



**OFFICER REPORT TO LOCAL COMMITTEE
(Surrey Heath)**

**INTEGRATED TRANSPORT SCHEMES
2010/11 to 2015/16**

15 October 2009

KEY ISSUE

To approve a draft 5 year integrated transport scheme programme for financial years 2010/11 to 2015/16.

SUMMARY

This report sets out the draft programme for Integrated Transport Schemes for the next five years.

OFFICER RECOMMENDATIONS

The Local Committee is asked to:

1. Approve the revised programme of integrated transport schemes for Surrey Heath for progression in 2010/11 and the draft programme to 2015/16 to be funded through the Local Transport Plan and Local Allocation budgets.
2. Note that a report recommending prioritisation of schemes be brought to the Local Committee on 15 February 2010.
3. Note the date for the review of schemes on 9th September 2010.

INTRODUCTION AND BACKGROUND

1. The County budget for integrated transport schemes is likely to remain at £1.9m for next year, in line with 2009/10 with the Surrey Heath allocation again set at £160,000. Members will recall that last year the Executive decided to make a substantial maintenance investment to the highway network and it is anticipated that this investment will continue for a number of years.
2. The effect of this increased level of investment in maintenance is a reduction in funding for integrated transport schemes. Accordingly the ability to deliver this type of scheme has been suppressed.
3. The budget level of £160,000 has been outlined for the next five years and Local Highways Managers have been asked to draw up 5-year plans based on this funding level. Traditionally this allocation has also been supported by an additional £100,000 local capital to use to develop projects and to construct smaller type schemes. It is not clear if this allocation will be available in each of the 5-years but for the time being it has been that it will.

4. Members met recently to look at schemes and determine what projects to retain within a 5-year programme. It was acknowledged that an annual review would still give opportunity to review future priorities.

ANALYSIS

5. Annex A provides a list of schemes included on the Surrey Heath programme. Some schemes are clear in their aims, i.e. the provision of a new footway, whilst others require further investigation prior to consideration if or what work is required.
6. Traditionally Surrey Heath has operated one main list of schemes for consideration but due to funding level it is believed necessary for a number of schemes to be removed. In doing so it is not suggested that these schemes are lost but merely relegated to what is referred to as the 'assessment list'. Those schemes recommended for relegation to the assessment list are shown highlighted in yellow with the current reasons for this also listed in Annex A. Members would in future be able to consider schemes both from this list or totally new schemes at each annual review.
7. Members discussed the schemes to be progressed in 2010/11 and these are shown in Annex A, highlighted in Green. Of the three schemes recommended for construction next year the Committee received reports on two of these at its meeting in July. These are the pedestrian crossings on Church Hill/Crawley Hill and at Martindale Avenue. These projects are currently waiting for detailed design estimates prior to issuing the further work required ready for construction. With regard to the 20mph speed limit for Bagshot High Street then this investigation has just been completed the result of which is that a reduced limit is possible for Bagshot High Street. A detailed report for this scheme will be brought to the next Committee on 15 February 2010.
8. At present none of the other schemes retained on the list are in any priority to be investigated or actioned or ready for construction in any particular year. Whilst work has taken place on some schemes and other work is currently being developed on others it would be useful to develop this further with Members in January 2010 and bring this back to Local Committee on 15 February 2010 for decision.
9. A review of schemes for the 2011/12 programme will also be required next year and it is suggested that this takes place on 9th September 2010. It is suggested that this takes place over an entire day, commencing in the morning with a bus tour of schemes and finishing with round table exercise in the afternoon to confirm priorities. This will offer opportunities for members to nominate new schemes or seek to promote those on the assessment list ready to be brought forward to a rolling 5-year programme.

FINANCIAL IMPLICATIONS

10. Close financial management of the local and devolved budgets will be continued in order to maximise use of the limited funds available. There may be the need to further adjust budgets within the financial year to reflect emerging priorities.

EQUALITIES AND DIVERSITY IMPLICATIONS

11. The Highway Service is mindful of its needs within this area and attempts to treat all users of the public highway with equality and understanding. No impact

assessments have been undertaken as part of this process as each individual project will have an EIA as part of design.

CRIME AND DISORDER IMPLICATIONS

12. There are no direct implications for this report.

CONCLUSION AND RECOMMENDATIONS

13. The report seeks to put in place a five year rolling programme of integrated schemes so that officers can move these schemes forward and report back to Committee appropriately to gain further direction and or recommendations to proceed.

REASONS FOR RECOMMENDATIONS

14. The rationale for the recommendations is to allow projects to move forward, and provide a well-programmed and continuous workflow.

WHAT HAPPENS NEXT

15. The report allows the work programme to be delivered.

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BACKGROUND PAPERS: None

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ANNEX A
FIVE-YEAR PROGRAMME

