



Progress implementing the Local Transport Plan during 2001/02

11 SEPTEMBER 2002

KEY ISSUE:

This report is for information. It summarises progress during 2001/02 to implement Surrey's Local Transport Plan throughout Surrey as recorded in the second Annual Progress Report, and highlights particular progress made in Woking.

SUMMARY:

The second Annual Progress Report was submitted to the Government in July 2002, and records progress in implementing the Local Transport Plan during the year 2001/02. One of the highlights is the level of progress in overcoming a significant part of the structural maintenance backlog.

Progress in implementing schemes and programmes has helped to ensure that overall we are moving in the right direction to achieve most of the Local Transport Plan targets that were set for 2006. Local Transport Plan capital funding from the Government is dependent on

evidence in the Annual Progress Report that an integrated programme is being implemented, leading to satisfactory progress toward our targets. For this reason, local area transport programmes need to be designed to achieve the targets and reflect the integrated strategy of the Local Transport Plan, with monitoring arrangements put in place to demonstrate progress.

Woking Borough's implementation programme incorporates the priority strategies of widening travel choice, producing a more integrated transport system and planning and managing the highway network. Woking Borough Council, as highway agent up to 31 March 2002, played a full part in delivering the Local Transport Plan strategies. Woking Borough Council remains supportive of the Local Transport Plan, endorsing the joint statement of District and Borough Councils.

OFFICER RECOMMENDATIONS:

None – this report is for information

Introduction and Background

1. The Local Transport Plan is the County Council's transport strategy and programme that was submitted to the Government in July 2000 for capital transport funding over the five years 2001/02 to 2005/6. The Local Transport Plan was favourably received and resulted in an excellent financial settlement for year one and for the following years in the form of indicative allocations.
2. Each year an Annual Progress Report is required by Government as part of the statutory Local Transport Plan process. The aim of the Annual Progress Report is to provide sufficient evidence of Local Transport Plan progress. In particular, the Annual Progress Report should report how the Local Transport Plan is delivering an integrated programme of measures aimed at achieving the objectives and targets. This year the focus is on progress during the financial year 2001/02. If the level of progress is found to be satisfactory by the Government that will help secure a good capital allocation for 2003/04 when the settlement is announced in December 2002.

Progress delivering improvements throughout Surrey during 2001/02

3. Success in overcoming a significant part of the structural maintenance backlog to improve the condition of the highway network is one of the highlights of the year. There are many other areas of notable progress referred to in this year's Annual Progress Report. They include improvements to public transport and for cyclists and pedestrians, helping to widen travel choice. Better management of traffic, including numerous road safety schemes and the increasing use of new technology to improve the efficiency of traffic signalled junctions, has been introduced. Measures to make journeys more seamless and integrated, including new transport Information terminals, have been implemented. Community transport services in rural areas have been improved. Progress in tackling freight issues has been made as part of freight quality partnerships, and better links have been established between transport and wider issues such as health and social inclusion.
4. Surrey's integrated Local Transport Plan strategy and the programme of measures to achieve it is focussed on:
 - * Providing greater transport choice
 - * Managing traffic more effectively
 - * Making journeys more seamless and integrated
 - * Better maintenance of roads, bridges and pavements

- * Improving rural transport
 - * Catering for freight transport
 - * Linking transport with health and other issues.
5. The Annual Progress Report presents information on the schemes that have been carried out during 2001/02 to implement each part of this strategy and make progress toward the Local Transport Plan targets. The Annex to this report highlights some of the main areas of progress.

Progress delivering improvements within Woking Borough during 2001/02

6. Annex 2 summaries works undertaken in the Woking Borough in 2001/02 with regard to local allocation, centrally funded schemes and highway maintenance (as reported 11 April 2002). It also includes work undertaken by Woking Borough Council.
7. The Woking Borough implementation programme incorporates the priority strategies of widening travel choice, producing a more integrated transport system and planning and managing the highway network (as reported 1 July 2002).
8. Government guidance recommends that, in two tier areas, district councils should be given the opportunity to comment on the progress being made to deliver the transport strategy in their area. Woking Borough Council, as highway agent up to 31 March 2002, has endorsed (together with seven other district councils) the following statement for inclusion in the Annual Progress Report.

