

Executive Summary

Surrey benefits from the beauty and richness of its natural and built heritage, the diversity of its landscape, the distinctiveness of its communities and the strength of its economy. But it also has some of the busiest roads in the country and suffers from the problems traffic congestion causes.

This second Local Transport Plan (LTP) outlines Surrey County Council's continuing strategy to create an efficient, sustainable transport system that will help safeguard the county's strengths and improve the quality of life for people living and working here. It includes some bold, innovative initiatives – such as Smarter Travel in Surrey and Airtrack – and a package of wide-ranging practical measures which we believe will bring about steady change.

This provisional Local Transport Plan (LTP) is published by the County Council both as a transport strategy for Surrey and a bid for Government funding. The LTP is a statutory document comprising objectives, an assessment of transport problems and opportunities, an overall strategy, a five-year programme of schemes to improve transport and a set of targets with which to measure progress.

The first round of LTPs was submitted by all transport authorities to Government in July 2000, forming a funding bid for the years 2001/02 to 2005/06. The second round of LTPs focuses on the next five year period, from 2006/07 to 2010/11 and is being prepared in two stages. **Provisional plans have been produced for submission to Government in July 2005**, to be followed by **final versions in March 2006**. The final version allows for revision to Government funding allocations at the end of 2005, which could necessitate modifications to the detailed implementation programmes and associated targets.

The first LTP for Surrey succeeded in achieving a good level of funding, securing an extensive transport programme and meeting many of our targets. Our Annual Progress Reports on the LTP have been rated as above average. The second LTP builds on this record.

The wider context for the Local Transport Plan

Surrey's **community strategy** provides the broad framework and vision for our second LTP, as set out in chapter 1. A sub-group of the **Surrey Strategic Partnership** was established to oversee development of the plan and to ensure it is fully integrated with the community strategy. Similarly the plan is consistent with a wide range of other plans and strategies in Surrey, with the regional transport and economic strategies and with national priorities for transport.

A **longer term strategy for transport** has also been produced alongside the second LTP and is included as an annex to the plan. This outlines our

approach to issues likely to impact on the county in the period beyond the second LTP, leading up to 2020. This parallels the timescale of Surrey's Community Strategy.

Chapter 1 summarises the **wide-ranging consultation, participation and partnership working** that are central to Surrey's LTP. However, public involvement does not cease with the completion of the second LTP. Ongoing engagement will continue to inform the planning and implementation of our transport schemes and local transport programmes.

Objectives and indicators

Chapter 2 presents the objectives of the second LTP and the associated indicators. These reflect important influences such as the Community Strategy for Surrey, the **Regional Transport Strategy**, and the **shared priorities** agreed between the Local Government Association and the Government. The consultation process has revealed a strong level of support for the objectives, and there is a close consistency with those of our first LTP.

There are **five objectives for the second LTP**:

1. Tackling congestion to limit delays
2. Increasing accessibility to key services and facilities
3. Improving road safety and security
4. Enhancing the environment and quality of life
5. Improving management and maintenance of our transport network

For each of the objectives a **set of indicators** has been identified. These provide a means of measuring progress toward the objectives and will be monitored regularly. Many of them are mandatory national indicators that must be included in every LTP.

Problems and opportunities

The transport problems and opportunities facing the county are examined in chapter 3. This includes an assessment of demographic and other factors that influence the **high demand for travel in Surrey**, an account of current transport provision, and an appraisal of key problems and opportunities in relation to the five objectives of the LTP.

Many factors contribute to the severity of transport problems in Surrey:

- With a population of over a million residents it is the most densely populated county in the South East;
- It lies adjacent to the London conurbation and between two major international airports;
- Since 1991 the resident workforce has increased by 3.3% to 547,600;
- Car availability levels have reached 0.67 cars per person which is 59% above the national average;
- Average daily traffic flows on 'A' roads are nearly twice the national average;

Despite the circumstances in Surrey, **much progress has been made since the publication of our first LTP** in July 2000. Rates of traffic growth have been restrained to 4% compared with 7% nationally since 1998, bus patronage has increased by 29%, there have been 1,800 fewer deaths or serious injuries on our roads in the last four years compared with 1994-98, and standards of road maintenance have improved. Much has been achieved but there remain significant challenges to be overcome.

