



**OFFICER REPORT TO EXECUTIVE**

**SURREY'S SECOND LOCAL TRANSPORT PLAN  
4 JULY 2005**

**KEY ISSUE/DECISION:**

The Transport Act 2000 requires English Transport Authorities to produce a Local Transport Plan (LTP) every five years. The first LTP runs from 2001 until 2006, and the Government requires a provisional second LTP to be completed and passed to the relevant Government Office by 29 July 2005. As well as setting out the objectives, strategies and programmes for the period from 2006 to 2011, the second LTP acts as a bidding document for capital expenditure during that period. The provisional second LTP will be assessed for its quality, and the effectiveness of the delivery programme for the previous 12 months and revised funding guidelines will be issued in November/December 2005. A revised and finalised LTP must be produced by the end of March 2006, which takes into account any changes in funding resulting from this process. The purpose of this report is to set out the key issues and to seek the Executive's endorsement for the strategic approach and contents of the second LTP.

**BUSINESS CASE:**

**Contents of the second LTP**

- 1 The contents of the second LTP follow the advice and instructions provided in Government guidance. The draft Executive Summary of the provisional second LTP is attached as **ANNEX 1** to this report. The layout of the second LTP is as follows:-

Chapter 1	Introduction and wider context
Chapter 2	Objectives and indicators
Chapter 3	Problems and opportunities
Chapter 4	Strategy
Chapter 5	Implementation programme and finance
Chapter 6	Targets and trajectories
  
- 2 There are also a number of annexes to the LTP, including the bus strategy, the long term local transport strategy, the accessibility planning framework and the strategy for implementing the Surrey Transport Asset Management Plan. In view of the amount of documentation concerned, the full version of the second LTP is not appended to this report, but copies are available to

members of the Executive and other elected members in the appropriate reading rooms.

### **Purpose and objectives of the second LTP**

- 3 The purpose of Surrey's second LTP is to address transport related problems in accordance with the objectives of the Community Strategy, the County Council's own evolving Medium Term Strategy and the expressed views of Surrey residents, as shown through extensive consultation exercises, whilst fully incorporating the key principles required by Government, particularly the shared priorities agreed between the Local Government Association (LGA) and the Department for Transport (DfT). These shared priorities of congestion, accessibility, safety and the environment, which, together with maintenance, form the five principle objectives of the second LTP, and are, in fact, designed to address the concerns of Surrey residents. The four primary areas of concern, which have consistently emerged through all our consultation exercises over the last few years, are congestion, maintenance of the highway network, safety (usually involving speeding) and the need for improvements to public transport services.

### **Strategy and targets of the second LTP**

- 4 The strategy that has been chosen to achieve these objectives is based on managing the demand for travel and making the best of the existing transport network in Surrey, consistent with the 'Manage and Invest' approach advocated by the Regional Transport Strategy. The LTP strategy has also evolved alongside the Surrey Structure Plan, thus ensuring transport and land use development are properly coordinated to reduce the demand for travel and encourage the more sustainable forms of transport.
- 5 We are required to undertake a Strategic Environmental Assessment (SEA) on the second LTP, and this process will be completed in the autumn of 2005. Part of the SEA work requires us to identify and compare appropriate strategic alternatives, and four alternative approaches have been considered. The strategy chosen combines improvements to transport infrastructure, schemes designed to encourage greater use of non-car modes, a more proactive approach to influencing congestion, providing information to all users of the network and working to help organisations implement travel plans, together with an overarching emphasis on an ongoing maintenance programme. Experience in the first LTP has indicated that such an approach is more likely to be successful than one which only addresses one or a limited number of these areas.
- 6 As far as targets are concerned, many are based on obligatory "core" indicators provided within the Full Guidance on Local Transport Plans, published in December 2004, although setting the actual targets is largely at the discretion of local authorities, with some guidance as to the minimum target acceptable. In addition, there are a number of locally set targets. Thus the targets in Surrey's second LTP are a mixture of core and locally set ones, and are shown at **ANNEX 2** to this report.

