

INTEGRATED TRANSPORTATION PROGRAMME for WOKING 2002/03

1 JULY 2002

KEY ISSUE:

To consider a detailed integrated transportation programme for Woking 2002/03

SUMMARY:

The Committee accepted, at its meeting on 11 April 2002, proposals for an integrated transportation programme based on the Local Committee Block Allocation £250,000, Local Committee Capital Funds £100,000 and Central Capital Allocation £300,000. The Committee also requested a more detailed report in respect of the programme.

The Committee agreed, at its meeting on 8 May 2002, initially to release £50,000 only from the Committee's Capital Funds towards the transportation programme.

The Local Committee Block Allocation (£250,000) is confirmed, with Central Capital funding (£588,001), allocated directly towards passenger transport proposals, a route management study and commitments; no further Central Capital funding is currently available in respect of

Woking's programme bid for 2002/03.

The revised integrated transportation programme for 2002/03 utilises the known allocations to maximise delivery of Local Transport Plan strategies. These seek to offer people a wider choice of travel alternatives, whilst managing traffic and restraining the demand to travel.

CONSULTATIONS

No specific consultation has taken place on this paper as it relates to the Committee's agreed transportation programme accepted on 11 April 2002. However, officers' discussed the contents of this report with the Chairman of the Committee.

OFFICER RECOMMENDATIONS:

The Committee is asked to agree

that the revised integrated transportation programme for 2002/03 be approved.

INTRODUCTION and BACKGROUND

1. Woking is located close to the centre of Surrey with modern offices and factories, which house many national and international companies. Fair Oaks airport lies just to the north of the Borough. Within the boundaries live some 89,000 people who enjoy the benefits of its pleasant residential neighbourhoods, which are interspersed with green open spaces and well preserved countryside. Woking is also an important interchange for public transport journeys from the south and west to Heathrow airport via the rail-air coach link service.
2. Bus services within the area are either longer distance inter-urban routes serving Guildford, Staines, Kingston, Heathrow, or local routes serving just the immediate area. Most of the routes operate at an hourly or half hourly frequency, the exception being Route 91, the Quality Partnership route which runs on a 8 minute frequency.
3. Woking suffers from inadequate road links to the strategic road network. This places greater strain on existing links, of which the A245 to the A3 is under the greatest pressure.
4. Between 1981 and 1996, journeys to work by car in the Woking area increased by 60% whereas travel to work by other means fell by an average of 20%. Consequently, many of the problems experienced in and around Woking (traffic congestion, poor vehicular accessibility, delays and accidents) are more acute during the morning and evening peak periods.
5. It has been recognised by UK governments that transport problems can no longer be solved by merely providing additional road space. The environmental and economic costs of this demand led approach are too high, and it generates even greater growth, which exacerbates the problem.
6. Surrey County Council's Local Transport Plan (LTP) supports an integrated approach, which seeks to offer people a wider choice of travel alternatives, whilst managing traffic and restraining the demand for travel.
7. The LTP embodies an ambitious vision of the future and specific targets for all the most important aspects of local transport. Government carefully monitors progress in the form of an Annual Progress Report (APR). For the LTP to achieve all its objectives, it needs the continued support and commitment from individuals and organisations in Surrey. There are no simple solutions; we all contribute to traffic problems.

ANALYSIS AND COMMENTARY

8. The LTP's seven-part strategy (Annex 1) seeks a balanced approach, which will widen travel choice, whilst managing traffic and restraining the demand for travel. The emphasis is on widening travel choice with some associated restraint measures in the early years, but with restraint measure increasing when the alternative transport choices are more attractive; a combination of 'carrots' and 'sticks'.

