spent £520,000 on professional engineering services to progress the scheme design and option selection work necessary to progress through the Network Rail approvals process (GRIP – Governance of Rail Infrastructure Projects). Planning permission was granted for the scheme in November 2016.

The station is identified within the Local Plan (2012 - 2030), the Local Transport Plan (2011 - 2026), the Torquay Gateway Masterplan (2015), and the Torquay Neighbourhood Plan consultation (2017).

Notification was received in July 2017 that the application to fund the station through the New Stations Fund has been unsuccessful. The feedback was that there is a strong strategic case but that the costs were currently too high.

Council officers were recently invited to a meeting with officials from the Department for Transport and Network Rail to see how delivery of the station may be progressed. The very clear outcome from the meeting was the view that this scheme will eventually happen because there is a sound strategic business case, however, a further round of the New Stations Fund is not expected to be announced until 2020.

3. What options have been considered?

An assessment was carried out to ensure there was a need to invest in rail. That showed that rail and highway investment were important collectively in the Torquay Gateway area. As such this scheme was brought forward alongside the Torquay Gateway Highway Improvements (also part funded by LEP/LTB).

A Feasibility and later Option Assessment Report were undertaken for the siting of the railway station proposal. It considered three locations, of which

	the site adjacent to Newton Road was the best value for money and most deliverable solution.
4.	<p>How does this proposal support the ambitions, principles and delivery of the Corporate Plan 2015-19?</p> <p>The delivery of Edginswell Railway Station is a specific action within the Corporate Plan Delivery Plans. It forms part of the targeted action of “Working towards a more prosperous Torbay” in support of the overall ambition of “A prosperous and healthy Torbay”.</p>
5.	<p>Who will be affected by this proposal and who do you need to consult with?</p> <p>The Station would be situated on Newton Road in Torquay and improve access for residents travelling to Paignton and all stops between Newton Abbot and Exeter – as well as elsewhere on the rail network. It would promote economic development by improving access to existing as well as planned employment, commercial and housing development sites in the Torquay Gateway area. This includes the key sites in Edginswell, around Broomhill Way and the Willows, as well as Torbay Hospital.</p> <p>Consultation was undertaken during the planning process. It is not proposed to carry out any further consultation at this stage.</p>
6.	<p>How will you propose to consult?</p> <p>It is not proposed that any further consultation is undertaken at this stage. Earlier consultation also took place through the Local Plan, Local Transport Plan, Masterplan, Neighbourhood Plan, Network Rail Western Route Study, and informal engagement with the Community Ward Partnership.</p>

Section 2: Implications and Impact Assessment

7.	<p>What are the financial and legal implications?</p> <p>The scheme is currently estimated to cost £12.9 million with the Council funding 10% (£1.2 million). Of that, the Council has already spent £520,000 and the source of the remaining funding is a mix of Council capital committed as part of the Local Transport Implementation Plan adopted by Council in October 2016 and S.106 contributions.</p> <p>The proposed scheme would have no revenue costs associated with it as the station would be handed to Network Rail on completion.</p> <p>At a recent feedback meeting with officials from the Department for Transport and Network Rail there was a very clear indication that this scheme will ultimately be progressed and therefore there is a very low risk that the</p>
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	<p>spending to date by the Council would be classed as abortive costs and would become a revenue budget pressure. On this basis the scheme remains in the Council's Capital Plan.</p>
8.	<p>What are the risks?</p> <p>The risks of not undertaking the scheme are:</p> <ul style="list-style-type: none"> • the detrimental impact on the proposed growth and expansion of both businesses and residential development in the Torquay Gateway area; • the lost opportunity for external funding to improve the transport network • the costs of the Council to date would be classed as abortive costs and would therefore be treated as revenue and would become a budget pressure. <p>The risk to the delivery of the scheme associated with the costs being higher than expected for a number of varying reasons as set out in the Business Case.</p>
9.	<p>Public Services Value (Social Value) Act 2012</p> <p>Not applicable at this time but in accordance with the requirements of the Public Services (Social Value) Act 2012, as part of this project we would consider whether the requirements we are procuring might improve the economic, social and environmental well-being of the area, taking into account the Council's priorities, the needs of the area and any relevant corporate plans and community strategies. We would include requirements aimed at securing any identified improvements within the tender process.</p>
10.	<p>What evidence / data / research have you gathered in relation to this proposal?</p> <p>A full range of research has been undertaken in progressing the scheme to its current stage, in particular the application and assessments required in relation to the New Stations Fund and Network Rail GRIP approvals processes.</p>
11.	<p>What are key findings from the consultation you have carried out?</p> <p>Feedback from the application to the New Stations Fund was that the scheme has a strong strategic case but that some of the costs are currently too high.</p> <p>There is support for the scheme from the LEP Board, Torbay Hospital, local businesses and residents.</p>
12.	<p>Amendments to Proposal / Mitigating Actions</p>

	<p>Other than modest spending, within existing approved and committed budgets, it is proposed that no further money should be spent on the Edginswell Station scheme. The Council will continue to explore options for future delivery of the scheme with the Department for Transport and other possible sources of external funding.</p>
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Equality Impacts

13	Identify the potential positive and negative impacts on specific groups			
		Positive Impact	Negative Impact & Mitigating Actions	Neutral Impact
	Older or younger people		Not progressing the scheme would not improve this group's access to the public transport. The group have limited private vehicle use and can rely upon public transport for their mobility	
	People with caring Responsibilities			No differential impact.
	People with a disability		Not progressing the scheme would not improve the access to the rail network for those in or accessing the local area who require step free mobility. Currently the nearest alternatives are Torquay and Newton Abbot	
	Women or men			No differential impact.
	People who are black or from a minority ethnic background (BME) <i>(Please note Gypsies / Roma are within this community)</i>			No differential impact.
	Religion or belief (including lack of belief)			No differential impact.
	People who are lesbian, gay or bisexual			No differential impact.
	People who are transgendered			No differential impact.

	People who are in a marriage or civil partnership			No differential impact.
	Women who are pregnant / on maternity leave			No differential impact.
	Socio-economic impacts (Including impact on child poverty issues and deprivation)		Not progressing the scheme would mean that job seekers' access to and from the Torquay Gateway would not be improved.	
	Public Health impacts (How will your proposal impact on the general health of the population of Torbay)		Not progressing the scheme would not encourage more people to travel by public transport and to choose sustainable modes of travel, limiting the options to choose healthier modes.	
14	Cumulative Impacts – Council wide (proposed changes elsewhere which might worsen the impacts identified above)	None		
15	Cumulative Impacts – Other public services (proposed changes elsewhere which might worsen the impacts identified above)	None		