

**Item 21**

**LOCAL TRANSPORTATION PLAN (LTP)  
TASK GROUP SCHEME REVIEW**

SURREY COUNTY COUNCIL'S LOCAL COMMITTEE IN  
SURREY HEATH

**10<sup>th</sup> JUNE 2004**

**KEY ISSUE:**

To form a Task Group of Members to review the current and future Integrated Transport programmes of the LTP, assess new proposals and to recommend a programme for the Local Committee's for approval.

**SUMMARY:**

It is necessary to review the current and future Integrated Transport programmes of the LTP to ensure appropriate priority and inclusion of scheme requests. This process can be managed by a small Task Group, which would also recommend to the Local Committee the programme for the financial year 2005/06.

In addition to this programme the Task Group will need to consider the development of local area programmes for the years 2006/7 to 2010/11 known at present as LTP2.

**OFFICER RECOMMENDATIONS:**

That the Local Committee in Surrey Heath:

- i) approve the formation of a Task Group to review the District's Integrated Transport scheme priorities and programmes within the LTP, formulate a bid

for 2005/06 and an outline 5 year programme for LTP2 covering 2006/07 to 2010/11.

- ii) That the Task Group reports its recommendations to the Local Committee in September.
- iii) that the Task Group be formed of the Chairman, one County Council Member and two Borough Council Members.
- iv) that the Task Group meets at the LTS office on Thursday 12<sup>th</sup> August 2004 at 10am.

## **INTRODUCTION AND BACKGROUND**

1. The Local Transportation Plan of Surrey County Council sets out the detail, targets and objectives in support of Central and Local Government policies. It is also the bidding mechanism for capital funding to achieve those targets. Bidding is an annual requirement and success is reflected in the level of the grant.
2. The Annual Progress Report (APR) will also heavily influence the level of funding for the 2005/06 year. Successful targeting of the objectives by implementation on the ground and clear monitoring of the impact is seen as an essential part of the reporting process within the APR to GOSE.

## **ANALYSIS & COMMENTARY**

3. It is necessary to review the current and future Integrated Transport programmes within the LTP to ensure appropriate priority and inclusion of scheme requests. This process can be managed by a small Task Group, which would also recommend to the Local Committee its programme for the financial year 2005/06.
4. In addition to the formulation of the 2005/06 programme the Task Group will need to consider the development of a local area programme for the years 2006/7 to 2010/11 known at present as LTP2. A key feature of LTP2 will be a simplification of the strategy enabling the LTS to have a clearer basis on which to engage on the objectives, targets, policies and programme with Members, Stakeholders and the General Public.
5. Work to develop LTP2 will run in parallel with the traditional 2005/6 APR submission. In the transition to LTP2 some change is inevitable but it is logical for the 2005/6 bidding round to incorporate LTP2. Whilst LTP2 guidance is not yet available it is envisaged that it will be a combination of the Governments priority areas, namely:
  - **Congestion**
  - **Environmental Impact**
  - **Accessibility**
  - **Road Safety**
  - **Road Maintenance.**

Expenditure against these priority areas have been defined by the Dft as:

- **Better Travel Alternatives-** Passenger Transport, Walking & Cycling.
- **Better Transport Management-** Travel Plans, Road Safety and Traffic
- **Better Roads and Maintenance-** Local Road Schemes, Highway Maintenance, Bridge Management.

**FINANCIAL IMPLICATIONS**

6. There are no direct financial implications relating to this report.

**SUSTAINABLE DEVELOPMENT IMPLICATIONS**

7. Surrey has embraced the concept of sustainable development, which is the foundation of Surrey’s Local Transport Plan and is committed to the vision of making Surrey a better place. Funding from the integrated transport budget will be expended on projects and schemes in line with this vision whilst fulfilling its key commitments.

**CRIME & DISORDER IMPLICATIONS**

8. Implementation of the LTP programme may assist in supporting the objectives of the Crime and Disorder Strategy.

**EQUALITIES IMPLICATIONS**

9. Throughout the scheme development process the Local Transportation Service will assess the opportunities and constraints of pedestrian mobility and impairment with the aim of achieving the best possible outcomes whilst having regard for budget and practicality. A trained officer also assesses relevant schemes and consults with the local disabled access group (DASH) regarding any potential difficulties.

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**BACKGROUND PAPERS: None**

<b>Version No.</b>	<b>Date:</b>	<b>Time:</b>	<b>Initials:</b>	<b>No of annexes:</b>
1	28/5/04	10:30	ILH	0