

Response to the Department of Transport's Proposals for the Creation of a Major Road Network consultation

Summary

The report sets out the response to the Department of Transport's consultation on the Proposals for the Creation of a Major Road Network. The consultation began on Wednesday 23rd December and ends on Monday 19th March. The consultation documents can be found at: <https://www.gov.uk/government/consultations/proposals-for-the-creation-of-a-major-road-network>

Proposals for the creation of a Major Road Network (MRN) have implications for road networks within the Borough, creating a new funding mechanism that could benefit economically important local authority roads. The indicative MRN map provided as part of the consultation includes the A331, A322 and A319 (Bagshot Road).

The proposals for the creation of MRN are generally welcomed. However, some concerns are raised in respect of the detail of proposals and the need for greater clarity before the proposals are implemented.

Portfolio: Special Projects

Date Portfolio Holder signed off report: 01/02/2018

Wards Affected

ALL

Recommendation

The Executive is advised to RESOLVE that the response set out in the letter at Annex 1 of this report be agreed as the Council's formal response to the Department of Transport's consultation on the Proposals for the Creation of a Major Road Network.

1. Resource Implications

- 1.1 There are no resource implications beyond that provided for within the agreed budget for 2017/18.

2. Key Issues

- 2.1 The Department of Transport is consulting on proposals for the creation of a Major Road Network. The indicative Major Road Network (MRN) maps provided with the consultation documents include three roads within the Borough, namely the A331, A322 and A319 (Bagshot Road).
- 2.2 The proposals are part of a wider package of proposals and studies aiming to improve standards and performance on road networks which includes the M25 South West Quadrant (M25 SWQ) Strategic Study.
- 2.3 Both the Core Principles and the proposed criteria for defining the MRN are welcomed. However, concerns are raised in respect of the use of Average Annual Daily Flow (AADF) to define the MRN, which may not adequately reflect longer term trends in traffic flows on local 'A' roads. Moreover, concerns are raised over the inclusion of the A319 in the indicative MRN; the A319 passes through Chobham High Street where road width is restricted by

listed buildings and a 7.5 tonne weight restriction exists. As such, the road is not suitable for large vehicles and options to increase capacity are very limited. Consideration will need to be given to local specificities in identifying roads for inclusion in the MRN.

- 2.4 With regard to Investment Planning for the MRN, greater clarity is required on the proposed framework, including how evidence will be gathered, disseminated and used.
- 2.5 The document outlines that MRN schemes will only be considered for funding if they are in excess of £20 million, up to a maximum of £100 million, which is generally welcomed. However, it is suggested that thresholds should be reviewed every five years, when the MRN is reviewed, to account for inflation. Moreover it is noted that proposals may require local authorities to contribute to the final cost of MRN funded schemes, however it is unclear how this would operate.
- 2.6 Regarding the eligibility and investment assessment criteria for MRN, the criteria (which are based upon the overarching objectives surrounding the MRN) is welcomed. However, it is unclear as to how these criteria will be applied during investment assessments and this will need to be clarified before the MRN is implemented.

3. Options

- 3.1 The options for the Executive to consider are:-
 - (i) To **AGREE** the response on the consultation for the Proposals for the creation of a Major Road Network as set out in Annex 1 of this report.
 - (ii) To **AGREE** the response on the consultation for the Proposals for the creation of a Major Road Network as set out in Annex 1 of this report and any additional comments which the Executive may wish to make.
 - (iii) To **NOT AGREE** the response on the consultation for the Proposals for the creation of a Major Road Network as set out in Annex 1 of this report.

4. Proposals

- 4.1 It is proposed to submit the consultation response attached at Annex 1 by the 19th March 2018 deadline.

5. Corporate Objectives And Key Priorities

- 5.1 The proposals may affect the Council's ability to achieve the Objective for prosperity by impacting the Council's capacity to encourage improvements to local transport.

6. Policy Framework

- 6.1 The consultation process Surrey Heath is responding to will have implications for the Borough's accessibility and therefore may impact on the Council's ability to meet Objective 5 of the Camberley Town Centre Area Action Plan and Objective 1 of the Core Strategy.

7. Other Matters

- 7.1 In relation to governance, sustainability, risk management, equalities impact, human rights, community safety, consultation, PR and Marketing there are no matters arising from this consultation by Surrey County Council.

8. Consultation

- 8.1 The Proposals for the Creation of a Major Road Network consultation runs between 23rd December 2017 and 19th March 2018.

Annexes	Annex 1 - letter to the Department for Transport
Background Papers	None
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Consultations, Implications and Issues Addressed

Resources	Required	Consulted
Revenue	✓	
Capital		
Human Resources		
Asset Management		
IT		
Other Issues	Required	Consulted
Corporate Objectives & Key Priorities	✓	
Policy Framework		
Legal	✓	
Governance		
Sustainability	✓	
Risk Management		
Equalities Impact Assessment		
Community Safety		
Human Rights		
Consultation	✓	
P R & Marketing		

Review Date:

Version: