

Item 26

**SURREY HEATH DISTRICT
LTP2 FRAMEWORK**

**SURREY COUNTY COUNCIL'S
LOCAL COMMITTEE IN SURREY HEATH.**

2 December 2004

KEY ISSUE:

This report seeks to clarify the emerging issues within the LTP2 framework and encourage further discussion and debate about the priorities for the Surrey Heath District.

SUMMARY:

The Local Committee received a report on the 28 October 2004 setting out a spend profile for the 5 years of LTP2, commencing in April 2006.

Surrey's LTP2 programme is required to be split among the four 'shared priorities, dictated by Government Office, of Congestion, Accessibility, Road Safety and Environmental including Air Quality. It is required to submit its countywide programme for LTP2 in April 2005 along with its annual progress report (APR). Within each of the shared priorities there are the individual topic strategies many of which exist from Surrey's original LTP. The LTP2 strategies include, Passenger Transport, Cycling, Walking, Travel Awareness, Road Safety, Parking, Speed Management, Safe Routes to Schools, Telematics and Traffic Management.

As consultation is still being undertaken for LTP2 the spend profiles already approved may need to be adjusted. Should this be the case a further report will be brought to the Committee. Therefore, this report seeks to further clarify the emerging issues within the LTP2 framework and encourage further discussion and debate.

OFFICER RECOMMENDATIONS:

This report is for information only.

INTRODUCTION and BACKGROUND

1. The Local Committee received a report on the 28 October 2004 setting out a spend profile for the 5 years of LTP2, commencing April 2006, based on the recommendations of the task group. Guidance from the LTP group indicated that Surrey Heath's annual programme should be based on the District's base figure (£440k) plus a further 35% (£594k). In addition the Local Transportation Offices were

asked to continue to submit one intermediate scheme (schemes above £500k but below £5 million).

2. Surrey's LTP2 programme is required to be split among the four 'shared priorities, dictated by Government Office, of Congestion, Accessibility, Road Safety and Environmental including Air Quality. It is required to submit its countywide programme for LTP2 in April 2005 along with its annual progress report (APR). Within each of the shared priorities there are the individual topic strategies many of which exist from Surrey's original LTP. The LTP2 strategies include, Passenger Transport, Cycling, Walking, Travel Awareness, Road Safety, Parking, Speed Management, Safe Routes to Schools, Telematics and Traffic Management.
3. The proposed expenditure values for each of the topic strategies within Surrey Heath's proposed LTP2 programme were derived from the requirements of the 'shared priorities', the need for a balanced programme and the assessment of the LTP task group in August. However, as consultation is still being undertaken for LTP2 the spend profiles already approved may need to be adjusted. Should this be the case a further report will be brought to the Committee. Therefore, this report seeks to further clarify the emerging issues within the LTP2 framework and encourage further discussion and debate.

ANALYSIS AND COMMENTARY

4. Between now and April 2005 when the APR submission is due the LTS will continue to develop its 5 year programme through ongoing consultations and customer feedback. A meeting is scheduled with representatives on the Borough Council developing the Local Development Framework and this will clearly have relevance to the future LTP2 programme to help focus attention on all the 'shared priorities' and areas where accessibility planning and infrastructure requirements are needed most.

Congestion

5. Surrey's 2002 Movement Monitoring report outlined the main areas of congestion within the District of Surrey Heath. Whilst overall growth within the District appears to be static, 'morning peak flows' provide our biggest challenge. Moreover the majority of growth is along motorways (flows 88% in Surrey more than national motorway average) indicating more indirect routes along major roads are being taken to avoid congested areas of the network ('A road' flows 78% more than national average). This appears to correlate with the morning congestion experienced particularly to the west of the District, both near to and linking junctions of the motorway network. Improving the classified road network to ease congestion under LTP2 is of prime importance but the cost to do so is likely be far in excess of the Committee's entire five-year budget. In future the Committee will be required to make tough decisions about such schemes some of which may require significant investment in one financial year. However, with this investment, little other construction work would be progressed in that financial year.