“The Local Transport Plan strategy is being successfully implemented and the progress during 2001/02 has generally been satisfactory. The substantial increase in capital funding, to £23 million, has made a huge difference by allowing formerly unaffordable ambitions to be realised. The condition of the road network is improving rapidly and numerous grass roots projects such as Safe Routes to Schools are in hand. Although the increased activity can cause temporary inconvenience it is delivering noticeable improvements for local people.”

Progress toward objectives and targets

9. Two years into the Local Transport Plan process there is evidence that overall we are moving in the right direction to achieve most of the targets that were set for 2006. The target to improve the structural condition of the highway network could be achieved early, which may allow more opportunity to focus on the targets where progress is slower.

10. Future levels of Local Transport Plan capital funding from the Government will depend largely on continued progress toward our targets. For this reason, local area transport programmes need to be designed to achieve the targets and reflect the integrated strategy of the Local Transport Plan, with monitoring arrangements to demonstrate progress.

Consultation and participation

11. Consultation and participation are central to the delivery of the Local Transport Plan. There are many good examples in Surrey involving forums, working groups, surveys, questionnaires, exhibitions, focus groups and the like.
12. The new arrangements to decentralise the delivery of the transport service to local areas and to establish local transportation managers are intended to engender even greater involvement in delivery of transport schemes and programmes. Increasingly, it will be at this local level that the ongoing consultation and participation arrangements are developed.

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BACKGROUND PAPERS:	Annual Progress Report 2002 Maintenance and Integrated Transportation Programme for Woking 2002/03 – 11 April 2002.

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ANNEX 1

Improvements carried out across Surrey during 2001/02

Providing greater transport choice

A wide range of schemes has been carried out during the past year to offer people a better choice of travel alternatives. A selection of projects is highlighted below. Many more are programmed over the next few years, including 'Fastway' the major public transport project at Horley, Crawley and Gatwick that will include guided bus ways.

- * New buses and bus shelters were provided between Woking and Knaphill as part of the Route 91 Quality Bus Partnership (QBP), and through Camberley in association with the new Route 1 QBP.
- * 10 low floor and low emission buses began operating on seven routes linking the Surrey Hills and Guildford as part of another new partnership.
- * Project Pegasus the innovative scheme to improve the quality of school buses, was fully approved and services will begin late 2003/early 2004.
- * New cycle routes provided between Staines and Ashford, West End and Knaphill, and Bletchingley along the A25 into Kent.
- * Low cost improvements were implemented for pedestrians throughout Surrey, including new footways, path widening, resurfacing, dropped kerbs and lighting.
- * 10 additional pedestrian crossings were introduced, including new Toucan crossings on the A24 enhancing access from Brockham to Ashcombe School.
- * Additional government 'challenge' funding won to develop a Home Zone at Nutley Lane, Reigate.
- * Conditions for car users were improved, including better road maintenance and new surfacing to reduce skidding.

Managing traffic more effectively

Numerous schemes have been carried out to manage traffic better and improve road safety.

- * New technology was installed at 16 traffic signalled junctions to reduce traffic delays.
- * 40 local safety schemes were completed, including large-scale sites in Waverley, Surrey Heath, Runnymede and Tandridge, plus 50 low cost remedial safety schemes all over the county.

- * A 'Safer Runnymede Initiative' involved speed reduction measures at 15 locations in the borough.
- * Speed limits have been lowered to reduce accidents on roads throughout Surrey, including a dozen in the Guildford area.
- * The first 'real time' public transport information system in Surrey was installed on the Park and Ride service between Guildford and Artington.

Making journeys more seamless and integrated

Many transport initiatives have been provided at stations and town centres to make travel more seamless and integrated. A variety of projects have also helped children on the journey to and from school.