The overall strategy

Chapter 4 presents the strategy of the second LTP and the combination of measures focused on achieving the five objectives set out in chapter 2 and addressing the problems and opportunities identified in chap 3. Consistent with the first LTP, the strategy is based on **managing the demand for travel and getting the best out of the existing transport network**. However, the experience gained in implementing the first LTP, the advances in traffic management technology and innovations in travel planning have all helped to produce a strategy for the second LTP with a more effective range of measures than were available five years ago.

The main elements of the strategy include the following:

Tackling congestion: new technology to manage the network, effective parking management, better signing for HGVs, coordination of work on the highway to minimise disruption, promotion of Company Travel Plans, Park and Ride, and junction improvements.

Increasing accessibility: further Bus Quality Partnerships between bus operators and the County Council to improve services, Real Time Passenger Information, improvements to public transport interchanges, demand responsive transport, enhanced pedestrian facilities in town centres, safer cycle routes, and Safe Routes to Schools initiatives.

Improving safety and security: more road safety schemes to continue reducing the number of people killed and seriously injured in road crashes, speed management measures, 20 mph zones, effective maintenance of the network, improved lighting and CCTV coverage to increase security.

Enhancing the environment and quality of life: variable message signs to encourage reduced vehicle emissions, rural traffic management measures, low noise road surfacing, environmental maintenance of roadside verges, increased recycling of highway waste materials, and street scene enhancements to improve the quality of the environment.

Improving maintenance of the transport network: new approach to asset management and maintenance of roads and pavements, major investment in highway maintenance, lighting and drainage schemes to improve local roads, and an ongoing bridge strengthening programme.

Implementation programme and finance

The five-year implementation programme of the second LTP and the associated financial issues are set out in chapter 5. The LTP capital allocation from the Government is made up of three components:

- * **Integrated transport** (all schemes under £5 million excluding maintenance)
- * **Maintenance** of existing highway network and structures

* **Major schemes** (valued at £5 million and above)

For the five years 2006/07 to 2010/11 the Government has provisionally indicated that Surrey County Council will receive total **capital funding of £57.686 million for integrated transport** schemes and **£73.438 million for maintenance**. In support of the LTP capital funding from Government, the plan identifies the role that complementary sources of **revenue and other funding** will make to the delivery on the second LTP. Additional resources will be secured as part of a newly developed 'Transportation Impact Supplement', and savings will be made via the planned Transport Co-ordination Centre.

The programme has been developed to prioritise schemes that deliver the best **value for money** and make the best use of existing assets, based on the experience gained in delivering the first LTP for Surrey. Excellent progress has been made in producing **Surrey's Transport Asset Management Plan** and this has helped shape the second LTP.

Several major schemes have been brought forward as part of the first LTP, of which several are awaiting approval. Our priority is to secure funding for these outstanding schemes and therefore we are making no additional bids for major schemes at this time. However, as part of the second LTP we are pursuing major innovations including the '**Smarter Travel in Surrey**' initiative, and the '**Airtrack**' proposals.

Targets and trajectories

Chapter 6 provides the targets for the second LTP. These are developed taking into account the indicators (chapter 2), the problems and opportunities (chapter 3) and the strategy (chapter 4), and are closely linked with the implementation programme (chapter 5).

There are 24 targets in total, mostly set for the year 2011, corresponding with the final year of the second LTP. The rationale behind each target is set out, together with the **monitoring methodology**, actions required by local partners and an assessment of the main threats to meeting the targets. Evidence is provided that the targets are **ambitious but realistic**, and **trajectories** are drawn to show expected progress in meeting the targets over the five-year period.

In preparation for the final LTP, the targets as well as the indicators will be reviewed, for example to take account of possible changes in funding levels that may impact on the implementation programme. Significant changes between the targets of the provisional and final plans are not anticipated, but the **accessibility planning targets** that cannot be included at this stage will be developed for the final LTP.

Progress implementing the LTP targets and delivery programme will be monitored regularly and reported in the Annual Progress Report. Areas of slow progress will be identified at an early stage in order to bring them back on-track.