Road safety

6. The LTS will continue to review road safety priorities in conjunction with the Surrey Police and Borough Council through its joint Road Safety Strategy Action Plan. Priority areas will be targeted from casualty and collision data and reviewed to determine appropriate actions. Collision locations that may benefit from engineering

works will be investigated and funding prioritised. The Local Committee has previously expressed a will to be seen to ensure that funding of works is targeted at areas of need, and the need for a flexible approach to the overall programme cannot be over-emphasised.

Accessibility

7. During the period of LTP2 the LTS will investigate further the problems and opportunities to improve accessibility and its planning. Working with the Borough Council, particularly on its Local Development Framework, and others we will look to improve on work already undertaken and define clear measures to assist those where problems exist. Where applicable, we will undertake audits, develop action plans, allocate funding for improvements and instigate monitoring. For the LTP2 programme the spend profile includes for further measures for passenger transport such as infrastructure improvements at bus stops and the provision of 'real time' information.

Environment/Air quality

8. Particular emphasis has been made within LTP2 on the need to improve air quality. The M3 motorway is the Borough's biggest generator of pollution. Also congested local roads are sources of pollution with peak time congestion causing vehicle engines to run inefficiently. The Borough Council monitors hotspots using a mobile air quality monitor and has declared an area adjacent to the M3 as an air quality management area (AQMA). During the course of LTP2 there is a need to work closely with the Borough Council on Air Quality in relation to their Local Development Framework and AQMA action plan. This will assist the LTS staff to obtain a better understanding of Air Quality management issues and how to influence practical changes through transportation work. The LTS will also discuss with the Highways Agency measures to assist with improvements within the AQMA and in particular in relation to their Development Plan for the M3 route (which is currently out for consultation). It will also continue its discussions with Bus Operators serving the area around the AQMA to explore the benefits of particulate filters & selective catalytic injection systems to help reduce vehicle emissions from their fleets and continue to investigate problems in residential areas where traffic has migrated from main routes due to congestion.

CONSULTATION

9. The LTS has undertaken consultation toward LTP2 and continues to receive and welcomes feedback to help develop its priorities. Presentations about LTP2 have been given to representatives of the District's Citizens panel, Local Business Associations, Chamber of Commerce and Borough and County members. Presentations have also been offered to Local Parish Councils. The LTS has received feedback from individuals and local groups as a result of such presentations. Through regular meetings with the Police, LTP2 has also been discussed. In addition Surrey's Central Transportation Services have consulted with national bodies.

10. Examples of feedback received so far, include:

- Engage with communities to determine what they want and consider how the dependence on private transport can be reduced.
- Consider ways in which car-sharing for school or work journeys could be enhanced.

- Encourage more pupils to walk to school or car-share via a School Travel Plan and Safe Routes to School.
- Provide better public transport links to towns with stations and services focussed on local community requirements – e.g. peak time shuttle buses. Also improve, publicise and maximise the usage of existing bus services.
- Safer and more widespread cycle routes should be investigated as existing facilities are poor.
- Reduce congestion but be mindful of the need to still manage vehicle speed
- Rigorously enforce weight restrictions and continue to review further weight reductions.
- Improve safety and reduce traffic and speeds on village “rat-runs” and on approach roads into villages
- Investigate measures to improve safety at locally identified danger spots

FINANCIAL IMPLICATIONS

11. Surrey’s LTP settlement for the period of LTP2 is expected to be at a similar level to that currently received. Whilst the manner of devolved funding to Local Committee’s has yet to be confirmed for LTP2 the spend profile for each of the 5-years has been based on the District’s base figure of £440k plus a further 35% (£594k).

SUSTAINABLE DEVELOPMENT IMPLICATIONS

12. Surrey has embraced the concept of sustainable development, which is the foundation of Surrey’s existing and future 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

13. Nobody is responsible for tackling crime and fear of crime across the whole transportation networks and important issues can be neglected due to individual needs. The Crime and Disorder Reduction Partnerships (CDRPs) and their adopted strategies assist with developing clearer focus on local issues to guide and effectively address concerns.

EQUALITIES IMPLICATIONS

14. Across the range of transportation issues and problems to be addressed the needs of all highway users require equal consideration. Proposals may benefit a particular group or individuals but it is important to consider and address how one impact may worsen others.

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ANNEXES: NONE

BACKGROUND PAPERS: Committee report 28th October 2004