



**EAST SURREY HIGHWAYS LOCAL TRANSPORT  
PLAN 2007-2008 PROGRAMME**

**SURREY COUNTY COUNCIL  
LOCAL COMMITTEE (ELMBRIDGE)**

**11 JUNE 2007**

**KEY ISSUE:**

To consider the Local Transport Plan schemes to be progressed in 2007/08 for Elmbridge, which forms part of East Surrey Highway Services overall improvement programme.

**ELECTORAL DIVISION AND MEMBER:**

All Divisions and members.

**OFFICER RECOMMENDATIONS:**

The Committee is asked to:

- (i) To approve the programme of Local Transport Plan funded integrated transport schemes for Elmbridge for progression in 2007/08 as set out in Annex 1.
- (ii) To approve the application of Local Allocation for highway schemes for Elmbridge for progression in 2007/08 as set out in Annex 1.
- (iii) That authority be delegated to the East Area Group Manager, in consultation with the Chairman, Vice Chairman and local elected Member to advertise any necessary traffic regulation order(s), to consider any objections received and subject to those objections make the associated order(s) deliver the schemes in (i) and (ii) above.

- (iv) That the East Area Group Manager be authorised to determine any objections received in response to statutory notices in consultation with the Chairman of the Local Committee, and the local elected Member.
- (v) That authority be delegated to the East Area Group Manager, in consultation with the Chairman and Vice Chairman in relation to any amendments to the 2007/08 scheme list, as a result of changes in available funding following the closing of the 2006/07 accounts.

## 1.0 INTRODUCTION AND BACKGROUND

- 1.1 On 28th March 2006 the Local Committee approved a five-year forward programme of Integrated Transport capital schemes for the second Local Transport Plan, based on a priority scoring system that met the objectives of Surrey County Council's Local Transport Plan (Congestion, Accessibility, Safety, Environment and Maintenance, known by the abbreviation **CASEM**).
- 1.2 This report details the proposed Local Transport Plan (LTP) improvement programme for 2007/08 taking into account:
  - (i) The second Local Transport Plan (LTP2) scheme priority system;
  - (ii) Discussions with County Members at an East Area LTP2 workshop held on 28 March 2007; and
  - (iii) Progress on the 2006/07 schemes.

## 2.0 LTP INTEGRATED TRANSPORT SCHEME PRIORITY SYSTEM

- 2.1 A scheme priority system is required as there are limited capital funds available and the number of schemes identified over the years. This system 'scores and ranks' schemes against the following objectives (and associated targets and indicators, for example reducing the number of accidents) contained LTP2:
  - **Congestion**  
There will be less journeys made in the peak periods than in 2006 and alternatives to the car will be more attractive and easier to use
  - **Accessibility**  
All major services will be easier to access by non-car modes
  - **Safety**  
Accident rates, particularly for children, will continue to reduce and all transport modes will offer a more secure environment than today
  - **Environment**  
Air quality in currently declared AQMA's will be significantly improved, and traffic induced noise will also be noticeably reduced
  - **Maintenance**

Principal and non principal roads, footways, footpaths and rights of way will all be in a better state of repair than now, with the latter having been opened up to create a new set of opportunities for walking and cycling

- 2.2 This allows an assessment to be made as to how the scheme contributes to the achievement of the LTP aims to ensure that schemes are delivered that meet both local needs and that of the LTP and hence contribute to generate a higher level of Government funding.
- 2.3 The process for adding new schemes to the list and evaluating them is as follows:
  - (i) Schemes can be suggested or referred to the Local Highways team or the Local Highway Manager during the year and may be added to the scheme scoring sheet and ranked on an annual basis.
  - (ii) The schemes and overall ranking could then be reviewed on an annual basis at an East Area LTP Member workshop and submitted to the appropriate Local Committee for approval.

### **3.0 LTP2 EAST AREA LOCAL TRANSPORT PLAN WORKSHOP**

- 3.1 During 2006 Surrey County Council restructured its Transportation service. In respect of the operational highway function this restructure brought together the Local Transportation services into an East and West area office. The Local Transportation Services of Reigate and Banstead, Mole Valley, Tandridge, Epsom and Ewell and Elmbridge are now co-located and operating under the East Surrey Highways structure.
- 3.2 The advantages of this approach include the ability to apply a consistent approach to the development of the Local Transport Plan programmes and to allow the effective use of staff resources in engaging with County Members on the development and delivery of the County's LTP.
- 3.3 A LTP workshop was held on 28 March 2007 to which all County Members in the East were invited. This workshop provided an opportunity to scrutinise the proposed 2007-08 scheme programmes. Background to the prioritisation of schemes was explained before Members considered proposals for their district or borough.
- 3.4 A presentation was given on the background to the County's LTP and that it contains the following framework:
  - A 5 year strategic plan and programme based upon an analysis of problems and opportunities and set transport in a wider context that reflects the Regional Transport Strategy
  - Objectives, indicators and targets with trajectories based on shared priorities of Congestion, Accessibility, Safety, Environment and Maintenance. Examples of the types of schemes appropriate to meet these objectives are shown in the table below:

