



**SURREY COUNTY COUNCIL'S
LOCAL COMMITTEE IN
EPSOM & EWELL**

**LOCAL TRANSPORT PLAN
TRANSPORTATION
CAPITAL BUDGET**

4 June 2007

KEY ISSUE:

To approve the integrated transport schemes that are to be progressed in the 2007/08 Local Transport Plan programme for Epsom & Ewell as part of the East Area Highway Services' improvement scheme programme.

SUMMARY:

This report details the proposed integrated transport improvement programme for 2007/08 taking into account the second Local Transport Plan (LTP2) integrated transport scheme priority system, discussions with County Members at an East Area LTP2 workshop held on 28 March 2007 and progress on the 2006/07 schemes.

OFFICER RECOMMENDATIONS:

The committee is asked to agree;

- (a) That the £100,000 Local Allocation capital funding be added to the £413,000 Local Transport Plan capital funding allocated to the Local Committee for the purpose of implementing integrated transportation schemes in 2007/08.
- (b) That the programme of highway improvement schemes and projects for progression in 2007/08 as set out in ANNEXE 2 be approved.
- (c) That officers be authorised to proceed with any necessary actions including traffic orders, advertisements and notices of intent in order to deliver these schemes and projects.
- (d) That the East Area Highways Group Manager be authorised to consider any objections received in response to statutory notices in consultation with the Chairman of the Local Committee, and local Borough and County Members.
- (e) That any amendments to the 2007/08 scheme list arising from budgetary adjustments following closing of accounts, be delegated to the East Area Highways Group Manager, in discussion with the Chairman of this Committee.

1.0 INTRODUCTION

- 1.1 This report details the proposed integrated transport improvement programme for 2007/08 taking into account:
- (i) the second Local Transport Plan (LTP2) integrated transport 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 LTP scheme priority system is required as there are limited capital funds available and a number of schemes that have been identified over the years. This system 'scores and ranks' schemes against the following objectives contained within the County's second Local transport Plan:

- **Congestion,**
- **Accessibility,**
- **Safety,**
- **Environment and**
- **Maintenance.**

- 2.2 The system assesses schemes against the LTP2 objectives. Each of these objectives has associated targets and indicators for example reducing the number of accidents. These have been taken along with other criteria to allow 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 greater higher funding from Central Government. The bases of the East Area Local Transport Plan Scheme Ranking Indicators are shown in Annex 1.
- 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 LHS office or the Local Highways Manager during the year and will be added to the scheme scoring sheet and ranked on an annual basis.
 - (ii) The schemes and overall ranking may then be reviewed on an annual basis at an East Area LTP Member workshop and submitted to the 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 reorganisation brought together the eleven Local Transportation Services into East and West area offices. The Local Transportation Services of Reigate and Banstead, Mole Valley, Tandridge, Epsom and Ewell and Elmbridge are now co-located and operating as the East Surrey Highway Services.
- 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 In this respect a LTP workshop was held on 28 March 2007 to which all County Council Members in the five districts and boroughs in the East of Surrey were invited. This workshop provided an opportunity to scrutinise the proposed 2007-08 schemes 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 in 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. 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"> • On street parking control • Promotion of Company Travel Plans • Better signing for HGVs • Junction improvements 	<ul style="list-style-type: none"> • Better pedestrian facilities in town centres • Cycle routes and training • Access to:- <ul style="list-style-type: none"> (i) all services from rural areas (ii) education facilities for 16-19 year olds (iii) all to major hospitals 	<ul style="list-style-type: none"> • More road safety schemes • Safety Camera Partnership • More safe routes to schools • Vehicle Actuated Signs • New pedestrian crossings and traffic calming, but only where it can really be justified 	<ul style="list-style-type: none"> • Increased use of noise reducing road surfaces • Tackling vehicle emission problems • New variable message signing • Countryside traffic management measures • New Freight Quality Partnerships 	<ul style="list-style-type: none"> • major highway maintenance • surface treatments • patching/road edges • footways • lighting • drainage • signals • safety barriers • bridge strengthening

3.5 The overall goals for the LTP objectives are as follows:

- **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 for all 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

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 £6.2million 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.

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

- 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 has been confirmed at a level of £100,000.
- 4.5 **Other capital funding** has also been made available as outlined in the Executive report of 26 March 2007 as follows:
- (i) 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.

