

Local Sustainable Transport Fund Annual Progress Report for 2011/12

SECTION A - Project Description, Spend Profile and Progress Summary

A1. Project description:

TravelSMART's aim is to promote economic growth and increase sustainable travel (walking, cycling and public transport) throughout Surrey. The programme builds on existing successful initiatives such as the "Cycle Woking" cycling demonstration town, our Drive SMART anti-social driving initiative, our quality bus partnerships and the Transport for Surrey Partnership. The overarching objective is to use Cycle Woking as a genuine demonstration town to create a toolbox of cost-effective "high impact-low cost" measures which can be repeated in many other small-medium sized towns and their rural hinterland. Wherever possible, measures will be developed, directed and delivered by local people and stakeholders.

A2. Spend profile for 2011/12:

	DfT funded revenue (£k)	DfT funded capital (£k)	Local contribution revenue (£k)	Local contribution capital (£k)	Total (£k)
Scheme element 1 Bus priority and corridor improvements	0	42	0	4	46
Scheme element 2 Walking and cycling	0	263	0	14	277
Scheme element 3 Car club	0	0	0	0	0
Scheme element 4 Electric Vehicles	0	0	0	0	0
Scheme element 5 Traffic management	14	0	0	0	14
Scheme element 6 Travel planning and promotion	199	0	0	8	207
Total	213	305	0	26	544

Please note that element 4 (Electric Vehicles), funding was not approved by DfT.

A3. Variations in claims compared to original bid:

Scheme element 5: Traffic and transport information

Original bid estimate £20k revenue

Actual expenditure £14k revenue (£6k under spend)

The reason for the reduction in actual expenditure, compared with the original bid estimate, is that there was a slightly late start and therefore a delay in progress. However the financial sums involved are relatively minor and the delay will be overcome as the project progresses.

Other Scheme elements

For all of the other scheme elements, there has been little or no variation between the original bid estimates and the actual levels of expenditure in the financial year 2011/12. In each case, any variation amounts to less than 10%.

Scheme element 1: Bus priority and corridor improvements

Original bid estimate £20k capital adjusted to £42k capital following DfT funding.

Actual expenditure £46k capital (£42k DfT funding plus £4k local contribution).

Scheme element 2: Walking and cycling

Original bid estimate £147k capital adjusted to £163k capital following DfT funding, with a further £100k forward funded, totaling £263k

Actual expenditure £277k capital (£263k DfT funding plus £14k local contribution).

Scheme element 6: Travel Planning and Promotion

Original bid estimate £190k revenue adjusted to £193k revenue following DfT funding.

Actual expenditure £207k revenue (£193k DfT funding, plus £8k local contribution, plus an overspend of £6k).

A4. Progress summary:

Bus Priority and corridor improvements in Woking and Guildford

Planning and preparatory work on the Real Time Passenger Information system, in advance of the system roll out in 2012/13.

Bus stop infrastructure improved on selected stops on routes 28, 34/35 in Woking and Guildford. These include bus stop poles, flags and travel information boards.

Walking and cycling improvements in Woking

The footway along the A318 Oyster Lane (Byfleet) was widened and resurfaced between Chertsey Road and Byfleet & New Haw railway station (west side). This provides a new shared use route (extending the *Venus Trail* created under the Cycle Woking project), from Chertsey Road to the railway station and joining up to the existing off road route to the north of the station that links to New Haw.

Increased cycle parking facilities were installed at Worplesdon railway station to the south of Woking, on the Portsmouth/ Guildford/ Woking line to London Waterloo. Additional cycle parking facilities were also provided at West Byfleet railway station to the east of Woking, on the Basingstoke/ Woking line to London Waterloo.

The *Dione Trail* Cycle Tracks Order received objections, but these have since been withdrawn. The trail will be officially opened as a shared use route during summer 2012.

Walking and cycling improvements in Guildford

The A25 Parkway shared use route has commenced between London Road and the A320 Woking Road. This forms part of a phased approach to create a shared use route along the A25 Parkway/ Woodbridge/ Midleton Road, where business/ retail premises are located.