CONGESTION	ACCESSIBILITY	SAFETY	ENVIRONMENT	MAINTENANCE
<ul style="list-style-type: none"> <li>• On street parking control</li> <li>• Promotion of Company Travel Plans</li> <li>• Better signing for HGVs</li> <li>• Junction improvements</li> </ul>	<ul style="list-style-type: none"> <li>• Better pedestrian facilities in town centres</li> <li>• Cycle routes and training</li> <li>• Access to:-               <ul style="list-style-type: none"> <li>(i) all services from rural areas</li> <li>(ii) education facilities for 16-19 year olds</li> <li>(iii) all to major hospitals</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• More road safety schemes</li> <li>• Safety Camera Partnership</li> <li>• More safe routes to schools</li> <li>• Vehicle Actuated Signs</li> <li>• New pedestrian crossings and traffic calming, but only where it can really be justified</li> </ul>	<ul style="list-style-type: none"> <li>• Increased use of noise reducing road surfaces</li> <li>• Tackling vehicle emission problems</li> <li>• New variable message signing</li> <li>• Countryside traffic management measures</li> <li>• New Freight Quality Partnerships</li> </ul>	<ul style="list-style-type: none"> <li>• major highway maintenance</li> <li>• surface treatments</li> <li>• patching/road edges</li> <li>• footways</li> <li>• lighting</li> <li>• drainage</li> <li>• signals</li> <li>• safety barriers</li> <li>• bridge strengthening</li> </ul>

#### 4.0 FUNDING ALLOCATIONS FOR 2006/07

4.1 There are three funding streams available towards Integrated Transport schemes

- (i) LTP Capital Funding Allocation
- (ii) Local Allocation and
- (iii) Other Capital Funding

4.2 The **LTP Capital Funding Allocation** was discussed and approved by the Executive at its meeting on 26 March 2007. At this meeting funding was allocated for local integrated transport schemes. This allocation has been further divided between the West and East Area office based upon the Executive approved formula for allocating LTP capital (consisting of killed and seriously injured accidents, population and road length). This resulted in a proposed capital funding for each district/borough.

4.3 This year the allocations for each district/borough include a 6% uplift on the base allocations originally indicated in the second LTP settlement and as such the allocations for each district/borough are shown (highlighted in grey) in the table below.

<b>LOCAL TRANSPORT PLAN ALLOCATION FOR 2007/08</b>		
<b>District/Borough</b>	<b>Base Allocation £,000s</b>	<b>+6% uplift £,000s</b>
Epsom and Ewell	390	413
Mole Valley	500	530
Elmbridge	520	551
Tandridge	520	551
Reigate and Banstead	560	594
<b>Total</b>	<b>2,490</b>	<b>2,639</b>

#### 4.4 Local Allocation

- Capital funding is also available to be allocated by the Local Committee. Although this funding is not ring fenced it has in the past been applied to highway improvements. The amount of Local Allocation was confirmed at Council at its meeting on 6 February 2007 a level of £100,000 for each Local Committee.
- Members will recall that agreement was reached at the recent informal meeting held on the 15<sup>th</sup> May 2007 that this entire allocation would be used to top up the additional £100,000 revenue allocation, which is referred to in the Annual Highway Management Plan. This will then be used to direct resources to target member priorities in their respective divisions.

#### 4.5 Other capital funding has also been made available as outlined in the Executive report of 26 March 2007 as follows:

- Vehicle Actuated Signing – building on the investment in 2006/07 made by the High Sheriff the County Council has allocated £450,000 (£240,00 for the West and £210,000 for the East). This is to be allocated by the Area Office based on the number of County Councillors in each district, and the Executive has agreed that it will be for the Area Office to identify priority sites for the signs in consultation with Local Committees and based on local need. Elmbridge, have recently implemented a comprehensive programme of VAS signs and any new VAS signs from this budget may be directed to other districts/boroughs in the east, as it would be premature to implement further signs at this stage, which may saturate the area and reduce their effectiveness.

#### 5.0 PROGRESS ON 2006/07 SCHEMES AND PROPOSED SCHEMES FOR 2007/08

- 5.1 The progress on integrated transport schemes for 2006/07 can be seen on the progress report submitted separately to this Local Committee. At

this stage it is understood that any underspends/overspends would be carried forward to facilitate delivery of schemes in progress. Outturn figures are not yet available and as such the Local Committee are asked to delegate any amendments to the 2007/08 scheme list to the East Area Transportation Group Manager, in discussion with the Chairman of this Committee, as a result of changes in available funding following the closing of the 2006/07 accounts. The proposed programme shown in Annex 1 should therefore be regarded as provisional.

