



Supplementary Integrated Transportation Programme for Woking 2002/03

11 SEPTEMBER 2002

KEY ISSUE:

To consider a supplementary integrated transportation programme for Woking 2002/03.

SUMMARY:

The Committee accepted, at its meeting on 1 July 2002, proposals for a detailed Integrated Transportation programme based on confirmed Local Transport Plan allocations.

An additional Local Committee Block Allocation (£76,000) is confirmed and the Committee may release its remaining Capital Fund (£50,000) for highway capital projects. A supplementary Integrated Transportation programme for 2002/03, in compliance with Local Transport Plan strategies, is proposed.

CONSULTATIONS:

No specific consultations took place on this paper. However, officers discussed the contents of this report with the Chairman of the Committee.

OFFICER RECOMMENDATIONS:

The Committee is asked to agree

- (i) that further bus boarders be provided along Bus Quality Partnership Route 91;**
- (ii) that the installation of the A322 pedestrian crossing between Ivydene and Grindstone Crescent (Rights of Way 3 & 134) be implemented; and**
- (iii) that additional street lighting improvement schemes and miscellaneous additions be provided from the current list of outstanding sites.**

INTRODUCTION and BACKGROUND

1. Local Transportation Managers received an invitation to submit a bid for up to £250,000 of additional Local Committee Block Allocation, on the proviso that the money must be capable of being spent this financial year 2002/03.
2. The Woking Local Transportation Manager was told in early July of the decision to allocate £76,000 additional funds.
3. The Local Committee is scheduled to determine the release of its remaining £50,000 Capital Fund for this year at the meeting on 11 September (before the meeting at which this report is discussed).
4. The Supplementary Integrated Transportation programme for Woking submitted for consideration is formulated on the premise that the additional Local Committee Block Allocation (£76,000) and the Committee's remaining Capital Fund (£50,000) will be released for highway capital schemes.

ANALYSIS AND COMMENTARY

Bus Boarders

4. Additional bus boarders (raised kerbs to assist passenger access/egress to/from vehicles) along Quality Partnership Route 91 are required. The route has an incomplete provision of boarders and conversion of further bus stops will enhance and improve accessibility to public transport, thereby contributing towards an important target within the Local Transport Plan.

A322 Pedestrian Crossing Ivydene to Grindstone Crescent

5. The Committee, at its meeting on 1 July 2002, considered the proposal to install a signal controlled pedestrian crossing, linking Rights of Way Nos. 3 and 134 (Ivydene to Grindstone Crescent) crossing the A322 in Knaphill. The Committee resolved to approve its implementation.
6. Local residents raised objections to the proposal and made representations to local Borough and County Members after 1 July 2002. The A322 Task Group reconvened on two occasions following the Committee's decision and receipt of residents' representations. The Task Group debated the residents concern about need, congestion, multiplicity of crossings and disturbance to the environment. The Task Group was also conscious of the aims to encourage greater movement by walking and public transport; two new bus stops will be located near the crossing. The Task Group concluded that on balance the pedestrian crossing would benefit the community and widening travel choice. The Task Group reaffirmed the Committee's decision to implement a pedestrian crossing at this location.
7. Due to unforeseen circumstances associated with construction work at Brookwood Crossroads' traffic signal junction (A322/A324), including the provision of a new widened bridge over the Basingstoke Canal, the cost of implementing this work has risen. Although the apportionment of liability for any increased cost has to be determined, expenditure here and on work

either complete or under construction will exceed that available from the Sainsbury Section 106 Agreement.

8. Schemes where construction has not commenced, including the pedestrian crossing between Ivydene and Grindstone Crescent, will be held in abeyance pending recommendation for consideration in a future work programme unless an alternative source of funding is identified.
9. The Committee is asked to consider progressing this scheme which would otherwise be deferred until receipt of a future funding allocation.

Street Lighting

10. Some funding is available this financial year to improve the condition of existing street lighting. However, there remains a considerable backlog of street lighting projects awaiting funding, and a high public demand to improve street lighting and provide additional lighting units, which unfortunately cannot be funded from existing budgets. Improvements in the provision of street lighting deters criminal activity, improves the condition of the highway and assists in encouraging more pedestrian activity.
11. The Committee is asked to agree to progress a number of schemes where additional and or upgraded lighting is required and has been requested.

Safe Routes to School

9. The anticipated Safe Routes to School funding is confirmed as £4,000. As reported to the Committee at the meeting on 1 July 2002, this budget is for small quick-response actions to maintain the momentum of Safe Routes to School. Typically this money goes towards publicity signing and guarding.

FINANCIAL IMPLICATIONS

10. This supplementary Integrated Transportation programme for Woking 2002/03 is within the available additional allocations from the Local Transport Plan settlement.

SUSTAINABLE DEVELOPMENT IMPLICATIONS

13. The agreed programmes seek to meet the targets and commitments contained in the Local Transport Plan, which addresses the implications of sustainable development.

CRIME & DISORDER IMPLICATIONS

14. An improvement in the provision of street lighting is known to deter criminal activity. There are no other crime and disorder implications.

EQUALITIES IMPLICATIONS

15. The agreed programmes raise no equality implications; all proposals seek to eliminate any perceived and or actual inequalities.

CONCLUSIONS AND REASONS FOR RECOMMENDATIONS

16. The Local Transportation Manager – Woking received an additional Local Committee Block Allocation, with the release of the Committee's remaining Capital Fund for highway capital work it is desirable to agree a supplementary Integrated Transportation programme for 2002/03.

17. The Committee is asked to consider three additional proposals for inclusion in the programme it approved at its meeting on 1 July 2002:

- i) additional bus boarders along Quality Bus Route 91
- ii) a pedestrian crossing on A322 between Ivydene and Grindstone Crescent
- iii) additional street lighting improvement schemes and miscellaneous additions from the current list of outstanding sites.

18. All three proposals will contribute significantly towards helping to achieve the County's targets within the Local Transport Plan.

Report by: Stephen Child, Local Transportation Manager, Woking

LEAD/CONTACT OFFICER: Geoff Wallace

TELEPHONE NUMBER: 01483 745450

BACKGROUND PAPERS: Integrated Transportation Programme for Woking 2002/03 – 1 July 2002.

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