

**SURREY COUNTY COUNCIL****CABINET****DATE: 24 MARCH 2015****REPORT OF: MR JOHN FUREY, CABINET MEMBER FOR HIGHWAYS, TRANSPORT AND FLOODING****LEAD OFFICER: TREVOR PUGH, STRATEGIC DIRECTOR, ENVIRONMENT & INFRASTRUCTURE****SUBJECT: SURREY TRANSPORT PLAN - LOCAL TRANSPORT STRATEGIES AND FORWARD PROGRAMMES (TRANCHE 1 & 2)****SUMMARY OF ISSUE:**

This paper presents the outcomes of the development of 8 Local Transport Strategies and Forward Programmes (LTS & FP). It makes recommendations that the Cabinet endorses the Local Transport Strategies and Forward Programmes as part of the Surrey Transport Plan, for ratification by full Council.

The County Council is producing Local Transport Strategies and Forward Programmes for each District and Borough in the county. The purpose of these strategies is to support the growth set out within District and Borough Local Plans and provide a programme of transport infrastructure required to deliver this growth. The strategies also provide an evidence base for future funding bids.

The strategies have been produced in tranches. Tranche 1 and 2 have been completed (listed below) and are the subject of this paper. Tranche 3 comprises strategies for the three remaining Districts and Boroughs (Waverley, Runnymede, Guildford). These will be produced as and when the relevant Local Plans are developed. This will ensure that the strategies capture the outcomes of the Local Plans and address their development aspirations.

The strategies are 'live documents' which will be updated at regular intervals to ensure they remain relevant and current. On approval, they will become part of the Surrey Transport Plan.

The strategies provide a commentary on the transport provision and transport problems in each District or Borough and provide possible solutions to the identified problems. The forward programmes seek to address the problems identified in the main documents of each strategy and mitigate the impact of future growth on the transport network.

Cabinet is asked to endorse the first and second tranche of the Local Transport Strategies and Forward Programmes for ratification by full Council, which comprises 8 Districts and Boroughs:

- Elmbridge
- Epsom and Ewell
- Mole Valley
- Reigate and Banstead

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- Spelthorne
  - Surrey Heath
  - Tandridge
  - Woking

All 8 Local Transport Strategies can be seen online at:

<http://new.surreycc.gov.uk/roads-and-transport/surrey-transport-plan-ltp3/surrey-transport-plan-consultations-on-the-plan/local-transport-strategies-and-forward-programmes>.

#### **RECOMMENDATIONS:**

It is recommended that the Cabinet:

- (i) approves Tranche 1 & 2 of the Local Transport Strategies and Forward Programmes and their suggested objectives for:
  - Elmbridge
  - Epsom and Ewell
  - Mole Valley
  - Reigate and Banstead
  - Spelthorne
  - Surrey Heath
  - Tandridge
  - Woking
- (ii) As part of the Surrey Transport Plan, the Local Transport Strategies and Forward Programmes be endorsed by Cabinet, for ratification by full Council.

#### **REASON FOR RECOMMENDATIONS:**

Delivering the Local Transport Strategies will support the County Council's priorities to promote sustainable economic growth and secure investment in infrastructure. The Local Transport Strategies will benefit Surrey residents and businesses by accommodating sustainable population growth, helping to boost the economy and limit the impact of transport and development on the environment.

The strategies adhere to using a place-based approach to plan for future sustainable economic growth and address existing problems on the network. By considering issues locally, the transport strategies have been able to identify issues which residents feel most affect them in each District and Borough.

The Local Transport Strategies and Forward Programmes also support the Environment & Infrastructure priorities, specifically Themes 1, 2 and 4.

#### **DETAILS:**

1. The Local Transport Strategies and Forward Programmes contain two main elements. The main document provides a commentary on the transport provision and transport problems in each District or Borough. It also provides possible solutions to the identified problems.