- 5.2 Taking into account the possible funding available, the priority scoring system and the committed and active schemes a list of proposed schemes has been developed for LTP Capital funding and Local Allocation for progression in 2007/08 (shown in **Annex1**). The Committee are asked to approve this list.

## **6.0 FINANCIAL IMPLICATIONS**

- 6.1 The proposed programme of Integrated Transport schemes have been developed to allow schemes to be developed through feasibility, detailed design and construction over each year to ensure affordability and value for money against LTP objectives.

## **7.0 CRIME & DISORDER, SUSTAINABLE DEVELOPMENT AND EQUALITIES IMPLICATIONS**

- 7.1 The proposed programme of Integrated Transport schemes have been developed in to meet the objectives and targets of the second Local Transport Plan. These objectives greatly contribute to reducing crime and disorder, minimise impact on the environment and promote equalities and social inclusion.

## **8.0 CONCLUSIONS AND REASONS FOR RECOMMENDATION**

- 8.1 A method for prioritising schemes is required due to limited capital funds available and a number of schemes previously identified, to meet the objectives and targets of the Local Transport Plan and to provide a consistent countywide method of prioritising schemes.
- 8.2 The Local Committee are therefore asked to approve the proposed 2007/08 scheme list and the delegated powers set out in the recommendation taking into account the following:
- The need to meet the objectives of the LTP
  - Projects and schemes that are already underway or committed for progression
  - The need to balance feasibility, design and construction work in order to ensure continuity of future programmes.

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Manager

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**BACKGROUND PAPERS:** None

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**ANNEX 1 – 2007/08 INDICATIVE INTEGRATED TRANSPORT SCHEME LIST**

<b>REIGATE AND BANSTEAD INTEGRATED TRANSPORT SCHEME LIST FOR 2007/08 LTP FUNDING - budget of £594,000</b>			
<b>Scheme Name</b>	<b>Estimated Funding</b>	<b>Stage*</b>	<b>Justification</b>
MHIS 9/231 SRtS Pendleton Road	£90,000	D,C	Safety scheme needed as school children cross on bend. High Political importance.
Development of Safe Routes to Schools	£20,000	F,D	To address highest priority Safe Route to Schools scheme. Provision of guardrailing and investigate feasibility of puffin crossing on Gatton Park Road
MHIS 9/214 Merstham Area traffic management	£20,000	F,D	To produce detailed design of next phase of traffic mgt scheme - Furzefield School a current issue.
SRtS – A217 Woodhatch crossroad junction	£75,000	C	Completion of construction of scheme.
MHIS 9/237 Great Tattenhams	£35,000	C	Construction of Committee approved scheme (pedestrian islands and lining).
Reigate, Redhill DPE Review NW Reigate RPZ	£65,000	D,C	To undertake continued review of NW Reigate RPZ and DPE parking revisions in Reigate and Redhill as next priority in accordance with Local Cttee report 5 December 2005 and produce 'map-based' parking information
A242 Croydon Road/Gatton Park Road	£55,000	D,C	Completion of construction of scheme.
A217 Route Study - Borough Boundary to M25	£50,000	F,D,C	To address speed issues, crossing issues and consider issues related to the Buckland Road/Smithy Lane junction
Linkfield Lane/Conisto n Way	£20,000	D	To progress detailed design and commence construction of next phase of Cttee approved scheme
A23 Corridor (Hooley to Horley)	£40,000	D,C	To support New Growth Points and be extended into a route study to include Merstham High St pelican
Bus stop accessibility and public transport improvements	£5,000	F,D,C	To investigate potential schemes and assist in obtaining additional funding
MHIS 9/233 Waterhouse Lane/Outwoo d Lane speed management	£50,000	D,C	Ongoing traffic speed and safety study along this route. Possible detailed design of Outwood Lane crossing.
MHIS 9/244 Borough	£5,000	D,C	To investigate potential schemes and assist in obtaining additional funding such as A25 Station Road puffin.



Cycling Strategy			
Disabled Access and pedestrian schemes	£10,000	F,D,C	To address SCC's Walking Strategy - works to include dropped kerbs, improved footways
Small safety schemes, lines and signs	£25,000	D,C	To respond to key issues and deliver small low cost improvements
Chipstead Way/Lakers Rise	£10,000	D	Detailed design (if approved by Committee)
Wray Common Road/Doods Road traffic calming and cycle measures	£10,000	D,C	Detailed design and construction – part funded through addition S106 funding
Sutton Lane pedestrian crossing	£9,000	D,C	Completion of revised scheme (if approved by Committee)
<b>LOCAL ALLOCATION - budget of £100,000</b>			
<b>Scheme Name</b>	<b>Estimated Funding</b>	<b>Stage*</b>	<b>Justification</b>
Netherne Lane - traffic calming and maintenance scheme	£50,000	D,C	Detailed design and construction (if approved by Committee)
Highway maintenance (scheme to be identified)	£50,000	D,C	Detailed design and construction.

\* F=Feasibility, D=Detailed design, C= Construction