### **Financial implications**

- 7 The LTP is also a bidding process for capital funds. Provisional guidelines were provided in December 2004 to show the anticipated level of funding for

Surrey for the period 2006 to 2011. These are shown in **ANNEX 3** to this report. Revised guidelines will be produced for us in November/December 2005, and will vary from those in **ANNEX 3**, potentially by as much as plus or minus 25%, as a result of:-

- An assessment of the quality of the submitted provisional second LTP
- An assessment of the effectiveness of our programme of transport schemes for 2004/05
- The adoption of a formulaic approach to the base allocation of funds for integrated transport schemes, the impacts of which are not yet clear

### **Equalities and Risk implications**

- 8 One of the five objectives of the second LTP is increasing accessibility to key services and facilities. LTP guidance from Government requires all English transport authorities to produce an accessibility planning framework strategy, together with local accessibility plans that are drawn up through partnership working with other public sector organisations, such as the education, health and employment sectors. Accessibility planning investigates the ability of people to access places of work, learning, health care, shopping, leisure and exercise facilities, and then requires plans to address any shortcomings that are identified. The primary aim of accessibility planning in Surrey is improving accessibility of specific, disadvantaged groups to services which they need. Thus the second LTP will make a very significant contribution towards implementing improved equalities practice.
- 9 The only significant risk implication of the second LTP is that the proposed programmes will not result in our meeting our targets, and thus we may fail to achieve the objectives set. However, the annual progress report process, which is being retained for the period of the second LTP, will give us early warning of such problems, and the process itself is designed to allow us to take remedial action by reconfiguring the detailed programmes as appropriate.

### **Major schemes programme**

- 10 Our current major scheme programme can be divided into five categories.
- (a) *Fully funded and under construction.* The Fastway bus service in the Crawley, Gatwick and Horley area, which is a joint project with West Sussex County Council, who have the lead role.
  - (b) *Provisionally funded and in the Government programme for 2005/08.* Walton Bridge replacement.
  - (c) *Provisionally funded, but no funding provided for 2005/08 and now subject to advice from the Regional Transport Board on what priority should be afforded to the scheme.* Kiln Lane Link in Epsom and the A24 Horsham to Capel scheme, which is led by West Sussex County Council.
  - (d) *No decision taken on funding status, and now subject to advice from the Regional Transport Board on what priority should be afforded to the scheme.* The A31 Hickleys Corner scheme at Farnham.
  - (e) *Funding turned down by Government, but decision taken to proceed using our own finances.* Pegasus school bus project in Guildford.
- 11 In view of the number of the above major schemes awaiting committed funding, we are not at this time making a specific bid for any additional major

schemes within the second LTP. Our first priority is to ensure that the schemes described above are accepted for funding. However, the county continues to suffer from significant congestion problems, together with an uneven quality of public transport provision. Detailed study work described in chapter 3 of the second LTP identified Guildford, Redhill/Reigate and Woking as the top priority urban areas, in terms of transport related problems, whilst the A31 at Farnham and a number of other principal road were identified as particularly congested inter-urban county routes.