9. The LTP (2001 to 2006) includes measures to widen travel choice and improve accessibility, in the form of extensive network improvements for public transport, cycling and walking. The same priority is given to traffic management measures to support these developing networks, and road safety measures. Restraining the demand for travel is medium priority in the early part of the long-term programme. Surrey's public believes restraint on private car use should only be given high priority once more attractive alternatives are in place. Towards the end of the five years, restraint will become increasingly important as part of the strategy.
10. Measures to integrate different forms of transport to help widen travel choice will also have high priority in the first five years, as will reducing the backlog of structural highway maintenance (reported elsewhere on the agenda).
11. The consultation process in the Woking area with elected Members, the 'Transport Forum' with individuals and organisations, and Task and Focus Groups contributed significantly to the formulation of measures included in Woking's implementation programme 2001 to 2006.

WOKING IMPLEMENTATION PROGRAMME 2001 TO 2006

12. The implementation programme incorporates the priority strategies of widening travel choice, producing a more integrated transport system, and planning and managing the highway network. The main features of the Woking implementation programme in relation to the LTP strategies are as follows:

Widening Travel Choice

- ◆ Improvements to the A322 (route 34 Quality Partnership), A245 (routes 437/451 Quality Partnership), A320 (route 34 Quality Partnership) and A324 (route 91 Quality Partnership) bus corridors.
- ◆ Extending the cycle network and improving pedestrian facilities. Providing new facilities where none exist at present, and where there is unmet need. Other improvements include the provision of signalised crossings or pedestrian refuges where vulnerable road users are experiencing difficulty in crossing the road.
- ◆ Improvements to enhance the access to Woking station

Managing Traffic and Restraining the Demand for Travel

- ◆ Bus priority schemes including Select Vehicle Detection and reallocating road space.
- ◆ Reviewing parking regulations.
- ◆ Improving road safety, mainly by carrying out improvements to junctions, the majority of these are smaller schemes.
- ◆ Measures yet to be determined arising from the A245/A320 Route Management Study (RMS), and other RMS in future years.

Producing a More Integrated Transport System

- ◆ Improved bus access, and cycle and pedestrian facilities generally, and at railway stations in particular.
- ◆ Phased implementation of Safe Routes to secondary and primary schools.

Planning and Managing the Highway Network

- ◆ Essential highway maintenance and other miscellaneous works planned throughout the period (reported elsewhere on the agenda).

Helping to Make Freight Distribution More Sustainable

- ◆ Heavy goods vehicles will be encouraged to use appropriate routes.

The Chamber of Commerce, the Borough Council and the Focus Group also supported the provision of a tunnel parallel to the Victoria Arch and agreed that this would mitigate the severance suffered by pedestrians and cyclists resulting from limited access under the railway lines in Woking town centre.

ANNUAL PROGRESS REPORT

13. The Annual Progress Report monitors delivery of the LTP strategies. This is submitted to Government each year. The 2001 APR included the following statement supported by all Surrey District and Borough Councils:

“The LTP strategy is being successfully implemented and the progress during 2000/01 has made a start in meeting some of the LTP targets. The substantial increase in capital funding from 2001/02 will allow the pace to accelerate and begin to deliver noticeable improvement for local people.”

It is understood that a similar statement is currently awaiting ratification with district and borough councils before inclusion into the APR for 2002.

WOKING INTEGRATED TRANSPORTATION PROGRAMME 2002/03

14. Annex 2 details the integrated transportation capital bid for 2002/03 as made by Woking Borough Council as Agent for SCC in accordance with LTP strategies and the thematic bid approach (as reported 11 April 2002).
15. Annex 3 is the Committee agreed integrated transportation programme as at 11 April 2002.

Externally Recoverable Expenditure

16. A324 Hermitage Road/Amis Road Permanent Mini-Roundabouts (Annex 4 plan 1)
The installation of a temporary experimental system of double mini-roundabouts at the Hermitage Road/Amis Road/Raglan Road junction has proven to be successful. Woking Borough Council received the results of the successful trial in February 2002. The Committee resolved to make the installation permanent. SCC has engaged a contractor to undertake the work, preliminary meetings took place mid-June and construction will commence on 8 July 2002, for period of 12 weeks. Elected Members and local residents will receive further notification about the work.
Funding is external from money paid by J Sainsbury resulting from their development on the Brookwood Hospital site.

