

A322 IMPROVEMENTS IN KNAPHILL AND BROOKWOOD

1 JULY 2002

KEY ISSUE:

To ensure that developer funds for improvements in the Knaphill and Brookwood areas are used by 27 November 2002.

SUMMARY:

Developer related funds that must be used by 27 November 2002 are available to fund a series of improvements in the Knaphill and Brookwood areas.

This report outlines progress to date and makes recommendations on how the remaining funds should be allocated.

OFFICER RECOMMENDATIONS:

The Committee is asked to agree

- (i) that the improvement at the junction between the A322 and Chobham Road, as shown on Drg. No. 2204/313 be approved**
- (ii) that the improvement on the A322 between its junctions with Broadway and Oak Tree Road, as shown on Drg. No. 2204/310 be approved**
- (iii) that the improvement on the A322, adjacent to Iydyene, as shown on Drg. No. 2204/309 be approved**
- (iv) that approval is given for the acquisition of any necessary land and the promotion of any necessary planning applications and orders**
- (v) that the scheme at the junction of the A322 and Broadway as approved by the Transportation Sub-Committee on 24 November 1999 and at the junction of the A322 and Chobham Road as approved by the Executive on 7 January 2002 be abandoned.**
- (vi) that the proposals to move forward with the public transport enhancements should be endorsed.**

1. INTRODUCTION AND BACKGROUND

- 1.1 At their meeting on 24 November 1999, the Transportation Sub-Committee abandoned the Southern Extension (Bisley Common to Brookwood Crossroads) of the West End, Bisley and Knaphill Bypass and approved a series of proposals along the A322 that has been developed by a Task Group comprising local Borough and County Councillors.
- 1.2 Five of these schemes are now constructed or under construction but two further schemes have not yet commenced because of problems associated with land acquisition and the statutory authorities.
- 1.3 Executive approval was granted on 21 January 2002 to introduce a 7.5 tonne weight restriction within the area bounded by West End, Brookwood, Horsell and Chobham and to introduce a series of improvements in the Knaphill area.
- 1.4 Throughout the development of these proposals concern has been expressed by the Task Group and members of the public regarding public transport in the area.

2. FINANCIAL BACKGROUND

- 2.1 As part of the development of the former Brookwood Hospital site, Sainsbury's Supermarkets Limited entered into a Section 106 Agreement with Woking Borough Council and the County Council. This stated that should the bypass not be constructed provision should be made for "suitable alternative improvements to be determined to the existing network" within Knaphill and Brookwood. The agreement stated that all works should be completed by 27 November 2002 otherwise unused funds would be returned to Sainsbury's.
- 2.2 Because the schemes along the A322 would not expend all of the Section 106 funds, two alternative sets of proposals were developed in consultation with the Task Group, namely improvements in Knaphill village and improvements to public transport.
- 2.3 The estimated current value of the Section 106 funds is £5.271 million. Costs of £1.578 million have been incurred up to 31 March 2002.

3. HIGHWAY SCHEMES

- 3.1 Five schemes have been constructed or are under construction. These are:

A322 j/w Limecroft Road - improved traffic signals
A322 j/w Sparvell Road - new pelican crossing

A322 j/w Redding Way - improved traffic signals
A322 j/w A324 (Brookwood Crossroads) - improved traffic signals
A322 j/w Cemetery Pales - new traffic signals

3.2 Construction of the Brookwood Crossroads scheme commenced in March 2002 and is due to be completed in October 2002. It comprises an improved traffic signal layout and a widened bridge crossing over the Basingstoke Canal.

3.3 Two other schemes are in the detailed design stage or ready for construction. These are:

A324 j/w Amis Road - new double mini roundabouts
HGV weight restriction to the east of the A322

3.4 Two further schemes on the A322 at the junctions with Broadway (approved by the Transportation Sub-Committee on 24 November 1999) and Chobham Road (approved by the Executive on 7 January 2002) were reconsidered by the Woking A322 Task Group at its last meeting on 6 June 2002. The Task Group was advised that the estimated cost of BT diversions had increased from £28,000 to £159,000 for the Broadway scheme and from £79,000 to £480,000 for the Chobham Road scheme, although in both cases the scheme layout had not been modified. The Task Group concurred that these two schemes did not now offer good value for money and considered that the schemes as originally proposed should be abandoned.

3.5 In their place the Task Group recommended that three alternative schemes should be promoted as follows:

- (i) A322 between Broadway and Oak Tree Road
The approved scheme provides for traffic signal control, including pedestrian facilities at the junction with Broadway. In its place it is proposed to introduce a toucan crossing immediately to the south of the junction as shown on Drg. No. 2204/310. This requires land acquisition from Sainsbury's Supermarkets Limited on the east side of the A322 and from Woking Borough Council on the west side.
- (ii) A322 junction with Chobham Road
The approved scheme provides for a new right turn lane into Chobham Road and a sight line improvement. In its place it is proposed to introduce a sightline improvement only as shown on Drg. No. 2204/314. This requires land acquisition from Beaufort House on the north-east corner of the junction.
- (iii) A322 adjacent to Ivydene
A footpath exists between a housing estate on the west side of the A322 and Ivydene on the east side which ultimately provides access to Knaphill village centre and its schools. It is proposed to introduce

a toucan crossing as shown on Drg. No. 2204/309 to encourage greater use of this route by pedestrians and cyclists. No land acquisition is required.

- 3.6 The above three schemes will improve road safety and encourage greater pedestrian and cyclist usage.