- 12 The scale of the transport problems identified suggests that solutions are likely to involve major schemes. In addition, the potential impact of future development must be considered, particularly in the regional hubs, that is Guildford, Woking and Redhill/Reigate. Consequently, the second LTP proposes that suitable schemes be developed in these towns as an element of an overall bid for funding against the new Transport Innovation Fund under the “Smarter Travel in Surrey” heading. The guidance for the preparation of bids using the Transport Innovation Fund has not yet been published, however we believe that the overall concept of “Smarter Travel in Surrey” represents the sort of innovative and coherent transport measures suggested in the description of the Fund’s purpose. “Smarter Travel in Surrey” combines innovative Intelligent Transport Systems and mobility management, such as real time information to road users and travel planning assistance, to enable people to make smarter choices, and is described in **ANNEX 4** to this report. We intend to implement the basic Smarter Travel in Surrey programme in any event, but a successful bid would considerably accelerate the programme.
- 13 If unsuccessful in this bid against the Transport Innovation Fund, it is proposed that the County Council should prepare major scheme bids for the towns designated as regional hubs. Such a programme would be spread over a longer period than that of the second LTP, so would have to be prioritised on the basis of demonstrated need and development timetables in each area. It is hoped that we shall be in a position to provide a more definitive view of possible timescales for any potential scheme bids in time for the publication of our full second LTP in March 2006.
- 14 Some potential developments in adjoining areas might significantly alter circumstances in terms of vehicle movements, and hence congestion and accessibility problems, in Surrey. For example, the proposed development of MoD land in Hampshire, would have a significant impact on traffic flows in the southern part of the Blackwater Valley area, with a particular concern being the impact on the A325 through Wrecclesham and on to the A31. Should such or similar development proceed, the County Council would need to consider carefully the appropriate technical solutions necessary to ensure that the impacts would be ameliorated, which could entail a major scheme proposal.
- 15 The second LTP also highlights the continuing pressure on transport networks caused by the planned expansion at Gatwick and Heathrow Airports, particularly the opening of Terminal 5 at the latter. Continued support and lobbying for the AirTrack scheme is proposed, having already established that it has a very robust business case.

## Long term strategy

- 16 Although not required as part of the second LTP, Government guidance requires evidence of a local transport strategy, which covers a longer period than the five years from 2006 to 2011. A strategy up to 2020 based on existing approved strategies and policies, in particular the Community Strategy, has been drawn up as an Annex to the second LTP, and is attached as **ANNEX 5** to this report.

## Innovative features

- 17 We believe that our second LTP contains a number of particularly novel features, which will provide a unique flavour to our plan and continue Surrey's reputation as being on the cutting edge of transport innovation. These are described in **ANNEX 4** to this report.

## Consultation

- 18 Considerable public consultation has been undertaken to inform the LTP process, and this is detailed in Chapter 1 of the second LTP. In particular, the proposed objectives were supported by the general public, through an extensive interview survey of Surrey businesses carried out on behalf of the Surrey Economic Partnership and a steering group established from members of the Surrey Strategic Partnership. The task group set up by the Transportation Select Committee has met several times to consider the development of the second LTP, and, at its last meeting on 21 April 2005, members were presented with a draft version of the second LTP and passed a resolution that they approved its contents and that this be conveyed to the Executive at this meeting.
- 19 The second LTP is very much a continuation of the principles embodied in the first LTP, although the opportunity has been taken to readjust our strategies and programmes to reflect the views of our residents and to learn from what has been most successful over the past five years. The Executive is asked to endorse this approach and support the objectives, strategies and programmes set out in the draft provisional second LTP.

## **RECOMMENDATIONS:**

It is recommended that the Executive approves the publication and submission to the Government Office for the South East of the draft provisional second Local Transport Plan for Surrey.

## **REASONS FOR RECOMMENDATIONS:**

- The provisional second LTP has been produced following extensive consultation and reflects the views and priorities of those consulted
- The provisional second LTP fully meets the requirements of Government guidance on the production of LTPs
- The provisional second LTP contains an analysis of problems and opportunities and explains clearly why the strategies and programmes are believed to reflect the most appropriate and effective means of achieving our objectives
- The County Council is required by the Transport Act 2000 to produce an LTP

**WHAT HAPPENS NEXT:**

A press release should be issued to communicate the Executive's decision, and to confirm that the provisional second LTP will be published by the end of July 2005.

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**Responsible:** George Burnett, Head of the LTP Group, 020 8541 9372

**Accountable:** Steve Lee, Head of Transportation Service

**Consulted:** Executive Member for Transport, Transportation Select Committee Task Group, Surrey Chief Executives LTP Group

**Informed:**

**Sources/background papers:** Full Guidance on LTPs – DfT,  
The provisional Surrey Local Transport Plan