17. A324 Lockfield Drive/Well Lane Traffic Signal Junction (Annex 4 plan 2)

Historically the installation of traffic signals at this junction has generated significant elected Member and Public interest and debate. The debate concluded in July 2001 when Woking Borough Council's Executive resolved to implement the original (limited movements) traffic scheme and to pursue this project as a priority. Woking also resolved to finance the work, budgeting for £222,000 during the 2002/03 financial year; SCC will contribute £28,000 towards the construction cost. Installation is programmed to take place near the end of this financial year.

Central Capital funding £588,001

[allocated directly to County Technical Services for specific or cross boundary projects]

18. Passenger Transport Real-time information systems £300,000

Surrey County Council successfully bid and received significant funding for the installation of a bus real-time information system. The installation of the new system should coincide with the introduction of new low floor buses, increased bus frequency and reduced waiting times along route 34/35 within Woking. Primarily the system will apply to Quality Partnership route 91, and enable routes 34/35, 48, 39 and 28 to link with the system whilst serving west Woking together with parts of Guildford and Surrey Heath Boroughs. Installation is scheduled to commence in the second quarter of the financial year.

19. Passenger Transport Bus stop replacement £55,000

In conjunction with the provision of the real-time information system mentioned above, funding is also available to undertake a comprehensive bus stop replacement programme (not bus shelters) along these same routes.

20. A245 Route Management Study £165,000

Progress with the A245/A320 route management study between Brookhouse roundabout (Woking) and the A3 Painshill junction (Elmbridge) is reported elsewhere on the agenda.

21. Low Cost Remedial Measures (LCRM)

LCRM seek to overcome road safety deficiencies identified in joint discussion with the emergency services. The Countywide budget of £100,000 for LCRM is allocated on a 'needs' basis dependent on the circumstances prevailing within the County as the year progresses. Last year Woking received £39,650 from this budget.

22. Safe Routes to School (SRS)

Although not yet confirmed it is anticipated that Woking, and the other eleven LTS, will receive £4,000 each from the SRS budget for small quick-response actions to maintain the momentum of SRS. Typically, this money goes towards publicity, signing and guardrailing.

Commitments:

23. Passenger Transport (Richard Cornell) £35,778

Preliminary work commenced last year to install bus route and frequency information terminals within Woking town centre, together with improvements to the bus waiting area along Broadway. Unforeseen difficulties delayed the installation of the terminals; completion of this work due this financial year.

24. A324 Lockfield Drive/Well Lane Traffic Signals (Martin Humphrey) £28,000

SCC's ongoing commitment to help fund the traffic signal installation described above.

25. Cycle Facilities Horsell High School (David Sharpington) £4,223

This work is now complete and the funding spent.

Committee Block Allocation £250,000

[Annex 4 contains a location plan of each proposal]

26. A324 Lockfield Drive/Denton Way Roundabout - Pedestrian/Cycle Facilities £90,000, plan 3.

A delayed scheme because of limited resources, originally scheduled during 2001/02.

It forms part of a thematic approach to provide comprehensive cycle provision along Lockfield Drive and links with other networks for cyclists within Goldsworth Park and Knaphill.

The scheme provides an off-carriageway pedestrian/cycle facility around the outside of the roundabout, similar to that installed last year at the Lockfield Drive/Harelands roundabout. The scheme will enable vulnerable cyclists to avoid the potentially dangerous conflict with other vehicles on the carriageway encountered whilst negotiating the many exits and entrances to a roundabout. Construction should commence during the third quarter of the financial year.

27. A324 Lockfield Drive, Parley Drive to Littlewick Road Cycleway £60,000, plan 4.

The scheme provides an on-carriageway cycle facility, which will give continuity to an almost complete east to west route (linking with the north) across the Borough. This proposal links the Well Lane to Harelands roundabout (2001/02) facility, and Denton Way roundabout (2002/03) scheme, plus it provides continuity with routes into Goldsworth Park and Knaphill.