Preparatory works have been completed to upgrade the towpath adjacent to the River Wey between A320 Woking Road and A25 Woodbridge. This will join up existing and planned routes through the town and create a 'shorter route' for cross-town walkers and cyclists and will be close to the planned multi-modal interchange on the A320.

Traffic and transport information

Initial planning and preparation work undertaken ready for 2012/13 roll out.

Travel planning and promotion

The TravelSmart branding and marketing was launched with a dedicated web page. Focus group work with the community and businesses was also undertaken during the year.

The Go-Ride cycle training programme that was set up under Cycle Woking, continued in Woking and was successfully extended to Guildford schools. Bike It travel planning and promotion activities were carried out within Reigate & Banstead schools (including Redhill).

SECTION B – Scheme Element Outputs

B1. Scheme element 1: Bus priority and corridor improvements

RTPI systems upgrade

Initial work was undertaken on the RTPI system in preparation for roll out in Woking and Guildford during 2012/13.

Guildford to Woking bus stop improvements

Improvements were carried out at 52 bus stops, to upgrade the bus stop flag, pole, and travel information panel. Of these, nine had additional works such as a new footway to replace a grassed waiting area, raised kerbs to assist pushchair and disabled access to buses, and bus cage markings. A further 18 bus stops were improved last year in Woking and Guildford Borough using Section 106 funding, to compliment the LSFT work programme.

B2. Scheme element 2: Walking and cycling

Cycle parking at stations

An additional 10 cycle parking spaces have been provided at Worplesdon railway station. This was carried out in partnership with South West Trains, and takes the total number of spaces to 30. The station is located south of Woking, near to the Hoe Valley residential development and planned developments at Moor Lane. It lies close to the planned off road cycle route adjacent to the A320 that will also run through the Hoe Valley and other residential areas in south Woking. The station has a high number of commuter passengers and low usage off peak, therefore the improved cycle facilities are aimed primarily at commuters.

At West Byfleet railway station an extra 22 covered cycle parking spaces have been provided, also in partnership with South West Trains. This takes the total number of spaces up to 166 (100 of these area covered). The station lies within the urban area of West Byfleet, to the east of Woking. It is linked into cycle routes created during the Cycle Woking project and further routes are planned. The new cycle parking facilities are aimed at commuters using the station from the surrounding area.

Oyster Lane shared pedestrian and cycle route

A new length of shared use pedestrian and cycle route has been added to the network on the west side of the A318 Oyster Lane. At 445 metres in length, the new route extends the original *Venus Trail* from Chertsey Road to Byfleet & New Haw railway station, where it joins the existing off road route to New Haw. The route is aimed at commuters to the railway station and people who work within the Byfleet and Brooklands Business Parks on either side of the route.

At Woking railway station subway, cycle 'wheeling ramps' were installed to assist cyclists in negotiating the stairs

Dione Trail cycle tracks order

The Cycle Tracks Order associated with the proposed Dione Trail was subject to objections during the consultation process, however these have recently been withdrawn. It is planned to open the route in the summer of 2012. The *Dione Trail* will connect the Basingstoke Canal (*Saturn Trail*) and St Johns Road (*Pluto Trail*) to Goldsworth Park residential, retail and business areas. The route will also allow easier connectivity across the town for all users.

A25 Parkway to Midleton Road pedestrian and cycle route

Work commenced on the creation of a shared use pedestrian and cycle route adjacent to the A25 Parkway. The scheme forms part of a phased approach to provide a shared use route adjacent to the busy A25, where many business and retail facilities are located. This route will improve access to these facilities and connect to existing and planned routes across Guildford to other business and retail areas.

River Wey towpath upgrade

Preparatory work to upgrade the River Wey towpath between A320 Woking Road and A25 Woodbridge Road was completed. This planned route is aimed at attracting new walkers and cyclists from the northern part of Guildford to gain access to the town centre / railway station and business parks.

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B3. Scheme element 3: Car club

Local contribution only. Surrey County Council carried out preparatory work on a new tender during 2011/12 and a new contract was let at the end of May 2012.

B4. Scheme element 4: Electric vehicles

This element was not funded by the DfT.

