



OFFICER REPORT TO LOCAL COMMITTEE (Surrey Heath)

Devolved LTP & Local Allocation Programmes 2008/09

8th March 2008

KEY ISSUE

To approve the 2008/09 Devolved Local Transport Plan (LTP) and Local Allocation programmes for Surrey Heath.

SUMMARY

Members reviewed the programme priorities on the 30th May 2007 at Absolute, Frimley. Members were advised that the 2008/09 settlement for Surrey Heath's devolved integrated transport budget was expected to be £440k.

More recently it has been indicated that the integrated budgets to Local Committees in 2008/09 will be reduced. The expected budget for Surrey Heath will now be £230,000 and the schemes for next year need to be agreed.

The report sets out the two programmes for the forthcoming financial year and reflects the priorities agreed by members after taking account of the funding constraints this year. The schemes and projects included in the local allocation budget will also enable some projects to be implemented and for others to be progressed to a stage where members can consider them for construction in future years.

OFFICER RECOMMENDATIONS

The Local Committee (Surrey Heath) approves

- i. the programme for the 2008/09 Devolved LTP and Local Allocation Budgets as set out in the report and that the schemes be progressed within the available budgets and resources.
- ii. that all statutory processes required to implement the programme are undertaken.
- iii. that the management of the 2007/08 Devolved LTP and Local Allocation budgets be vested with the Local Highways Manager in consultation with the Chairman of the Committee.

INTRODUCTION AND BACKGROUND

1. Members reviewed the programme priorities on the 30th May 2007 at Absolute, Frimley. Members were advised that the 2008/09 settlement for Surrey Heath's devolved integrated transport budget was expected to be £440k. The task group were informed of the methodology for assessing schemes, introduced to

improve consistency across all Districts and ensure promoted schemes were meeting Surrey's Local Transport Plan targets and objectives.

2. More recently it has been indicated that the integrated budgets to Local Committees in 2008/09 will be reduced. This is to provide greater investment in programmed maintenance works. The expected budget for Surrey Heath will now be £230,000 and the schemes for next year need to be agreed.

ANALYSIS AND COMMENTARY

Devolved LTP Budget

3. There is one commitment already made by the Local Committee to be carried forward into 08/09. This is the traffic management proposal within the residential area of Yorktown that were initially consulted on last autumn. Regretfully, resources within the team have meant that the development of this project has been delayed. Financially, implementing the scheme in 2007/08 would have been difficult due to funding pressures. Members will recall that the devolved LTP budget for 2007/08 was over allocated by £65,000 and with increased costs on other schemes throughout the year this has further reduced the ability to fund this work in the year. It is strongly recommended that this scheme be undertaken in 2008/09.
4. Members considered four schemes for funding in 2008/08 at the review meeting. These were:
 - Cycle Route – Tomlinscote to Camberley
 - Cycle Route – A322 between Clews Lane & Church Road, Bisley
 - New footway - A319 Chertsey Road, Chobham
 - **Contribution only** to Junction Improvement at Toshiba Roundabout
5. The cycle route scheme between the area of Tomlinscote and Camberley was agreed as it has been previously postponed and has various development contributions to assist its implementation. Members were advised that left too long, the development contributions would expire and as a result considered it appropriate subject to cost. Much of the route is 'on carriageway' along quiet residential streets but it also provides small 'off carriageway' links at relevant places. The route takes cyclists via the footbridge between Brackendale Road and Brackendale Close and would also look at crossing facilities on the Portsmouth Road to assist pedestrians and cyclist. The scheme supports many LTP objectives and the estimated budget required from the LTP budget is £70,000.
6. Neither of the next two schemes listed had been developed in detail but scheme estimates for both projects are about £150,000. Members wished to establish more accurate scheme costs on both these projects before committing to either.
7. With regard to the A322 cycle route scheme we are currently awaiting final scheme costs for a similar route along the A322. This will enable a more detailed estimate to be produced for the Clews Lane to Church Road length. At the time of writing these costs are still awaited from the constructor. These were due at the end of January.
8. A request has been made for information regarding the specification and material options for the provision of a footway along the A319. This is being sought from the materials laboratory but the response has been delayed due to

that teams current involvement in the assessment of the 2008/09 maintenance programme.

9. Finally members considered the scheme at Toshiba roundabout, Frimley, which is classed as an intermediate scheme. Whilst the funding of this project (Estimate £750,000) is outside of the remit of the Local Committee's budget members expressed a wish to contribute £50,000 towards the project. The scheme is not in the 2008/09 central programme and so the contribution is not required this financial year.
10. The recommended programme based on the budget available and determined priority is as below:

11. 2008/09 Devolved LTP Programme		
Yorktown Area Traffic Management	£ 160,000	Carried forward from 2007/08
Tomlinscote to Camberley Cycle Route	£ 70,000	Funding to be matched with developer funding
Total	£230,000	