- * Better waiting facilities and signing for passengers were introduced at Camberley bus/rail interchange in Pembroke Broadway, and at Guildford bus station.
- * Travel information terminals were installed at Oxted and Epsom town centres, Woking and Guildford rail stations, and Cathedral Hill Business Park.
- * A purpose built Park and Ride site was constructed at Artington, south of Guildford.
- * Several new 'walking bus' schemes began, including those at schools in Farnham and Caterham. There are now 30 operating in Surrey.
- * 42 schools were helped to produce School Travel Plans and hundreds of secure cycle parking spaces have been provided.
- * A successful 'Car Free Friday' campaign ran for seven weeks at 56 schools in Tandridge, Reigate & Banstead, Elmbridge, Mole Valley and Epsom & Ewell, involving 12,000 pupils walking, cycling and bussing to school on Fridays.

Better maintenance of roads, bridges, and pavements

Progress in overcoming the backlog of highway maintenance has continued at an encouraging rate. Further good news in the past 12 months is the provisional approval of two new major schemes in Surrey.

- * Major investment in road maintenance significantly improved the condition of Surrey's highway network.
- * Bridge strengthening and refurbishment was carried out at seven sites around the county, with a further 27 at the design stage.
- * Schemes for the replacement of Walton Bridge and a new link road at Kiln Lane in Epsom were both provisionally accepted by Government.

Improving rural transport

In rural areas the focus is on improving community transport services for local people and reducing the impact of traffic. Measures to improve the environment and road safety in the Surrey Hills area are planned for this year.

- * Community transport services were given technical and financial support in every district and borough, providing for 800,000 journeys in the year 2001/02.
- * A new Dial-a-Ride service began operating in Waverley with a fleet of six vehicles.
- * Additional funding for the taxi voucher scheme in Tandridge enabled it to almost double in size, serving 650 users.
- * Three new social car schemes were set up, including one at Send to improve accessibility for local people.
- * The 'Rail to Ramble' walking guide was published to encourage train travel in place of car use for visits to the Surrey countryside.
- * Distinctive boundary posts sited around the Surrey Hills Area of Outstanding Natural Beauty are raising driver awareness that they are entering a sensitive area.

Catering for freight transport

Over the past 12 months further progress has been made to develop Freight Quality Partnerships in Surrey, building on those in Guildford and the area north west of Woking which have already been established.

- * Preparations began for a new Freight Quality Partnership centred on Kiln Lane in Epsom, to improve management of freight traffic.
- * Construction of the first priority vehicle lane in Surrey was approved, designed for HGVs as well as buses and cyclists along the A30 near Camberley.

Linking transport with health and other issues

A number of projects involve close links between transport and related issues such as health and social inclusion.

- * Audits were carried out at Godalming and Staines rail stations to identify improvements for disabled people.
- * A co-ordinator is being appointed to tackle problems such as vehicle emissions from the Council fleet.
- * Air quality management areas have now been declared in Spelthorne, Reigate & Banstead and Runnymede, in which transport measures will

form part of the Action Plans to improve air quality.

ANNEX 2

Works undertaken in Woking Borough 2001/02

Surrey County Council Local Allocation

- * Woking Town Centre pedestrianised area: installation of rising bollards, which will replace existing moveable barriers currently used for the same purpose, the two installations will enhance both the visual appearance and aid enforcement of the pedestrianised area.
- * Woking Town Centre fingerposts: rationalised and provided additional town centre direction signing originally introduced in 1993, to assist visitors and pedestrian movement within the town centre.
- * Warbury Lane traffic management: installation of width restrictions to regulate speed and vehicle type, address an accident problem, minimise 'rat-running' and pedestrian conflict.
- * Church Street West and Brewery Road pedestrian/vehicle movement surveys to assess reported conflicts following petitions to Woking Borough Council; reports forwarded to Surrey County Council with a request to investigate further.
- * Kingsway traffic management: modifications to existing scheme.
- * Leisure Lane (ROW 135): surface improvements to assist passage for commuters and school children.
- * Horsell cycle route lighting: provision of lighting to a new route; enhancement of centrally funded scheme.
- * Victoria Road/Raglan Road junction: alterations to address a safety problem.
- * Meadway Drive footway: provision of missing section to provide continuity for pedestrians including many school children.
- * Oyster Lane width restriction: relocation of an existing width restriction to address problems with vehicles continuing to 'rat-run' in a residential area.
- * Quality bus Route 91: provision of further raised kerbs at bus stops along the route to assist passenger's access/egress to/from vehicles.