2. This paper presents the outcomes of the development of eight Local Transport Strategies (LTS) and Forward Programmes. It makes recommendations that the Cabinet endorse Tranche 1 & 2 of the Local Transport Strategies and Forward Programmes as part of the Surrey Transport Plan.
3. The Surrey Transport Plan is the county's third Local Transport Plan (LTP3). It is a statutory document. The Local Transport Strategies and Forward Programmes will form part of the LTP3 on approval.
4. The documents were prepared by Surrey County Council officers, working with Borough and District Council officers. It has been subject to officer consultation in both the County Council and Borough/District Councils.
5. The Local Transport Strategies and Forward Programmes have been approved by the relevant Local/Joint Committees.
6. Two online public consultations were carried out from 22 May – 2 July and 16 September – 28 October 2014 on the Surrey County Council website. Following consultation, revisions were made to the Local Transport Strategies and Forward Programmes. These were presented to the appropriate Local/Joint Committee at this time.
7. Each Local Transport Strategy contains an annex which presents a forward programme of transport infrastructure that the county and Borough/District councils would like to see implemented in the relevant area, subject to funding. The programmes seek to address the problems identified in the main document of the strategy and mitigate the impact of future growth on the transport network.
8. The transport schemes included in the Forward Programmes range from small local schemes such as individual minor improvements schemes (local walking and cycling improvements), to large strategic improvement schemes such as strategic maintenance on the A24 or the Kiln Lane Link in Epsom and Ewell (approximate cost £22m). Other schemes such as the electrification of the North Downs Line are included for lobbying purposes as SCC would not lead on the delivery of the schemes. Schemes cover a wide range of modes, including road, rail, pedestrian and cycle. For illustrative purposes, schemes in the Forward Programmes include:
  - M25 Junction 9 bottleneck relief, Leatherhead
  - Cycle improvements from Hillview Road to the south of Woking
  - Share use cycle route adjacent to A322 Redding Way to Basingstoke Canal
  - Camberley town centre highway improvements
  - Blackwater Valley Better Connectivity
  - Stanwell Road congestion improvements, Ashford
  - Leatherhead town centre regeneration and gyratory improvements
9. Full detail of all the schemes included in the Forward Programmes can be seen in the Forward Programmes themselves, online at: <http://new.surreycc.gov.uk/roads-and-transport/surrey-transport-plan-ltp3/surrey-transport-plan-consultations-on-the-plan/local-transport-strategies-and-forward-programmes>.

<b>CONSULTATION:</b>
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10. The proposed schemes have been developed in consultation with Borough and District Councils.
11. Officers from relevant Boroughs or Districts have been kept informed and engaged in the preparation of the Local Transport Strategies and Forward Programmes.
12. The Local Transport Strategies and Forward Programmes have been subject to a 6 week online public consultation, including close working with the Borough/District Council and officers at Surrey County Council. Engagement has included discussion at informal Local/Joint Committees, Task Groups, officer workshops and Local/Joint Committees.
13. As a result of the public consultation changes were made to the Local Transport Strategies. Most changes were made following the consultation on the first tranche of the strategies, and were made to improve the structure of the strategies. Most suggestions received via the consultation referred to schemes which could be included or amendments to the accuracy of the documents. Where ever appropriate corrections were made, suggested schemes passed on to the relevant team within Surrey.
14. The main purpose of consulting and engaging on the draft Local Transport Strategies was to (a) inform people, (b) get feedback on the individual Local Transport Strategies and Forward Programmes, and (c) seek local input on the content of the individual Local Transport Strategies and Forward Programmes.
15. The first tranche of the Local Transport Strategies and Forward Programmes concerned Elmbridge, Epsom and Ewell, Mole Valley, Spelthorne and Woking. The second tranche concerned Surrey Heath, Reigate and Banstead and Tandridge. Table 1 presents the main questions that were asked in the consultation.

**Table 1:** Questions asked of participants in the public consultation

1	We have tried to identify the most pressing transport issues impacting the District/Borough. Are there any other transport problems that we should consider?
2	The strategy looks to support the planned growth within the District/Borough and mitigate any negative impacts. Are the aims and objectives of the strategy right?
3	Are there any other schemes we should consider that we have not included in the Forward Programme?

16. Consultation on the first tranche of the strategies resulted in 46 online responses as well as a number of responses by email, split between the five Boroughs and Districts. Consultation on the second tranche of the strategies attracted 53 online responses as well as a number of responses by email, split between the three Boroughs and Districts.

17. Table 2 presents the key themes which came out of the public consultation relevant to each District/Borough Local Transport Strategy and Forward Programme.