Construction should commence during the third quarter of the financial year.

28. A324 Lockfield Drive near Denton Way Roundabout Footway £18,000, plan 5.

The scheme provides a missing pedestrian link along the Lockfield Drive verge near Denton Way roundabout. There is a demonstrable need defined by a worn route in the verge, which many school children use to travel to and from Winston Churchill School.

Construction should commence during the final quarter of the financial year.

29. A3046 Chobham Road near Broomhall Lane Pelican Crossing
£30,000, plan 6.

A delayed scheme because of limited resources, originally scheduled during 2001/02.

It forms part of a thematic approach to provide comprehensive pedestrian access to and from the town centre, following the completion of the A320 Victoria Way/Chobham Road controlled pedestrian/cycle surface-level crossings.

It will assist, children travelling to and from school, recreational users of the adjacent Wheatsheaf Common and elderly people from the nearby Kettlewell House rest home, to cross Chobham Road.

Construction should commence during the final quarter of the financial year.

30. C140 Horsell Church of England School Walking Bus, South Road Kerb Radii
£18,000, plan 7.

The proposal forms part of the safe routes to school programme initiated by SCC and is the first part of a wider initiative to assist the 'Walking Bus'.

The vehicular entrance to South Road Horsell, is very wide and not user friendly for pedestrians and in particular school children. By reducing the junction kerb radii, this will assist the 'Walking Bus' proposal, achieve a reduction in vehicle speed and reduce the width of carriageway crossed by pedestrians and school children.

Construction should commence during the final quarter of the financial year.

31. D7206 Kirkland Avenue Beaufort School Raised Pelican Crossing
£48,000, plan 8.

The proposal forms part of the safe routes to school programme initiated by SCC. Replacement of the existing pedestrian refuge situated outside the school with the raised pelican crossing will greatly assist pedestrians and school children, to cross Kirkland Avenue safely. The layout of the pelican crossing will also influence a reduction in traffic speed and enable its future conversion into a toucan crossing, if demand necessitates. With other work, a toucan crossing would then contribute to continuity of cycle provision within Goldsworth Park.

Construction should commence during the final quarter of the financial year.

32. C140 Horsell Village School Zebra Crossing
£18,000, plan 9.

The proposal forms part of the safe routes to school programme initiated by SCC, The zebra crossing would replace a 'Lollypop' school crossing patrol that no longer exists in this location. Unfortunately staffing is an issue with 'Lollypop' school crossing patrols.

Construction should commence during the final quarter of the financial year.

33. Canal Towpath Enhancements
£18,000.

In association with the Basingstoke Canal Authority, some work took place during 2001/02 to repair the deteriorating surface of the towpath. Further rectification

work is required along the towpath, which is used as an east/west movement corridor by commuters, school children and for recreational activities. Construction should take place during the final quarter of the financial year.

Total Sum = £300,000

Committee's Capital Funds £100,000 [£50,000 released on 8 May 2002]

34. The Committee's released Capital fund (£50,000) will collectively assist delivery of the capital schemes described above under Committee Block Allocation.
35. The remaining £50,000, if released for highway capital projects on or before 11 September, will contribute towards either:
 - a) further Bus boarders along Quality Partnership route 91, to provide the comprehensive network provision; or
 - b) enhance the bus waiting/standing/boarding facility in Woking town centre at Cawsey Way; or
 - c) provide street lighting schemes where additional/upgraded lighting has been requested but regrettably, no funds are currently available (reported elsewhere on the agenda).

It may also be possible to fund small works proposals following requests received and approved by the Local Transportation Service throughout the year. It is anticipated that some currently unidentified funding may be required to implement the output from the analysis of speed and data collection survey work associated with agency transfer work (paragraph 37 below).

Remaining 2002/03 Bid Proposals

36. Although Woking Borough Council as Agent for SCC submitted a realistic programme bid and cash profile for LTP funding, the following list comprises proposals without the necessary resources for implementation this year. A reappraisal of these proposals will form part of the 2003/04 assessments.