Local Allocation

12. The local allocation budget is again expected to be £100,000 and is traditionally used to develop future schemes and small works.
13. There remains one project agreed from last year still to be progressed, which needs budget provision. This is the implementation of speed limits in the Chobham area approved at the November Committee. It had been hoped to implement this work in March but work on traffic orders for the commencement of the Traffic Management Act has taken priority.
14. The Committee has also previously made a budget commitment of £3,000 to carryout further work to establish if a pedestrian crossing can be located on Church Hill/Crawley Hill.
15. Reported elsewhere on the agenda is the current position regarding the use of VAS and Road Safety Poster programme. Subject to that agreement a budget requirement of £8,000 is required.
16. Further speed limit assessments are being undertaken and so far data has been collected to enable these to be done. Whilst not wishing to prejudge the outcomes of these assessments it would be beneficial to make budget provision to enable any changes to be made should it be necessary. The following roads are due to be assessed: A322 Bisley & West End, Ford Road, Bisley, Lucas Green/Priest Lane West End, Fellow Green West End, Flowers Estate, West End. Red Road, The Maultway both north and south of Red Road, Deepcut Bridge Road, Old Bisley Road. An allowance of £15,000 should be made.
17. Work is currently being undertaken at M3J3 by Surrey's structures group to remove the existing pedestrian subway situated on the southwest corner. This will be replaced by a pedestrian crossing. There is considerable congestion for traffic using the lightwater bypass, which needs to exit on to the junction, and the benefit of full signalization of the junction has been considered before. However, the size of the junction means that full signalisation is difficult. One possible solution to relieve pressure on the bypass approach is to implement a

further traffic lane. 3-lane entry to the junction would increase the output of vehicles thus seeking to reduce queuing. With the subway removed the land is available to do this. Funding has been allocated in previous years to review the junction and the length of the A322 up to New Road. Some work has been undertaken but the work remains incomplete. Members at the review meeting supported budget provision being made to finish the review of this area ready for scheme construction in a subsequent year. An allowance of £10,000 should be made.

18. Since the implementation of decriminalised parking enforcement in April 2006 a number of parking issues/problems have arisen and these have been reported by residents or via Members. Currently the team has a list of 69 sites to review to determine if any action is required. Some sites may not result in any action needing to be taken whilst others will undoubtedly require changes. It would be beneficial to make budget provision to enable any changes to be made should it be necessary and a budget provision of £20,000 should be made. A review of the Camberley CPZ is also due toward the end of 2008 as a result of the Atrium development.
19. At the review meeting Members discussed proposals to assist Holy Trinity School with their School travel plan to help develop safe areas for the children to cycle to the School. Surrey's Safer Smarter Travel team who had pledged £20,000 to assist was leading the initiative. This £20,000 was to be matched by Sustrans, a registered charity, which helps to develop cycle routes and safe routes to schools. Effectively Sustrans would match fund any contributions made by Surrey and members agreed to support this locally offering £10,000. This would result in £60,000 being available to assist Holy Trinity School, £30,000 of which would be obtained from Sustrans. An allowance of £10,000 is therefore recommended.
20. Agreement to all the above projects leaves a balance of £22,000 remaining in the budget and this should be used to continue to develop a number of smaller and outstanding initiatives and ascertain whether the schemes should be taken forward for future funding consideration or not. These include:
 - Lucas Green Road, West End - Footpath & traffic management
 - Lightwater Village - Traffic Management
 - Buckingham Way - Road Safety measures Buckingham Way,
 - The Green, Frimley Green - Pedestrian Safety & traffic management measures
 - Frimley Green Road j/w Henley Drive
 - Park Street – Pedestrian Crossing
 - Burma Road – Traffic Management
 - Deepcut Bridge Road – Traffic Signals at Rail Bridge
 - High Street/Chertsey Road, Chobham – Junction Improvement
 - Windsor Road/Burrow Hill/W'sham Road – Junction Improvement
21. The recommended programme based on the budget available and priorities listed is as below:

2008/09 Local Allocation Programme		
Speed Limit implementation	£ 12,000	Approved November 2007
Church Hill/Crawley Hill	£ 3,000	
New VAS	£ 5,000	See item elsewhere on agenda
Aids to Movement support	£ 3,000	See item elsewhere on agenda
Speed Limit assessments	£ 15,000	
A322 M3 Junction3/ New Road	£ 10,000	
Measures resulting from parking reviews	£ 20,000	
Sustrans support/Holy Trinity School West End	£ 10,000	
Miscellaneous (as above paragraph 20)	£ 22,000	
Total	£ 100,000	

CONSULTATION

22. 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. The review relates to the whole District with schemes relating to the targets and objectives of Surrey's new Local Transport Plan.

FINANCIAL IMPLICATIONS

23. Close financial management of the local and devolved budgets will be continued in order to maximise use of the limited funds available.
24. The allocations for 2007/08 referred to above assume a neutral outturn position. The outturn position will not be available until May and a full financial report will be presented to the Committee at its meeting in July.
25. There may be the need to further adjust budgets within the financial year. As there are only three Committees a year it is suggested that any further variations be delegated to the Local Highways Manager in consultation with the Chairman of the Committee.

SUSTAINABLE DEVELOPMENT IMPLICATIONS

26. Surrey has embraced the concept of sustainable development, which is the foundation of the County Council's Local Transport Plan, and it is committed to the vision of making Surrey a better place.

CRIME & DISORDER IMPLICATIONS

27. 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

28. 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.

CONCLUSION & REASONS FOR RECOMMENDATIONS

29. The programme reflects the priorities agreed by members after taking account of the funding constraints for next financial year. The schemes and projects included in the local allocation budget will also enable worthwhile projects to be implemented and for others to be progressed to a stage where members can consider them for future construction programmes.

WHAT HAPPENS NEXT

30. The programme will be progressed within the available budgets and resources.

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BACKGROUND

PAPERS:

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