

Item 18

**2007/08 INTEGRATED TRANSPORT PROGRAMME
TASK GROUP REVIEW**

**SURREY COUNTY COUNCIL'S
LOCAL COMMITTEE (SURREY HEATH)**

9th March 2006

KEY ISSUE:

To approve the recommendations of the Task Group review for the 2007/08 Integrated Transport programme following its meeting on Thursday 16th February 2006.

SUMMARY:

To review the Integrated Transport programme for 2007/08 the Committee at its meeting in December approved the setting up of a task group and this met on Thursday 16th February 2006.

The task group was informed that the 2007/08-programme settlement for Surrey Heath's devolved integrated Transport budget would remain at £440k and that a new methodology for assessing schemes had been approved and endorsed by the four Area Transportation Directors. This would help to improve consistency across areas and to ensure promoted schemes were meeting Surrey's new Local Transport Plan targets and objectives.

The assessment of schemes is shown in Annex A with the top four schemes, recommended by the task group, for inclusion in the 2007/08 programme.

OFFICER RECOMMENDATIONS:

That the Local Committee (Surrey Heath):

- i. approve the task group recommendations for the 2007/08 Integrated Transport Programme, as set out in the report and Annex A and that these be progressed within the available budgets and resources.
- ii. that a letter be sent to the Local Transport Plan Group, on behalf of the Local Committee, requesting information as to the current programme and how intermediate scheme priorities were being determined.

INTRODUCTION and BACKGROUND

1. Surrey's Local Transportation Service is continually seeking to improve the management and programming of its Integrated Transport Schemes. In particular is the desire to design and build schemes over a two-year period. With limited resources the design and construction of schemes in one year can cause unnecessary pressures and adds risks to programme delivery.
2. As a result the approval of schemes for the 2007/08-construction programme has been sought early and allow the necessary pre-construction work to take place during the 2006/07 financial year.
3. To review the programme for 2007/08 the Committee at its meeting in December approved the setting up of a task group and this met on Thursday 16th February 2006. The task group was informed that the 2007/08-programme settlement for Surrey Heath's devolved integrated Transport budget would remain at £440k. It was also informed that a new methodology for assessing schemes had been approved and endorsed by the four Area Transportation Directors to improve consistency across areas and to ensure promoted schemes were meeting Surrey's new Local Transport Plan targets and objectives.
4. This method considers the various benefits of the scheme against Surrey's new Local Transport Plan criteria and offers a weighted score and value with which to rank schemes. For now the weighting has been determined by Surrey's LTP group but feedback is sought by the Local Transportation Service and Local Committee's so that the setting of these can be reviewed in light of experience. This is because the process is still largely subjective and it is considered important to allow the Local Committees to assess the level of importance within its own area to particular objectives or targets.
5. The weighting used to assess the 2007/08 years programme is shown in the second column below. The third, fourth and fifth columns indicate the potential range of weighting for use in the future.

Objective	Overall weighting	Range for LTS	Rural area	Urban
Congestion	35	20-50	20	50
Accessibility	25	15-35	30	20
Safety	25	20-30	25	20
Environment	10	5-20	20	10
Maintenance	5	0-15	5	0
Total	100		100	100

ANALYSIS AND COMMENTARY

7. The assessment of schemes is shown in Annex A. The value of the first four schemes equates to the £440k budget that is available for 2007/08.

Scheme Prioritisation Methodology

8. The Task Group members welcomed a structured methodology but were concerned that the system was subjective and did not take account of a schemes overall cost. However, they did acknowledge that the methodology still allowed members to prioritise schemes that had local importance or significance provided some substantive reasoning was given. The weighting of the objectives was considered vital and the task group wished to see this element of the methodology brought forward at the earliest opportunity. They believed this was essential as The Committee must be able to influence priorities based on local need whilst supporting the local transport plan objectives. Weighting for different scheme types within the same objective should also be influenced by local need. This was particularly important for Surrey Heath, a District with both rural and urban areas, as the methodology may not sufficiently support the needs of the rural communities when comparing to a similar schemes in urban areas. The task group emphasised that flexibility was key, that safety was considered a priority and the weighting or range of waiting should be increased to reflect this.

Scheme Assessment

9. The schemes proposed for inclusion in the 2007/08, by virtue of their ranking, received the following comments:
 - i. **Safe Routes to School** – Whilst an important area of work any scheme to support a School's travel plan, should be in financial terms, relevant to the size of the problem, i.e. scheme should not be excessive in cost compared to the actual benefit or impact. As the budget was also to be reserved for schools for which work was insufficiently detailed at this stage it was deemed appropriate that the overall budget allocation should be subject to reduction should there be a demand or financial constraint elsewhere.
 - ii. **A322 Pegasus Crossing & Cycle route** – Funding to facilitate construction of a scheme from the A322 Route Management work. No comments of note, made by the Task Group.
 - iii. **Blackwater Valley Quality Bus Partnership** – Funding to help support the Quality Bus partnership and to complete bus stop infrastructure work and the real time information system. No comments of note, made by the Task Group. The task group also noted the receipt of additional funding of £60k in 2005/06 from passenger Transport in recognition for the Committees continued investment support for local passenger transport initiatives.
 - iv. **Yorktown Residential Traffic Management** – Whilst the investment was generally welcomed for the area of St Michaels there was a discussion over the timing of funding due to the continuing development led changes in and around Yorktown. It was reported that funding had previously been allocated, through the LTP, for this project but the funding was diverted for use on other priorities. It was considered that the scheme should remain on the programme for 2007/08 and that any issues or concerns would emerge during the year, following which a review could be undertaken as to the projects status.

Intermediate Schemes

10. The task group also expressed concern at the number of schemes, classed as 'intermediate schemes' (over £500k), which would require funding during the life of the new Local Transport Plan and may be subject to 'time limited' development funding. The task group members felt that the Districts annual devolved budget was insufficient for them to consider funding these schemes, as this would leave little, if nothing, left for other projects. This impact would be felt locally and the task group wished to determine how intermediate schemes were being prioritised. Therefore, the task group asked the report to include a recommendation for the Local Transportation Manager to seek the appropriate information from the Local Transport Plan Group and to report back to the Committee at a later date.

CONSULTATION

11. There are many differing views with regard to Integrated Transport scheme proposals and many in relation to individual schemes. These views are noted and are important, receiving due consideration. However, the main thrust of the review is in relation to the whole District and closely allied to the targets and objectives of Surrey's new Local Transport Plan.

FINANCIAL IMPLICATIONS

12. Close financial management of the Integrated Transport budget will be continued in order to maximise use of the limited funds available.
13. Where promoted schemes are costly in comparison the they're perceived benefit the task group expressed caution as to their viability and continued retainment.

SUSTAINABLE DEVELOPMENT IMPLICATIONS

14. 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

15. The promotion of quality schemes and projects that improve Surrey's highway infrastructure will assist in reducing the fear of crime and decrease the potential for injury accidents.

EQUALITIES IMPLICATIONS

16. 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: 1

BACKGROUND PAPERS: None