[Annex 2 reference numbers]

- 05-1.2 Extend the numbers of Bus boarders provided through Woking.
- 05-1.2.1 Woking town centre bus facilities Locke Way.
- 05-1.13 Addison Road/Locke Way cycle route.
- 05-1.33 Lockfield Drive, Sythwood to Harelands Roundabout footway provision.
- 05-1.44 Secured cycle and motorcycle parking Woking town centre.
- 05-2.8 A320 Egley Road j/w Almond Avenue traffic signal junction.
- 05-2.17 A320 Egley Road j/w Acacia Avenue traffic signal junction.
- 05-2.30 A322 Knaphill proposals to complete area works.
- 05-3.1 Bus/Rail interchange at Woking Station.
- 05-3.2 Improvements at Brookwood and West Byfleet stations.
- 05-3.4 Public transport travel information.
- 05-3.5 Woking town centre railair travel information.
- 05-3.14 Improved information and security at rail stations.
- 05-6.3 Freight quality partnerships.

Agency Transfer Work

37. Woking Borough Council as Agent for SCC before 31 March 2002, received requests for and or completed several data collection surveys at sites within the borough, the output from the surveys was then submitted to SCC to consider the feasibility and or action required; the LTS is in possession of this information.
38. 20 mph Speed Limits
A list of sites received, surveys are scheduled for the second quarter with analysis during the third. Implementation is subject to Traffic Orders and Committee approval.
39. White Rose Lane – Traffic Calming
An assessment of conditions is included within the speed limit survey referred to above.
40. Church Street West/Goldsworth Road – Pedestrian Crossing
Analysis of received data during the second quarter. Implementation is subject to consultation and Committee approval.
41. Monument Road/Maybury Hill – Safety Appraisal
Analysis of received data during the second quarter. Implementation is subject to consultation and Committee approval.
42. Westfield Estate – Traffic Calming
Implementation is subject to funding being identified.
43. Pyrford Road Area – Safety Appraisal
An assessment of conditions is included within the speed limit survey referred to above.
44. Whitmore Lane, Sutton Green Area – Safety Appraisal
An assessment of conditions is included within the speed limit survey referred to above.

FINANCIAL IMPLICATIONS

45. Allocation of the integrated transport budget is on a 'needs' basis, as agreed by the Executive at their meeting on 10 December 2001. The funding priority is assessed on a project's ability to meet the targets and commitments contained in the LTP together with the requirement to fund partially complete construction from the previous year. The Head of Transportation makes the detailed allocations in consultation with the Executive Portfolio Holder for Transport and the Economy.

46. The proposed Integrated Transportation Programme Woking 2002/03 is within the available allocations from the national LTP settlement.

SUSTAINABLE DEVELOPMENT IMPLICATIONS

47. The proposed programme seeks to meet the targets and commitments contained in the LTP, which addresses the implications of sustainable development.

CRIME & DISORDER IMPLICATIONS

48. There are no crime and disorder implications.

EQUALITIES IMPLICATIONS

49. The programme raises no equality implications; all proposals seek to eliminate any perceived and or actual inequalities.

CONCLUSION AND REASONS FOR RECOMMENDATIONS

50. Whereas people use the train rather than the car to travel between Woking and London, there is the opportunity to reduce the number of car trips between home, the railway station, and town and village centres. The main bus stopping areas are located near the station, and within the town and village centres. Increasing the network for bus, pedestrians and cyclists, providing new and or convenient facilities will enhance travel opportunities.
51. The Integrated Transportation Programme 2002/03 utilises the available LTP funding to offer people a wider choice of travel alternatives to maximise delivery of LTP strategies.
52. A reappraisal of those bid proposals not funded this year will form part of the 2003/04 assessments.

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BACKGROUND PAPERS: Maintenance and Integrated Transport Programme for Woking 2002/03 – reported 11 April 2002.
