



# THE SECOND LOCAL TRANSPORT PLAN 2006/07 – 2010/11

## SURREY COUNTY COUNCIL LOCAL COMMITTEE (GUILDFORD)

1<sup>st</sup> DECEMBER 2005

### KEY ISSUE

This report sets out the key elements of the second Local Transport Plan (LTP), in particular the likely impact on the Guildford Borough area.

### SUMMARY

The LTP is the five-year, high-level statutory strategic plan for improving transport infrastructure in Surrey. This overview paper, along with the annexed Executive Report dated the 4<sup>th</sup> July 2005 and its Annexes 1 to 5, provides both the countywide and local impact of the second LTP.

### Report by

### Surrey Atlas Ref.

LOCAL TRANSPORTATION DIRECTOR

N/A

### GUILDFORD B.C. WARD(S)

### COUNTY ELECTORAL DIVISION(S)

ALL

ALL

## OFFICER RECOMMENDATIONS

The Committee is asked to agree:

- (i) that the contents of the report be noted.

## INTRODUCTION and BACKGROUND

- 1 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. A provisional second LTP was passed to the relevant Government Office on the 29<sup>th</sup> July 2005 and a final version of the second LTP has to be produced by the 31<sup>st</sup> March 2006.

## ANALYSIS AND COMMENTARY

- 2 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 are expected in 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 in particular the strategic approach and contents of the second LTP, which are detailed in the annexed Executive Report dated the 4<sup>th</sup> July 2005 together with its Annexes 1 to 5 (**ANNEXES A to F** of this report).

## IMPACT ON THE GUILDFORD BOROUGH AREA

- 3 Guildford is designated as one of three regional hubs in Surrey contained within the South East Regional Transport Strategy (RTS), the other hubs being Woking and Redhill / Reigate. In being designated a regional hub extra investment in transport infrastructure and services is envisaged over the next ten years. The rate of investment is primarily dependant on sufficient funding being made available by central government based on the quality of our second Local Transport Plan.
- 4 The objectives of the second LTP are broadly similar to the objectives in the first LTP with a continuing emphasis on improving safety and maintenance, with a particular significance placed on reducing congestion, improving air quality and improving accessibility. Key projects that are envisaged for the Guildford area include the development of quality bus corridors that may include bus priority measures, walking and cycling to deliver outcomes in line with LTP targets.

- 5 The County Council has promoted a number of major schemes in the provisional LTP submitted in July 2005. These include AirTrack, Kiln Lane Link, A24 Improvements and Hinkley's Corner Underpass. A recent meeting of the Regional Transport Board has agreed, in principle, the prioritisation of all major schemes in the South East Region, using a methodology developed by consultants for SEERA. As a result of this process schemes have been prioritised for funding into 9 categories, and a provisional programme agreed for recommendation to the Government for the period from 2008 to 2011. Category 1 schemes have the highest priority and Category 9 schemes the lowest priority.
- 6 Schemes affecting Surrey have been classified as follows: -
- AirTrack (Category 2)  
(although not funded through regional allocation)
  - Kiln Lane (Category 3)
  - A24 Horsham to Capel (Category 4)
  - Hickey's Corner Underpass (Category 4)
- 7 The proposed programme for major schemes considered by the RTB includes only a limited number of new schemes, all of which apart from a single Highways Agency scheme, are in category 1 or category 2. It is therefore virtually impossible that any of the current Surrey major schemes being promoted will receive funding in the second LTP, nor are they likely to be fundable in the third LTP, unless additional funding were to be forthcoming from the Government for regional infrastructure projects.
- 8 The only major schemes that will go ahead are the new Walton Bridge, subject to legal processes and the project remaining on budget, and the Pegasus School Bus project, which is now being wholly funded by the County Council, and which will be implemented in Guildford.
- 9 The County Council has also recently submitted a bid for pump priming money from the new Transport Innovation Fund (TIF) to develop options for the regional hubs of Guildford, Woking and Redhill / Reigate, which in the case of Guildford are set out below. The funding available for the period from 2005/06 until 2007/08 is for feasibility work, where transport authorities would endeavour to develop programmes with their partners, such as other local authorities and public transport operators, which would form the basis for future bids for substantive funding. It is anticipated that the results of the pump priming bids will be announced at the same time as the LTP settlement, in December 2005. The TIF funds for delivering the chosen schemes are anticipated to be in excess of £10 billion, and the guidance for bids indicates clearly that only schemes that include significant demand management measures will be successful.

