

WAVERLEY BOROUGH COUNCIL

EXECUTIVE - 2 NOVEMBER 2010

Title:

CONSULTATION ON SURREY COUNTY COUNCIL LOCAL TRANSPORT PLAN 3

[Portfolio Holder for Planning: Cllr Adam Taylor-Smith]
[Portfolio Holder for Parking and Community Safety: Cllr Carole King]
[Portfolio Holder for Environment: Cllr Bryn Morgan]
[Wards Affected: All]

Summary and purpose:

This report sets out Waverley's response to a consultation by Surrey County Council seeking views on several strategies within Local Transport Plan 3.

How this report relates to the Council's Corporate Priorities:

The Surrey Local Transport Plan impacts on all of Waverley's Corporate Priorities.

Equality and Diversity Implications:

The comments on the Local Transport Plan highlight a number of issues which will help enhance equality of access to services.

Resource/Value for Money implications:

There are no financial implications as a result of this report.

Legal Implications:

There are no legal implications arising from this report.

Introduction

1. Surrey's third local transport plan (LTP3) is to be called the Surrey Transport Plan. The new plan will commence from April 2011 and will look ahead to 2026. The statutory requirement for local transport authorities to produce a LTP is contained in the Transport Act 2000, as amended by the Local Transport Act 2008. The Surrey Transport Plan will replace the current local transport plan (LTP), namely the Surrey Local Transport Plan Second Edition: 2006/07-2010/11 (published in March 2006), known as LTP2.
2. The vision and objectives of the Surrey Transport Plan were subject to consultation between April and July 2010. The vision is:

“To help people to meet their transport and travel needs effectively, reliably, safely and sustainably within Surrey; in order to promote economic vibrancy, protect and enhance the environment and improve the quality of life.”

3. The objectives are to provide:
 - Effective transport – Facilitate end-to-end journeys for residents, business and visitors by maintaining the road network, delivering public transport services and, where appropriate, providing enhancements.
 - Reliable transport - To improve the journey time reliability of travel in Surrey.
 - Safe transport – To improve road safety and the security of the travelling public in Surrey.
 - Sustainable transport - To provide an integrated transport system that protects the environment, keeps people healthy and provides for lower carbon transport choices.
4. The consultation is to seek comments on a number of Strategies within the LTP ahead of the scheduled publication of the LTP in April 2011.
5. The following Draft Strategies have been produced for consultation:-
 - Congestion Strategy
 - Parking Strategy
 - Passenger Transport Strategy: Part 1 – Local Bus
 - Passenger Transport Strategy: Part 2 - Information
 - Air Quality Strategy
 - Freight Strategy
6. The Accessibility Strategy and Rights of Way Improvement Plan Strategies have already been completed and the Transport Climate Change Strategy and the Vision and Objectives were subject to consultation earlier in the year. The Travel Planning and Information Strategy is due for consultation early November 2010. There are a number of Core Strategies which will be retained from Local Transport Plan 2 and will not be consulted upon until 2011/12: Road Safety Strategy; Cycling Strategy; Surrey Transport Asset Management Plan; and Walking Strategy.
9. Four of the consultations are open for responses from 14 September to 9 November 2010 and two of the consultations run from 17 September to 12 November, a period of 8 weeks.

The Consultation

10. A summary of the aims, objectives and preferred approaches set out in each of the six consultation strategies is attached as Annexe 1.

11. The strategies are consistent with the strategies already agreed under Local Transport Plan 2 (2006-2011). The key differences with Local Transport Plan 3 are that there is more emphasis on climate change, air quality and maintaining a quality road network.
12. The strategies set out are high level and the principles are considered to be unobjectionable.
13. However, there is too much focus on growth areas. It should be recognised that communities away from growth areas in villages and smaller towns have their own localised transport issues which should also be addressed through the Local Transport Plan.
14. The maintenance of roads, particularly as a result of extreme weather events and the constraints on budgets is of concern and it is not clear which strategy will cover the issue.
15. It is noted that budgets for transport related works have not yet been set for 2011-2016 at Surrey County Council. Therefore, it is uncertain whether there is sufficient funding to implement all of the proposed actions in the Strategies.
16. Long-term success is dependent upon good land-use and transport planning, itself related to working closely with Surrey Planning teams and building upon existing partnership relationships with the planning authorities and other organisations. These include, for example, hospitals, major employers and other large trip generators, and developers.

Congestion Strategy/ Freight Strategy

17. It is important that cross boundary issues are taken into account when setting strategies for Surrey. Proposed out of county developments are likely to have an impact on traffic in Waverley and the wider county and should be taken into account. For example, transport in Farnham cannot be assessed without regard to potential development in Hart, Rushmoor and East Hampshire such as the Aldershot Urban Extension and Church Crookham. Farnham and Haslemere would be affected by the Bordon-Whitehills Eco-town. Haslemere could be affected by a potential development at Zenica in Fernhurst. Strategic development at Broadbridge Heath in Horsham could have an impact on Cranleigh.
18. The majority of development in Waverley comes forward from small developments. Waverley operates a Planning Infrastructure Contributions policy which requires S106 contributions towards transport improvements from all new dwellings. However, there are concerns regarding congestion, particularly in the larger settlements and the LTP should identify how cumulative development will be managed.
19. The completion of the Hindhead Tunnel on the A3, scheduled for Summer 2011, while expecting to improve traffic flows on the A3 and surrounding area and address air quality issues at the Hindhead crossroads, it may have implications for the local road network.