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 2 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 **Annexe 2**). 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 has been developed 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 2006/07 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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Ref	Indicator	LTP Objective	Measurable	Relative Value	Equivalent LTP Indicator(s)
<i>Does scheme.....? (Yes/No)</i>					
C1	Reduce vehicle delay	congestion	Y	15	Limit vehicle delay in main centres Limit growth of peak hour traffic flows into main urban centres, limit growth of area wide traffic (vehicle km)
C2	Limit traffic growth	congestion	Y		
C3	Support a Company or School Travel Plan	congestion	Y		
C4	Use technology to aid management of congestion	congestion	Y		
C5	Improve Parking Management	congestion	Y		
A1	Improve mobility for the impaired	accessibility	Y	20	Increase the satisfaction of mobility impaired people with accessibility of town centres. Increase the proportion of who can have can travel to hospital by public transport in 20 or 30 minutes. increase the proportion of 16-19 year olds who have can travel to schools or colleges by public transport in 20 or 30 minutes. Increase bus patronage. Increase the number of all survey respondents who are satisfied with bus services. Increase the number of passengers who are satisfied with bus services. Improve bus punctuality. increase the satisfaction with travel information.
A2	Promote passenger transport facilities	accessibility	Y		
A3	Encourage walking	accessibility	Y		
A4	Reduce community severance	accessibility	Y		
A5	Encourage cycling	accessibility	Y		
S1	Reduce KSI	safety	Y	40	Reduce the number of people killed or seriously injured (KSI) Reduce the number of children killed or seriously injured (child KSI) Reduce the number of slight casualties Increase the share of school trips by modes other than single passenger in a car Increase the percentage of the population who benefit from better lighting.
S2	Reduce Child KSI	safety	Y		
S3	Reduce Slight Casualties	safety	Y		
S4	Reduction in vehicle speeds	safety	Y		
S5	Support Safe Routes to School	safety	Y		
S6	Improve street lighting	safety	Y		
S7	Reduce fear of crime	safety	Y		

E1	Improve the Street Scene	environment			<p>Reduce the concentrations of NO2 at two key locations in Spelthorne (an air quality management area). Reduce the total emissions of CO2. Reduce total emissions of NO2. Reduce total emissions of particulates (PM10).</p> <p>Increase the proportion of population which benefits from noise reducing surface</p>
E2	Reduce vehicle emissions	environment	Y	15	
E3	Reduce traffic noise	environment	Y		
E4	Reduce the impact of HGVs	environment	Y		
M1	Co-ordinate with planned maintenance	maintenance	Y	10	<p>Increase the percentage of recycled material used in maintenance. Improve the condition of Principal roads (BVPI 223). Improve the condition of Non Principal classified roads (BVPI 224a). Improve the condition of Unclassified roads (BVPI 224b). Improve the condition of Footways (BVPI 187)</p>
M2	Improve the local economy	maintenance	Y		

ANNEXE 2**Provisional 2007/8 Programme of Integrated Transportation Schemes in Epsom & Ewell**

Scheme Details	Estimated Cost £	Comments
B280 West Street/Station Approach/A24 South Street junction improvements.	200,000	Complete feasibility, design and construct scheme to improve safety and accessibility, and to reduce congestion In addition there is a £100,000 contribution from Developer.
A24 South Street/Ashley Avenue junction improvement.	15,000	Feasibility scheme to improve safety and accessibility, and to reduce congestion.
Hogsmill Cycleway extension project.	26,000	Design and construct. Partnership scheme with EEBC
Epsom & Ewell Cycleway Network – Signing project.	6,000	Erect directional signs
Chalk Lane – Traffic management scheme.	10,000	Design and construct measures
Downs Road – Traffic management scheme.	96,000	Design and construct measures
Watersedge – Self Reliance project	25,000	Design and construct traffic calming measures
A232 Cheam Road traffic management scheme.	5,000	Design measures to improve safety
A24 Dorking Road and East Street traffic management schemes	15,000	Feasibility to improve safety and accessibility and to reduce congestion.
A240 Kingston Road/Ewell By Pass	10,000	Feasibility to improve safety and accessibility and to reduce congestion.
B280 Christ Church Road/West Hill	10,000	Feasibility to improve safety and accessibility and to reduce congestion.
Scotts Farm Road to Ruxley Lane-Safe Routes to School scheme	15,000	Design and construct accessibility improvements.
Town Centre Accessibility Study improvements (TCAS)	15,000	Design and construct accessibility improvements.
Minor Traffic Management measures	15,000	Design and implement
Parking Management schemes	50,000	Implement Priority 3 and 4 Waiting Restrictions
TOTAL (LTP and Local Allocation)	£513,000	