

## Second Local Transport Plan 2006 – 2011

### Innovative Features

#### Ensuring widespread “ownership” of the second Local Transport Plan

- We intend to ensure that this Local Transport Plan (LTP) is “Surrey’s LTP”, and not just a plan devised and drawn up by the County Council. To this end, the Surrey Strategic Partnership has established a working group to consider the development of the second LTP, but, of even greater importance, it has agreed to establish a **Countywide Transport Plan Partnership** to assist proactively in delivering those parts of the LTP considered to be the most critical in helping to achieve the objectives of our partners in the public and private sectors across Surrey.

#### Identifying innovative ways of delivering our transport strategies

- Both research and our own experience has shown clearly that significant impacts can result from providing travel information in an integrated way, through the use of ITS, and by engaging with both individuals and companies to share travel planning advice. With the benefit of our new **Network Management Information Centre**, and the development of a number of high tech systems, we shall be implementing a comprehensive programme designed to make a real impact on congestion. We are implementing innovative Intelligent Transport Systems to achieve *smarter network management*, inspirational mobility management to enable people to make *smarter choices*, and we are combining the two to create **Smarter Travel in Surrey**. The main features will include:-
  1. The extension of real time (and predictive) travel information for all modes, available at home, on roadside, at work and on the move.
  2. The implementation of a complete mobility management package, including advice available on line and at dedicated centres.
  3. A reprioritisation of our highway network, taking account of congestion sensitivities, usage and function, particularly in relation to the Regional Transport Strategy’s requirements for key hubs and spokes.
  4. Real time surveillance of key congestion hot spots, taking a proactive response to problems as they arise

5. An emphasis on travel planning for businesses, with a substantial expansion of schemes such as Surrey Car Share, and assistance in advising on teleworking, flexi-working and public transport fares and services negotiations – the County Council to become an exemplar in its own activities in these respects.
6. Particular emphasis on addressing congestion, accessibility and communication improvements for the three identified Regional Hubs in Surrey, which are Guildford, Redhill/Reigate and Woking.

Surrey's approach will therefore seek to combine and develop all of these elements, whilst also examining the role that more radical demand management measures, such as parking strategies, could play within a balanced transport strategy.

- Some years ago, the County Council decided to implement a transport asset management approach to optimise the management and maintenance of our physical assets, and to determine what we need to do to our highway network to manage its use and make it safer for users. Following discussions with Hertfordshire County Council, the acknowledged leader in adopting this approach, we have developed the **Surrey Transport Asset Management Plan**, and we believe that we are the leading authority in the South East Region in this area of activity, which is now a requirement for second Local Transport Plans.
- Tackling the problems associated with the “school run” are not only about reducing congestion and improving safety, but also impact significantly on promoting a healthier society. Surrey County Council has long had a programme to promote safer routes to school, and has also completed more school travel plans than any other local authority. Awareness building is a key element of these programmes, and we have developed the **Golden Boot Challenge** as a means of using natural competitiveness to encourage children to consider alternative ways to the car for getting to and from school. We also believe that there is a key role to be played in future by the development of specially designed school bus route networks. Consequently, the County Council has decided to implement the pilot **Pegasus school bus scheme** in Guildford, which will use new buses that are fully compliant with the Disability Discrimination Act (DDA), and which are designed to serve junior schools. We are convinced that there is an excellent business case for this project, and are proceeding with its implementation, despite the withdrawal of Government funding.

#### **Optimising the funding available for transport improvements in Surrey.**

- One concern, often made locally in the past, has been that new development, particularly small scale development, rarely makes an

adequate contribution towards the impact that it has on key transport issues, such as congestion and the adequacy of public transport. Development Control, working in close co-operation with the Transportation Service, has devised a scheme to be known as the **Transportation Impact Supplement**, which is designed to use a tariff based approach to ensure that almost all development, however small, makes an appropriate contribution towards its impact on the highway network and transport in general. This approach is being adopted by a small number of other authorities (including West Sussex), but is still very unusual, even in areas such as the South East, where there are exceptional pressures for development.

- It is essential that the funds available for securing transport services, such as socially necessary bus services, home to school transport, dial-a-ride services and demand responsive services, are used in the most productive way, avoiding duplication and maximising the use of resources. Having undertaken a best value review in Surrey, it has been decided to pursue the concept of setting up a **Transport Co-ordination Centre (TCC)**, which will be designed to bring together all the County Council's functions in securing transport, and, ultimately, to include services provided by a wide range of partners throughout the County. A business case is being put together, which is expected to be positive, and the TCC is likely to play a vital role in expanding the existing and successful demand responsive bus services, which are intended to provide a more cost effective and attractive service to users, whilst also addressing identified areas requiring improved accessibility.

### **Addressing the problems caused by the national shortage of transport planning skills**

- Considerable concern has been expressed recently regarding a nationwide shortage of transport planners, together with a propensity for skilled planners to be recruited by transport consultancies, to the detriment of the ability of local authorities to retain existing staff and provide clear career progression for staff wishing to transfer to a career in transport planning. Surrey County Council is the lead partner, with the University of Surrey, in developing a Surrey based MSc course in Transport Planning and Practice. The Council is committed to sending employees as students on this course, and will also be contributing by involving senior staff in course delivery and assessment. Surrey County Council will be sponsoring up to three graduates per year, commencing in 2006. Other local authorities and private sector employers are being encouraged to take advantage of this opportunity to develop a skill base within their own organisations.