Surrey County Council Centrally Funded Schemes

- * A322 Limecroft Road to Cemetery Pales: route management schemes along the corridor in lieu of abandoned by-pass.
- * Safe Routes to School: to assist movement of school children, including

West Byfleet and Pyrford zebra crossings.

- * St Johns Hill Road: provision of a missing pedestrian refuge crossing point near The Mount, included local road widening.
- * A324 Lockfield Drive/Parley Drive roundabout: pedestrian/cycle facility around the roundabout providing linkages with the new Horsell by-pass cycle route and the existing footway/cycleway towards Woking town centre.
- * Horsell bypass cycleway: provision of new route.
- * A245 Route Management Study: assessment of the route between A320 Brookhouse Roundabout and Painshill Roundabout (A3) via Six Crossroads.
- * Various Signs and Aids to Movement schemes.
- * Various Low Cost Remedial Measures.
- * A324 Hermitage Road/Amis Road mini-roundabouts: provision of trial scheme to address congestion difficulties at the staggered junction, currently being made permanent (developer funding).

Summary of Completed Capital and Revenue Maintenance Schemes

The significant increase in budget for highway maintenance has allowed the implementation of schemes that will seek to address the previous imbalance. Despite the additional funding there remains a backlog to either replace or provide additional street lighting.

- * Major Maintenance: C142 Triggs Lane/C143 Stanley Road/D3682 Hollybank Road.
- * Unclassified Roads – resurfacing: 10 schemes completed.
- * Edge Haunching: 2 schemes completed.
- * Drainage/Flooding alleviation: 20 schemes completed.
- * Footway schemes: 3 schemes completed.
- * Footway recycling: 10 schemes completed.
- * Footway slurry sealing: 14 schemes completed.
- * Disabled access (dropped crossings): 40 sites completed.
- * Low cost pedestrian improvements (walking): 3 schemes completed.
- * Carriageway slurry sealing: 10 schemes completed.

- * Rights of Way/Public footpaths: 3 schemes completed.
- * Channel sealing: 3 sites completed.

Woking Borough Council in partnership

The following summarises Woking Borough Council's contribution towards the delivery of the Local Transport Plan strategies (it is not an exhaustive list).

- * A320 Victoria Way compendium of schemes - between Brookhouse Roundabout and Peacocks traffic signals: these aid movement of pedestrians, cyclists and vehicles, and include enhancements to the environmental characteristics of the corridor by landscaping.
 - Brookhouse Roundabout: redesign of the circulatory carriageway and landscaping of central island, including facilities for cyclists.
 - Chobham Road junction: traffic signal redesign to include surface level crossings for pedestrians and cyclists, including alterations to the exit from Victoria Way car park.
 - Relocation of pedestrian crossing near Civic Offices: to facilitate easier pedestrian movements across Victoria Way.
 - Shared cycle and pedestrian route provided along the north side of Victoria Way.
 - Peacocks junction: alteration of the traffic signal junction removing pedestrian phases (new crossing near Civic Offices).
- * Bus shelters and stops: shelters at Old Woking Road and The Vine (x2) Knaphill, plus raised kerbs at stops, all to aid travellers using public transport.
- * Albert Drive Shearwater: an extension to the existing cycleway, to ensure continuity of provision.
- * Traffic Management & Road Safety Budget: an annual financial sum was budgeted to enable a variety of small works and or the commissioning of surveys.
- * Community Transport: continued support for 'Bustler' community transport.
- * Interchange facilities and continued promotion of Woking Rail Station as a communication centre, with rail/air links to and from principal airports.
- * Integration with other policies to secure a holistic delivery of Local Transport Plan objectives.