20. Traffic management systems should be reviewed on a regular basis to identify simple, cost effective ways to reduce congestion, eg. the A31 Hickleys Corner / Farnham Station level crossing.
21. It should be acknowledged that many rural roads in Surrey have a high level of traffic compared to similar roads in Hampshire, for example. The issue of HGVs using rural roads should also be addressed.

Parking Strategy

22. The parking strategy sets out the preferred approach that will govern parking management and enforcement across the County. This will form the policy basis for a Surrey-wide approach. The strategy includes significantly updated local parking standards for new development.

Passenger Transport Strategy

23. The county council already has a website giving up-to-date travel information, which can be reached at <http://www.surreycc.gov.uk/travel>. But the success of delivering this Congestion Strategy will also depend upon building upon this platform to ensure more information is provided which is both accurate and timely to allow travellers to plan their journeys better.
24. One way in which SCC aim to meet the diverse travel needs of Surrey's residents is through Demand Responsive Transport (DRT) services, where these are seen as the most appropriate. This includes Surrey's BUSES4U services, including Farnham, which are run to no fixed schedule and their routes are determined by the requests made by passengers.
25. Rural transport is a key issue for Waverley. The levels of public transport are low in rural areas with comparatively high levels of traffic.
26. Discussions with Surrey County Council's Transport Planners indicate that the highest level of congestion in Waverley is likely to continue to be focussed on the A31 between the Runfold Junction and Hickleys Corner. Waverley would be keen to see investment in local projects such as Hickleys Corner in Farnham and the Wrecclesham by-pass which were previously under consideration in the Regional Fund Allocation for the South East for 2016 or later.
27. Local transport minister Norman Baker announced plans for a Local Sustainable Transport Fund on 22nd September 2010. The fund is aimed at challenging local transport authorities outside London to develop packages of measures that support economic growth and reduce carbon in their communities as well as delivering cleaner environments, improved safety and increased levels of physical activity. Measures could include encouraging walking and cycling, initiatives to improve integration between travel modes, better public transport and improved traffic management schemes. This would be another potential source of funding for the various Local Transport Plan strategies which should be taken into account.

28. Funding for the Local Sustainable Transport Fund will be set aside from within the Department's overall funding allocation following conclusion of the Spending Review. Details about the new Fund, including the resources available and how it will operate, are expected later this year.

Air Quality Strategy

29. With regard to Air Quality, there are three AQMAs in Waverley:
- The Borough, Farnham;
 - Ockford Rd / Flambard Way, Godalming;
 - A3 crossroads in Hindhead
30. The AQMAs were declared in relation to excessive nitrogen dioxide (NO₂). The main source of this pollutant is road traffic. Waverley adopted an Air Quality Action Plan in July 2008. Improvements for the Farnham AQMA were set out in Farnham Review of Movement Studies and Major Schemes (2008) commissioned by Surrey County Council.
31. Major schemes such as the Wrecclesham By-Pass and the Farnham Relief Road would have a substantial impact on air quality and should be supported by the County Council. Indeed significant improvement in Farnham's air quality cannot realistically be achieved without these schemes. Signage to re-route HGV traffic away from central Farnham is much needed.

Next Steps

32. Surrey County Council will be considering the comments it has received as it draws up the Local Transport Plan for consultation. The draft Transport Plan is expected to be circulated for further consultation in April 2011.

Recommendation

It is recommended that the Executive respond to the Local Transport Plan consultation setting out the most important transport issues that impact on Waverley's communities and that the Leader be given delegated authority to approve the response.

Background Papers

There are no background papers (as defined by Section 100D(5) of the Local Government Act 1972) relating to this report.

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ANNEXE 1

Summary of Aims, Objectives and Preferred Approaches to the Consultation Strategies

Congestion Strategy

Aim:

- improve the reliability of journeys;
- reduce delays for all transport modes on key routes and at congestion hotspots;
- improve the provision of journey planning information for travel in Surrey.

Objectives:

- To improve the reliability of journeys;
- To reduce delays for all modes of transport (car, bus and community transport, freight, pedestrians, cyclists) on key routes within Surrey and at congestion hotspots on Surrey's roads;
- To improve the provision of information to allow people to plan their journeys.

Preferred Strategy:

- improving the day-to-day proactive management of the network, crucially working in partnership with other organisations, such as the Highways Agency, on both day-to-day operations as well as incident management and winter maintenance;
- improving the way road maintenance and other road works are integrated and managed;
- developing Surrey's travel website to keep people informed and to encourage travel planning;
- improving the enforcement of regulations to keep the network efficient and to enable resulting revenues to be re-invested into the network;
- identifying and implementing developer funded schemes that will mitigate the impacts of additional demand;
- making the most of opportunities arising that will assist in meeting the strategy objectives.