B5. Scheme element 5: Traffic and Transport information

Initial planning and preparation work undertaken ready for 2012/13 roll out.

B6. Scheme element 6: Travel planning and promotion

Project Management

Some project management associated with the LSTF (Key Component) has been allocated to this element.

Cycle training (Go-Ride and Level 3) Woking and Guildford

The Go-Ride cycle training scheme was set up in Woking during the Cycle Woking project. It now continues successfully, with the help of the Charlottville local cycle club taking an active role.

The positive experience of the Go-Ride scheme in Woking has now encouraged a Guildford version to get started. Since September 2011, 11 schools have been engaged in the two towns with a total of 605 students involved in the activities.

The aim of these cycle training schemes is to create a high standard of cycling, providing students with skills they can use to cycle at every opportunity and to continue in later life.

Bike It Reigate and Banstead (including Redhill)

During 2011/12 28 schools have been engaged in Bike It travel planning and promotional activities, which will increase to 34 in September 2012. In the course of the year 16,626 students, plus 1,020 staff and 1,819 parents were involved in 217 activities. As well as helping with cycle training, cycle storage and travel planning, Bike It officers provide practical experience through a variety of activities, including lessons linked to the national curriculum.

Marketing, branding and focus groups

The TravelSMART brand and dedicated web page were established during the autumn of 2011. All marketing work associated with this project, is carried out using the TravelSMART brand.

Community area focus groups were established in Sheerwater / Maybury (Woking) and Westborough (Guildford). A community-funding programme in both areas was launched in mid May 2012.

Business focus group work was also undertaken during the autumn of 2011.

New mapping was commissioned for Woking and Guildford town centres. The maps will be available both on-line and as 'hard' copies.

SECTION C – Case studies (optional)

C1. Case Study suggestions

At this stage it is too early in the life of the project to provide detailed information in the form of case studies. However, as further progress is made it is highly likely that significant elements would make very interesting subjects for case studies. In particular this could include:

- The new multi-modal transport access points.
- The devolvement of funding decisions to the local community.

Multi-modal transport access points will be created to upgrade key bus stops. The intention is to greatly improve interchange between bus services, cyclists and pedestrians. They will be sited at local hubs of community activity (shopping parades, near health facilities etc) and on cycle routes. Facilities will include cycle parking, travel information, lighting, closed circuit television coverage, and raised kerbing to give easy access onto buses. They will become 'muster points' at which community transport and education transport pick-up/drop-offs can be focussed and where people can wait in comfort and safety.

Devolvement of funding decisions to the local community is a feature of the Surrey TravelSMART project. This is a new innovation to devolve funding in a way which increases local community involvement and encourages sustainable transport. The aim is to make it easier for people to travel and to bring services into the community, reducing the need to travel. All applications submitted for funding will need to demonstrate how the project will contribute towards this aim. Groups submitting bids will also need to be able to identify how their scheme will support at least one of TravelSMART's objectives:

- * Help people make better travel choices and improve accessibility
- * Improve people's access to jobs/skills
- * Encourage people to live healthier lifestyles

The funding can be used for one off projects or to support the costs of activities that are already being provided. For ongoing activities the group should demonstrate how the project will continue after TravelSMART funding has been spent. Once applications have been received, Surrey County Council's TravelSMART team will validate the applications to ensure they are suitable for funding within the scheme. The smaller bids (under £3,000) will then be scrutinised a community panel to award funding to the strongest applications. The larger bids (two categories, up to £15,000 and up to £50,000) will undergo a similar process but funding decisions will be taken at a participatory budgeting event. Each group submitting a bid will make a three minute presentation to local residents at the participatory budgeting event to gain support for their project. All local residents will be invited to the event and have the opportunity to score projects. The results will be announced at the event, with available funding allocated to projects with the highest scores and hence the greatest local interest. The focus for this devolved funding project is the Sheerwater and Maybury areas of Woking, and Westborough in Guildford.

The multi-modal transport access points and the new approach to devolvement of funding decision to local stakeholders, would both make excellent case studies in future LSTF progress reports.