4. KNAPHILL IMPROVEMENTS

- 4.1 Proposals in Knaphill village were developed in consultation with the public and the Task Group and approved by the Executive at their meeting on 21 January 2002.
- 4.2 Since that time, the detailed design has been completed. However construction has not been commenced because the Task Group expressed their preference that the public transport improvements should be developed before a decision is made regarding the implementation of the Knaphill Improvements.
- 4.3 The Task Group agreed that if any funds were available for the Knaphill Improvements the priority for scheme implementation should be traffic calming works on Broadway. The remaining schemes will be added to the list of schemes that this Committee will consider for construction using LTP funds.

5. PUBLIC TRANSPORT

- 5.1 The Task Group considered that public transport improvements offered one of the most effective ways to improve transportation in the Knaphill area. After analysis of existing routes and opportunities to increase bus use officers determined that the most effective way to increase public transport patronage was to improve the route 34 service between Woking and Camberley.
- 5.2 The tender documents for the service improvement were sent to all the companies on the County Bus Tender List but only one tender was returned. This was from Arriva who operate the existing route 34 service.
- 5.3 Arriva has pledged to provide a new modern fleet of buses on the route and enter into a Quality Bus Partnership with the County Council. The service will be route branded to raise customer awareness similar to the successful Route 91 partnership.
- 5.4 The service improvements provide for:
- Four buses per hour between Woking and Lightwater via St. Johns and Knaphill during the daytime

- One of these buses will run from Lightwater to Camberley via Deepcut and Frimley Park Hospital
 - Two of these buses will run to Camberley via Bagshot
 - One of these buses will run to Lightwater
 - Three buses an hour to Guildford - two via Westfield and one via Mayford
 - Hourly service between Guildford and Camberley in the evenings and Sundays
 - Services for all current school movement requirements.
- 5.5 The overall tendered cost, for a five year period, is £3,211,000 of which £1,500,000 would be provided by the Sainsbury's 106 Agreement. The difference would be made up by the Alma Dettingen Section 106 Agreement, SCC Bus Contract funding, Department for Transport Rural Bus Grant and income from fares.
- 5.6 In order to proceed with the public transport improvements it is necessary to prepare a Deed of Variation for the Section 106 Agreement as the original document did not make reference to public transport. Agreement in principle has been obtained from the other signatories to modify the Agreement.
- 5.7 The Executive Member for Transport & The Economy has agreed, subject to the endorsement of the Committee and the signing of the Deed of Variation, that the contract for the public transport improvement should be let.

6. CONSULTATIONS

- 6.1 Initially the development of these proposals was carried out in consultation with the A322 Route Management Study Knaphill-Brookwood Task Group which comprised Borough and County Councillors from Knaphill and Brookwood. A public consultation of the developed proposals was held in October 1999 following which the proposals were approved by the Transportation Sub-Committee.
- 6.2 In 2000 the Task Group was disbanded and replaced by the Woking Movement Package Task Group which comprised Borough and County councillors from a wider area. In October 2001 the Knaphill Improvements were shown to the public, following which amendments were made and agreed by the Task Group before being approved by the Executive on 21 January 2002.
- 6.3 On 1 April 2002, this Task Group was replaced by the Woking A322 Task Group.

7. FINANCIAL CONSULTATIONS

7.1 Funding for these works is being provided by a Section 106 Agreement with Sainsbury's Supermarkets Limited, the current value of which is £5.271 million. The Agreement stipulates that all works should be completed by 27 November 2002.

7.2 The estimated value of works either completed or under construction is as follows:

SCHEME	VALUE
A322 j/w Limecroft Road	£172,000
A322 j/w Sparvell Road	£63,000
A322 j/w Redding Way	£235,000
A322 j/w A324	£2,387,000
A322 j/w Cemetery Pales	£158,000
TOTAL	£3,015,000

7.3 Other schemes due to start in the near future are:

SCHEME	VALUE
A324 j/w Amis Road	£146,000
HGV weight restriction	£55,000
Broadway	£342,000
TOTAL	£543,000

7.4 Assuming that the public transport improvements described above are implemented (estimated cost of £1,566,000 which includes fees), there is £147,000 available for other works.

7.5 It is therefore proposed that the following schemes, as recommended by the Task Group, be constructed:

SCHEME	VALUE
A322 j/w Chobham Road	£58,000
A322 j/w Broadway	£72,000
A322 adjacent to Ivydene	£49,000
TOTAL	£179,000

7.6 The small projected overspend of £32,000 would be made up by LTP funds.

8. SUSTAINABLE DEVELOPMENT IMPLICATIONS

8.1 The highway proposals on the A322 will not increase its capacity. All the schemes include improvements for pedestrians and some of them improvements for cyclists.

8.2 The public transport improvements will encourage a shift away from the motor car.

9. CRIME & DISORDER IMPLICATIONS

9.1 Improved street lighting will improve safety for pedestrians and other road users.

10. EQUALITIES IMPLICATIONS

10.1 The introduction of low floor buses will encourage travel opportunities. Improved crossing facilities will aid movement for the visually impaired.

11. CONCLUSION AND REASONS FOR RECOMMENDATIONS

11.1 The proposals help meet the objectives of the County Council's Local Transport Plan as they are designed to reduce personal injury accidents, reduce vehicle speeds, encourage more walking and cycling, and increase the use of public transport.

11.2 Should the available developer related funding not be used by 27 November 2002 any unused funds would be returned to the developer. The proposals in this report are aimed at ensuring that this does not occur.

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BACKGROUND PAPERS:
