Integrated Transport Schemes - Programme and Review

24 March 2006

KEY ISSUE:

This report provides information on the review of capital schemes awaiting funding, undertaken by the Area Transportation Director, against objectives contained in the Provisional Second Local Transport Plan (LTP).

The report seeks Committee endorsement of the revised methodology for prioritising Integrated Transport capital schemes and approval of the proposed list of LTP Capital and Local Allocation schemes for 2006/07 and the indicative 5 year forward programme

SUMMARY:

On 3 December 2004 the Local Committee approved a six-year forward programme of Integrated Transport schemes prepared and submitted by the Tandridge Local Transportation Service. This forward programme was based on a series of topic strategies that met the requirements of Surrey County Council’s first Local Transport Plan.

The County has now published its second Local Transport Plan containing revised objectives and targets, which, along with the reorganisation of SCC’s Transportation Service, necessitates a revision of the system used to prioritise schemes. To address this issue the Area Transportation Service (comprising Mole Valley, Reigate & Banstead and Tandridge) has developed a system that has now been accepted countywide and approved by the Transport
Item 12

Select Committee.

This system has been applied to the Tandridge Integrated Transport Scheme list and as a result a revised forward programme has been produced along with a proposed list of schemes to be progressed in 2006/07.

RECOMMENDATIONS:

The Committee is asked to:

(i) Endorse the revised methodology for assessing and prioritising integrated transport schemes.

(ii) Approve funding the proposed list of LTP schemes identified for progression in 2006/07 (Annex 3).

(iii) Approve funding the proposed list of schemes identified for progression in 2006/07 under the Local Allocation (Annex 3).

(iv) Approve the indicative (five-year) forward programme for progression under the County’s second Local Transport Plan (Annex 4).

(v) Delegate any amendments to the 2006/07 scheme programmes to the Area Transportation Director, in discussion with the Chairman and Vice-Chairman of the Committee, as a result of changes in available funding following the closing of the 2005/06 accounts.
INTRODUCTION

1. On 3 December 2004 the Local Committee approved a six-year forward programme of Integrated Transport capital schemes prepared and submitted by the Tandridge Local Transportation Service. This forward programme was based on a series of topic strategies that met the requirements of Surrey County Council’s first Local Transport Plan (LTP).

2. The County has now published its second LTP containing revised objectives and targets, which, along with the reorganisation of SCC’s Transportation Service, necessitates a revision of the system used to prioritise schemes. To address this issue the Area Transportation Service (comprising Mole Valley, Reigate & Banstead and Tandridge) has developed a system that has now been accepted countywide.

3. This system has been applied to the Tandridge Integrated Transport Capital scheme list and a revised indicative forward programme has been produced along with a proposed list of schemes to be progressed in 2006/07.

4. This report seeks:-
   • endorsement of the revised methodology for prioritising Integrated Transport capital schemes
   • approval of the proposed list of 2006/07 LTP capital and Local Allocation schemes
   • approval of the indicative five-year forward programme.

NEED FOR A REVISED INTEGRATED TRANSPORT SCHEME PRIORITY SYSTEM

5. A priority system for Integrated Transport Schemes is required as the number of schemes identified over the years far exceeds the limited capital funds available. In previous years Tandridge operated a system of dividing the available funds into different topic strategy areas to meet the objectives of the first Local Transport Plan. These topic strategies included:
   • Road Safety
   • Parking
   • Cycling
   • Walking
   • Passenger Transport
   • Safe Routes to School

6. A refinement of this scoring system has been undertaken for the following reasons:
The second LTP has now been published, which contains revised objectives and targets as dictated by Central Government. The LTP2 objectives comprise:

- Congestion,
- Accessibility,
- Safety,
- Environment and
- Maintenance.

Secondly following the reorganisation of SCC’s Transportation Service it is advantageous to develop a consistent system to assess schemes.

BASIS OF THE REVISED INTEGRATED TRANSPORT SCHEME PRIORITY SYSTEM

7. The system assesses schemes against the LTP2 objectives as stated above. Each of these objectives has associated targets or indicators covering such items as reducing the number of accidents or reducing vehicle emissions. These indicators have been taken along with other criteria such as improving the street scene to allow an assessment to be made as to how the scheme contributes to the achievement of the LTP aims. This will ensure that schemes are delivered that meet both local needs and that of the LTP and hence contribute to generating higher funding from Central Government.

8. A weighting system has been developed to take into account local needs and the importance of some objectives over others. These weightings have been based on Department for Transport guidance. For example, Safety is of prime importance (and included in the County’s Best Value Performance Indicator’s) therefore a weighting of 40 marks out of 100 (or 40%) has been allocated. The objective, targets and weightings are shown in Annex 1.

9. All schemes have been assessed against this system and listed in priority order as shown in Annex 2. Those schemes that are currently in progress or where there is a commitment to complete the scheme are shown as “Planned Projects” at the top of the sheet.

10. It is suggested that the process for adding new schemes to the list and evaluating them is as follows:

(i) Schemes can be suggested or referred to the LTS office or the Local Transportation Manager during the year and will be added to the scheme scoring sheet and ranked on an annual basis.