**Table 2** Key themes emerging from public consultation

Epsom & Ewell	<ul style="list-style-type: none"> <li>• Cycling</li> <li>• Use of public transport</li> <li>• Expansion of Zone 6 to Epsom railway station</li> <li>• Use of London's Oyster Card system</li> </ul>
Elmbridge	<ul style="list-style-type: none"> <li>• HGVs</li> <li>• Congestion around schools</li> <li>• Development</li> </ul>
Mole Valley	<ul style="list-style-type: none"> <li>• Public transport</li> <li>• Congestion</li> <li>• Cycling</li> <li>• Access to schools</li> </ul>
Reigate & Banstead	<ul style="list-style-type: none"> <li>• Buses</li> <li>• Congestion</li> <li>• Cycling</li> </ul>
Spelthorne	<ul style="list-style-type: none"> <li>• Congestion</li> <li>• Cycling</li> <li>• Development</li> </ul>
Surrey Heath	<ul style="list-style-type: none"> <li>• Buses</li> <li>• Congestion</li> <li>• Rail</li> <li>• Road safety</li> </ul>
Tandridge	<ul style="list-style-type: none"> <li>• HGVs</li> <li>• Congestion</li> <li>• Access to the M25</li> </ul>
Woking	<ul style="list-style-type: none"> <li>• Public transport</li> <li>• Congestion</li> <li>• Cycling</li> <li>• Access to schools</li> </ul>

18. By way of illustration, some examples of comments received via the consultation, and officer responses, are given overleaf:



LTS	Comment received	Officer comment and/or change made to the LTS & FP
Woking	“There is no longer any bus transport along Woodham Lane A245 route. The 459 route has been changed to run through Sheerwater which is of no use to Woodham Lane residents.”	SCC aims to provide a safe, reliable, sustainable and effective transport system through the Local Transport Plan. Buses form one part of this and SCC works in partnership to deliver commercial bus services wherever possible. Bus provision will be considered under a holistic local transport review
Woking	“Poor cycle accessibility between Horsell and Woking, particularly Woking rail station. There are a large number of people currently cycling this route, and more making the journey by other modes (e.g. by car pick-up/drop-off), which presumably could be reduced with an improved cycle link.”	The proposed Jupiter Trail route requires dedication of private land to enable the existing route up to Horsell Park Road to be extended into Horsell and Woking High School. An alternative on road route could be considered using Brewery Road
Surrey Heath	“There are errors in section 3.21 i.e. Guildford is not accessible from Camberley on the North Downs Line; section 3.25 Blackwater station does not provide direct access to London; 3.32 There is no travel from London via the fast service at Blackwater - there is no direct service from Blackwater to London”	The relevant corrections were made within the LTS.
Surrey Heath	“M3 direction signs on the Red Rd (directing traffic travelling East to the Gordon's roundabout and onto the A322 Lightwater bypass) and away from Lightwater village.”	This scheme does not meet the criteria of a scheme over £100,000 or that will have significant strategic importance to the transport network. However this scheme will be incorporated within the M3 Approach scheme.

LTS	Comment received	Officer comment and/or change made to the LTS & FP
Surrey Heath	“Pedestrian crossing in village centre to allow safe crossing and to allow safe access to cycle park (outside Sun P.H.) in line with Cycling Strategy”	SCC recognises that the comment made is applicable to the Local Transport Strategy and Forward Programme. This comment will be reflected within the appropriate document.
Mole Valley	“Bookham/Leatherhead Lower Road: proper, safe, segregated cycle provision that does not class bikes as second class citizens to cars.”	The Surrey Cycling Strategy aims to improve infrastructure for cycling. A wider Leatherhead sustainable transport package is included in the forward programme; this will consider cycling improvements in and around Leatherhead.
Elmbridge	“To improve the flow of traffic crossing St Richards Bridge especially at peak times by allowing traffic that wish to cross Walton Bridge but avoid Walton (and 4 sets of traffic lights ) to use Oatlands Chase to join Oatlands Drive. This would need the use of traffic lights at peak times at this juncture. This would reduce pollution congestion, and noise in Walton already identified in your report as needing action.”	Surrey County Council has no powers to oblige parents to take their children to school by alternative modes to the private car (Only by providing suitable alternatives will parents begin to change their travel choices). The Cabinet has recently approved a new “Road Safety Outside Schools” policy. The purpose of this policy is to set out the process that will be used by Surrey County Council for investigating and responding to concerns about road safety outside schools. The aim is to reduce the risk of collisions, and to make the road feel safer in order to improve the attractiveness of walking and cycling to and from schools.
Epsom & Ewell	“Does not include affect of transport changes such as crossrail 2”	See revised paragraph 3.27 for information on Crossrail 2. Surrey Rail Strategy will consider effects of Crossrail 2 further.