Parking Strategy

Objectives:

- Reduce congestion caused by parked vehicles
- Manage on street parking space to make best use of the space available
- Enforce parking regulations fairly and efficiently
- Provide appropriate parking where needed

Preferred Strategy:

- Management of on street parking
 - introduce parking controls where necessary to make best use of the space available
 - encourage the use of off street parking
 - work closely with schools and other agencies to ensure the development and implementation of robust and effective school travel plans

- ensure adequate loading and unloading and disabled driver parking provision in all new parking schemes
- consider sustainable travel measures to reduce demand for on street parking, particularly in busy town centres
- Operating civil parking enforcement efficiently, effectively and economically
 - run its civil parking enforcement operation in line with government guidance
 - introduce a consistent and more realistic charge for residents' parking permits across the county and revise the permit allocation
 - look to introduce a scale of charges dependent on a vehicle's CO2 emissions during the life of LTP3
 - introduce a consistent and more realistic charge for visitors' permits across the county and increase the number available to residents
 - introduce on street charging for short and long term parking where demand is highest
 - introduce a consistent charge for waivers and suspensions across the county
 - explore all enforcement options with a view to providing the most efficient regime possible
 - monitor the enforcement regime and its effectiveness
 - embrace all technological advances in payment processes'
 - regularly review all fees to ensure that they are set at the appropriate level
- Parking provision and policies
 - encourage the provision of suitable amounts of off street parking on new developments
 - encourage the maximum use of off street parking by residents and businesses
 - provide disabled parking bays and access protection markings where appropriate
 - only use discretionary road signs and markings sparingly and in accordance with the relevant guidelines

Passenger Transport Strategy: Part 1 - Local Bus

Aim:

- To deliver and maintain an effective, safe and sustainable bus network in Surrey

Objectives:

- To provide reliable and punctual bus services
- To maintain a sustainable network of financially-supported bus services
- To improve the accessibility of bus services for passengers

Preferred Strategy:

- Low-cost measures to improve bus service punctuality/reliability
- Encouraging commercial bus services, and commercially driven initiatives from bus operators;
- Providing supported services using prioritisation methodology;
- Continuation and development of partnership arrangements between the county council and bus operators
- Continued support for Guildford Park and Ride

- Support for the development and provision of Demand Responsive Transport, Community Transport and coach services
- Continuation and development of passenger transport information provision
- Continuation of physical works to improve bus stops and enhance integration with other modes

Passenger Transport Information Strategy

Aim:

- To ensure that both users and potential new users have access to comprehensive, up to date, and easily accessible journey planning information for passenger transport.

Objectives:

- Promote shift towards sustainable modes of travel
- Promote equality of opportunity by publicising passenger transport options
- Improve passenger transport information
- Improve confidence in passenger transport reliability

Preferred Strategy:

- Appropriate delivery of passenger transport information by Surrey County Council
- Continuation and development of infrastructure elements of information
- Continuation and development of passenger transport information on Surrey County Council's website
- Continuation and development of electronic real time passenger information
- Continued support for passenger transport information produced by train / bus / coach operators
- Continued support for Traveline

Air Quality Strategy

Aim:

- To improve air quality in Air Quality Management Areas on the county road network such that Surrey's borough and districts are able to undeclared these areas as soon as possible, with regard to other strategies and funding constraints.

Objectives:

- To incorporate transport measures and interventions in the appropriate infrastructure schedules, for future implementation as and when funding becomes available, in order to reduce air pollution from road traffic sources in designated Air Quality Management Areas, and with regard to other strategies; and
- To consider air quality impacts when identifying and assessing transport interventions and measures in Surrey.

Preferred Strategy Approach:

- A focus on AQMAs through incorporating appropriate physical measures in infrastructure schedules, enforcing existing regulations for parking, loading and utility works schedules, supporting travel choices that are better for air quality and considering air quality issues in borough and district-led planning processes and areas of responsibility;
- Countywide air quality improvements delivered through synergies with other Surrey Transport Plan strategies and other county council strategies when and where these tend to restrain traffic growth, reduce vehicle delay, reduce vehicle emissions and improve the provision of travel information to people on the air quality impacts of their travel choices.

Freight Strategy

Aim:

- To assist in the effective transportation of goods whilst minimising the impact of large goods vehicles on Surrey's environment and its residents.

Objectives:

- To continue to provide up-to-date information to the freight industry to enable more effective, reliable, safe and sustainable deliveries;
- To reduce the adverse impact of lorries on congestion, air quality and road safety in urban areas; and,
- To reduce incidences of lorries diverting along unsuitable lower category roads when not being used for access.

Preferred Strategy:

- Strategic countywide freight measures which will be delivered as and when funding becomes available; and,
- Local freight measures which will be developed and implemented to address specific freight issues in the county, as and when funding becomes available.