- 10 The timetable for submission of the bid was such that it was impossible to engage in discussion with potential partners prior to its submission, let alone submit a joint bid. The concepts put forward in the bid should not therefore be regarded as commitments, and full discussion with potential partners, principally Guildford Borough Council, will be arranged before the project is progressed.
- 11 The ideas put forward in the bid included the following:
- Introduce new park and ride services, and consider the potential for these and existing services to be accessible to other users, as well as car drivers.
  - Utilise developer funding to supplement CPZ income in a joint strategy of continued restraint in the provision of car parking spaces in central Guildford, whilst encouraging the use of public transport. The bid for pump priming includes, as an example, the extension to the Friary Centre, which will not include parking provision for shoppers, and the intention for the developers to contribute £2.3 million towards infrastructure and operation of the park and ride service.
  - Develop a joint strategy, in Guildford, which aligns on-street and off-street parking charges as a demand management tool.
  - Seek to integrate the parking charges at Network Rail owned, and South West Trains operated, car park.
  - Seek ways to continue to reduce the amount of privately owned car park spaces.
  - Explore with Guildford Borough Council the potential for workplace parking levies, and determine, following a full technical appraisal, whether such a proposal is both practicable and publicly acceptable, or not.
  - Continue and expand the existing real time information systems, the Surrey CarShare scheme, together with other “soft” demand management measures, which have already appeared to contribute strongly to a reduction in car trip generation.

## **CONSULTATIONS**

- 12 The provisional LTP was the subject of extensive consultations, both strategic and local, during the autumn of 2004. In Guildford this consultation comprised six evening meetings in a variety of locations around the borough where a wide range of local people were able to comment on the LTP’s policies and programmes.

**FINANCIAL IMPLICATIONS**

- 13 An indicative Local Transport settlement of £620k for integrated transport improvements is envisaged for each of the years from 2006/7 to 2010/11. This is comparable to the base funding provided in the first LTP. In addition resources may be channelled into intermediate schemes if LTP resources permit. The funding already mentioned will be supplemented by the local capital allocation and maintenance allocations.
- 14 In addition to this would be any resources we may secure in the future as part of the Transport Innovation Fund (TIF) bid. The criteria for bidding for TIF resources give first priority to schemes that implement congestion charging followed by schemes that introduce work place parking charges and parking controls, and are required to include support for improved public transport. As explained above, the County Council made a TIF bid in October 2005 for this pump priming money. A further round to secure pump-priming money will be run in 2006/7. It should be stressed that a successful bid for pump priming money does not mean that the substantive TIF funds would be awarded. Conversely even if an Authority was unsuccessful in the pump-priming rounds they still have the opportunity to bid for and secure substantive Transport Innovation Funds (TIF) in 2008/9.

**SUSTAINABLE DEVELOPMENT IMPLICATIONS**

- 15 The five-year programme will need to meet the targets and commitments contained in the second LTP, which is designed to address the implications of sustainable development.

**CRIME & DISORDER IMPLICATIONS**

- 16 There are no specific crime and disorder implications.

**EQUALITIES IMPLICATIONS**

- 17 The programme should raise no equality implication, as all the proposals will seek to eliminate any perceived and/or actual inequalities. In particular the second LTP continues the 'accessibility for all' principle that has been a feature of the first LTP.

**CONCLUSIONS AND REASONS FOR RECOMMENDATIONS**

- 18 The Committee is asked to note the contents of this report.

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**BACKGROUND PAPERS**Report & Annexes to SCC Executive (4.07.05)  
The Second LTP