19. In response to the key themes raised in the consultation, relevant County Council officers were asked to assist in the modification of the transport strategy to reflect these concerns.
20. Many of the issues raised by respondents to the consultation were found to have been looked into before as part of previous or ongoing work streams, particularly within the other strategies which form part of the Surrey Transport Plan, such as the Cycling Strategy, or the Freight Strategy. It was therefore decided to add significantly to Section 6 of the Local Transport Strategy 'Related Workstreams' in order to provide the context of the Local Transport Strategy and illustrate to the reader that where their concern may not have been addressed in the LTS, it may have been addressed as part of one of the other LTP3 strategies or in a related SCC initiative.
21. Cabinet should note that should schemes from the Forward Programme be brought forward for development further consultation will take place once the scheme has been developed further.
22. Following consultation, all 8 Local Transport Strategies and Forward Programmes were approved by the relevant Joint or Local Committee. A record of the decisions is included in **Annex 1**.
23. The Local Transport Strategies and Forward Programmes have all been subject to a screening report for a Strategic Environmental Assessment which were sent to the three statutory consultees: the Environment Agency, English Heritage and Natural England.

#### **RISK MANAGEMENT AND IMPLICATIONS:**

24. No risk management implications have been identified. All 8 Local Transport Strategies and Forward Programmes have gone through the Joint and Local Committee processes and have subsequently been approved by the relevant Joint or Local Committee.

#### **Financial and Value for Money Implications**

25. Each Local Transport Strategy includes a forward programme of schemes designed to meet the objectives of the strategy, including supporting growth. Estimated costs are provided where they are known, and these estimates would be refined as schemes are developed. Schemes would be progressed subject to funding being identified, which could be from a number of sources including existing capital budgets, developer funding and grants.

#### **Section 151 Officer Commentary**

26. Approving these Local Transport Strategies will not in itself commit the Council to additional expenditure. Instead, these strategies are aimed at supporting local growth through a programme of measures which will be implemented as funding becomes available. These strategies also provide an important evidence base which should support and enhance our ability to access funding, including through the Local Growth Deal and Community Infrastructure Levy.

### **Legal Implications – Monitoring Officer**

27. Local Transport Authorities are required to produce a local Transport Plan and keep it under review pursuant to the Transport Act 2000, as amended by the Local Transport Act 2008. Authorities will also rely on the Department for Transport Guidance on Local Transport Plans dated July 2009. The current Surrey Transport Plan is the County's third local Transport Plan and the Local Transport Strategy and Forward Programmes will form part of it if approved.
28. The Transport Act 2000 as amended places a duty on local transport authorities when formulating policies and plans to consult. Consultation is dealt with earlier in this report.
29. The Local Transport Act 2008 requires local transport authorities to have regard to the needs of disabled people in developing and implementing plans in line with the Disability Discrimination Act 2005. The Equalities Impact Assessment process is detailed in the following section.

### **Equalities and Diversity**

30. An Equalities Impact Assessment (EIA) has been drafted for each Local Transport Strategy and Forward Programme.
31. No negative impacts on any protected characteristic group were identified.
32. No changes have been made to any Local Transport Strategy and Forward Programme as a result of the EIAs.
33. All the proposed schemes seek to eliminate any perceived and/or actual inequalities through compliance with up to date design standards which address disabled access and social inclusivity. Improved crossing facilities and disabled access will be provided at pedestrian crossings and junctions, wherever appropriate.