(ii) The schemes and overall ranking could then be reviewed on an annual basis by the LTP Advisory Group and submitted to the Local Committee for approval. In the past, all Elected Members of the Local Committee have been invited to attend the LTP Advisory Group. Annex 5 shows the list of requests submitted over the last 3 years which could be considered at the next review.
REVIEW OF SCHEME PROGRESS IN 2005/06

11. Four Integrated Transport Schemes were completed during 2005/06 and a further three schemes have been started (or are due to start) as listed below.

**Completed**

- M25/A22 Junction 6
- B2030 Banstead Road/Coulsdon Road, Caterham Hill
- B269 Limpsfield Road, Hamsey Green
- A25 Oxted Road outside Knights Garden Centre, Tandridge

**In Progress**

- B2030 Godstone Road, Caterham
- Church Walk, Caterham - Streetscene
- A25 East Hill/Woodhurst Lane, Oxted

12. Significant progress has been made with Decriminalised Parking Enforcement (DPE) with the aim of taking over arrangements towards the end of 2006. In addition, a Town Centre Audit was conducted in Oxted and resultant signing improvements are due to be carried out shortly.

13. However, a number of schemes originally planned for 2005/06 have yet to progress. There are number of reasons for this including a staff shortage in the LTS and delays in the design process. It is suggested that these schemes are carried forward into 2006/07.

POTENTIAL FUNDING ALLOCATIONS FOR 2006/07

14. There are two main funding streams available for implementing Integrated Transport schemes:-

(i) LTP Capital Funding Allocation

The Executive, at their meeting on the 14 February 2006, have agreed a LTP Capital Funding Allocation of **£520,000** for Tandridge in 2006/07.

The Transportation Select Committee at their meeting on 23rd February 2006 were advised that the devolved LTP allocation for Tandridge was projected to underspend by **£149,000** in 2005/06. Although no decisions have been made on any carry forwards into 2006/07 for the purposes of this report it is assumed that this **£149,000** will be available for use in 2006/07.

(ii) Local Allocation
Local Allocation capital funding has also been available to be allocated by the Local Committee. Although this funding is not ring fenced it has in the past been applied to highway improvements. Although it has not been confirmed whether this funding will be available for 2006/07, for the purposes of this report it has been assumed that the level will be the same as previous years at around £100,000.

POTENTIAL LIST OF SCHEMES FOR 2006/07

15. There are 4 schemes approved for 2005/06 that would need to be carried forward into 2006/07 (as shown in Annex 3). In addition, there are the works associated with the DPE process, Caterham Valley Streetscene (Phase 2) and Safe Routes to School Projects to complete. Following the Business Delivery Review and expected staff reductions in the Transportation Service, it is considered that this represents an ambitious programme of work for 2006/07.

FORWARD PROGRAMME

16. A revised indicative Integrated Transport Scheme forward programme has been produced as shown in Annex 4. This programme, which includes the work identified in 2006/07, is dependent upon available future funding and the annual review of the prioritised list of schemes by the LTP Advisory Group. The Committee are asked to approve this indicative programme.

FINANCIAL IMPLICATIONS

17. The proposed programme of Integrated Transport schemes has been developed to allow schemes to be developed through feasibility, detailed design and construction over each year to ensure affordability and value for money against LTP objectives.

CRIME & DISORDER, SUSTAINABLE DEVELOPMENT AND EQUALITIES IMPLICATIONS

18. The proposed programme of Integrated Transport schemes has been developed in to meet the objectives and targets of the second Local Transport Plan. These objectives greatly contribute to reducing crime and disorder, minimise impact on the environment and promote equalities and social inclusion.

CONSULTATION

19. Elected Members on this Committee have been sent a draft copy of this report. Any comments received will be included in the final version of the report or provided at the meeting.

CONCLUSIONS AND REASONS FOR RECOMMENDATION

20. A method for prioritising schemes is required as there are limited capital funds available and a number of schemes have been identified over the
years. A revised scheme priority scoring system is required to meet the objectives and targets of the second Local Transport Plan and to provide a consistent countywide method of prioritising schemes.

21. Suggestions from members, Partners and our customers will continue to be added to the schemes list for future consideration and will be ‘ranked’ in accordance with the scheme priority scoring system. Future annual reviews will be necessary to ensure the continued best use of the limited resources available. It is suggested that this review is undertaken by the LTP Advisory Group.

22. Members are asked to endorse the revised methodology for assessing and prioritising integrated transport schemes, approve the proposed scheme list for 2006/07 and indicative five-year forward programme.

Report by: Derek Poole - Tandridge Local Transportation Manager

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ANNEXES:
Annex 1 - SE Area Local Transport Plan Scheme Ranking Indicators
Annex 2 - Tandridge Local Transport Plan Schemes Scoring Sheet
Annex 3 - Tandridge Proposed ITS Programmes 2006/07
Annex 4 - Tandridge Proposed 5 Year Forward Programme
Annex 5 – Tandridge Scheme Requests (2003/04 onwards)