### **Public Health/Climate change/carbon emissions implications**

34. Increased walking and cycling, where it replaces motorised forms of transport such as the car, will improve air quality and reduce carbon emission levels.
35. Transport is responsible for one third of carbon emission in Surrey. Surrey's Local Transport Plan has a target to reduce carbon emissions from (non-motorway) transport by 10% (absolute emissions) by 2020, increasing to 25% reduction by 2035 from 2007 baseline of 2,114k tonnes.
36. Increased walking and cycling has a positive impact on personal health. The NHS identifies cycling as an activity which provides significant health benefits.
37. It is expected that increased levels of walking and cycling will have a positive effect on the local economy with recent studies suggesting that pedestrians and cyclists actually spend more on a trip into a town than does a motorist.

### **WHAT HAPPENS NEXT:**

38. As the Local Transport Strategies and Forward Programmes form part of the statutory Local Transport Plan, this decision will be referred to full Council,

following which the 8 Local Transport Strategies and Forward Programmes will be adopted as part of the Surrey Transport Plan. The Surrey Transport Plan is the county's third Local Transport Plan (LTP3).

39. The remaining three Local Transport Strategies and Forward Programmes (Waverley, Guildford and Runnymede) will be developed subject to adoption of the relevant District/Borough Local Plans. This will ensure that the strategies capture the outcomes of the Local Plans and address their development aspirations.
40. The Local Transport Strategies and Forward Programmes will be 'live documents'. Particularly the Forward Programmes which will be reviewed on an annual basis in partnership with officers across the County Council, in the relevant District and Borough Councils and with Local and Joint Committees. Schemes which have been completed will be removed from the Forward Programmes and new schemes will be incorporated into the Forward Programme as and when they are identified and agreed by the Local/Joint Committees.
41. This process is being refined so as to be carried out in a manner which will ensure all relevant parties are consulted in the revision of the Forward Programmes in the most efficient way possible.
42. The Local Transport Strategies and Forward Programmes can be used as a crucial evidence base for future funding opportunities, such as the Local Enterprise Partnerships. The strategies will provide a commentary of the current transport issues and problem areas in each District and Borough, whilst the forward Programme provides a list of schemes which we would like to see implemented should the funding be available, subject to feasibility assessments.
43. Where funding opportunities arise schemes will be developed through the Local/Joint Committee process to enable implementation on site.
44. The Local Transport Strategies and Forward Programmes will be 'live documents' which will be revised and updated in order to remain relevant and useful as a tool and evidence base.

**Contact Officer:**

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**Consulted:**

Trevor Pugh, Strategic Director, Environment and Infrastructure  
Jason Russell, Assistant Director, Highways and Transport

Details of external consultation and future consultation arrangements are covered in the Consultation section of this paper.

**Annexes:**

Annex 1: Decision by Local Committees

**Sources/background papers:**

Surrey Transport Plan (LTP3)

**All 8 of the Local Transport Strategies and Forward Programmes can be seen online on the Surrey Transport Plan pages, or at:**

**<http://new.surreycc.gov.uk/roads-and-transport/surrey-transport-plan-ltp3/surrey-transport-plan-consultations-on-the-plan/local-transport-strategies-and-forward-programmes>**

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**Annex 1****Details of Joint/Local Committee approvals of Local Transport Strategies and Forward Programmes**

<b>Local Transport Strategy</b>	<b>Outcome</b>	<b>Date of Committee Decision</b>
Elmbridge	Approved	Decision Notice of Elmbridge Local Committee Monday 8 September 2014 16:00
Epsom and Ewell	Approved	Decision Notice of Epsom and Ewell Local Committee Monday 15 September 2014 19:00
Mole Valley	Approved	Decision Notice of Mole Valley Local Committee Wednesday 10 September 2014 14.00
Reigate and Banstead	Approved	Decision Notice of Reigate and Banstead Local Committee Monday 1 December 2014 14.00
Spelthorne	Approved	Decision Notice of Spelthorne Local Committee Monday 29 September 2014 18.30
Surrey Heath	Approved	Decision Notice of Surrey Heath Local Committee Thursday 11 December 2014 18.30
Tandridge	Approved	Decision Notice of Tandridge Local Committee Friday 12 December 2014 10.15
Woking	Approved	Decision Notice of Woking Joint Committee Wednesday 24 September 2014 18.00

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