



Review of Progress Implementing the Integrated Transportation Programme for 2002/03

19 March 2003

KEY ISSUE:

This report is for information and summarises the progress with implementing the agreed Integrated Transportation Programme for this current year 2002/03.

SUMMARY:

The Committee accepted, at its meeting on 1 July 2002, proposals to implement an Integrated Transportation Programme for Woking 2002/03. Detail is provided here on the progress of implementing the agreed programme for 2002/03.

The Committee was informed, at its meeting on 11 September 2002, that the expectation was the programme for 2002/03 would be delivered as anticipated. Based on the latest information available the current situation is equally positive.

CONSULTATIONS:

No specific consultation has taken place on this paper as it relates to

the Committee's agreed programme for 2002/03.

OFFICER RECOMMENDATIONS:

None – this report is for information

INTRODUCTION and BACKGROUND

1. The detailed integrated transportation work programme for Woking 2002/03 was accepted by the Committee, at its meeting on 1 July 2002. A progress report on the implementation of the programme was presented to the Committee, at its meeting on 11 September 2002. The expectation then as now is that the programme will be delivered as anticipated.

ANALYSIS AND COMMENTARY

2. A partial extract from the 1 July 2002 report is attached Annex A that outlines the original aims of the Woking Implementation Programme 2001 to 2006.
3. The Implementation Programme contains different groupings of schemes dependant on the source of funding. Annex B to this report contains the details of each scheme.

FINANCIAL IMPLICATIONS

4. The agreed programme is within the available allocation from the Local Transport Plan.

SUSTAINABLE DEVELOPMENT IMPLICATIONS

5. 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

6. There are no crime and disorder implications.

EQUALITIES IMPLICATIONS

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

CONCLUSIONS AND REASONS FOR RECOMMENDATIONS

8. The Integrated Transportation Programme for 2002/03 is anticipated to be complete as per programme by 31 March 2003.

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BACKGROUND PAPERS: none

ANNEX A**Partial extract from 1 July 2002 Committee Report****WOKING IMPLEMENTATION PROGRAMME 2001 TO 2006**

1. 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.

ANNEX B**Integrated Transportation Programme 2002/03****Externally Recoverable Expenditure**

1. A324 Hermitage Road/Amis Road Permanent Mini-Roundabouts

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. The Committee resolved to make the installation permanent. The contractor has remedial measures to undertake at these works.

Funding is external from money paid by J Sainsbury resulting from their development on the Brookwood Hospital site.

2. A324 Lockfield Drive/Arthurs Bridge Road Traffic Signal Junction

Historically the installation of traffic signals at this junction has generated significant elected Member and Public interest and debate. The scheme is reported elsewhere on the Agenda.

Central Capital funding £588,001

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

3. 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 coinciding 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 routes 34/35, enabling them to link with the system whilst serving west Woking together with parts of Guildford and Surrey Heath Boroughs.

4. 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. The majority of this work is complete.

5. A245 Route Management Study £165,000

The final report on the Route Management Study was presented to the Committee at its meeting on 11 September 2002 and agreed in principle. Officers would investigate funding for the whole package of measures.

6. Low Cost Remedial Measures (LCRM)

LCRM seek to overcome road safety deficiencies identified in joint discussion with the emergency services. The Countywide budget for LCRM is allocated on a 'needs' basis dependent on the circumstances prevailing within the County as the year progresses. This year's expenditure £40,000 was carried over from last year.

7. Safe Routes to School (SRS)

Woking and the other ten Local Transportation Services each received £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:

8. Passenger Transport £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; this work is complete.

Committee Block Allocation £250,000

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

9. Construction commenced during the fourth quarter of the financial year.

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.

It provides an off-carriageway pedestrian/cycle facility around the outside of the roundabout. The scheme enables 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.

10. A324 Lockfield Drive, Parley Drive to Littlewick Road Cycleway
£60,000.

Construction commenced during the fourth quarter of the financial year.

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.

11. A324 Lockfield Drive near Denton Way Roundabout Footway
£18,000.

Construction commenced during the fourth quarter of the financial year.

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.

12. A3046 Chobham Road near Broomhall Lane Pelican Crossing
£30,000.

Scheme deferred for further consultation about location for the crossing; funding reallocated. Proposal to be rolled forward into 2003/04 programme.

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.

13. C140 Horsell Church of England School Walking Bus, South Road Kerb Raddi £18,000.

Construction commence during the third quarter of the financial year; the contractor has remedial work to complete.

The proposal forms part of the safe routes to school programme and is the first part of a wider initiative to assist the parents and children walk to school.

14. D7206 Kirkland Avenue Beaufort School Raised Pelican Crossing
£48,000.

Construction commenced during the fourth quarter of the financial year.

The proposal forms part of the safe routes to school programme and is the first part of a wider initiative to assist the parents and children walk to school. 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.

15. C140 Horsell Village School Zebra Crossing
£18,000.

Construction commenced during the third quarter of the financial year.

The proposal forms part of the safe routes to school programme and is the first part of a wider initiative to assist the parents and children walk to school.

16. Canal Towpath Enhancements
£28,000 (includes reallocated funds)

Construction commenced during the fourth quarter of the financial year.

This work is undertaken in association with the Basingstoke Canal Authority to repair the deteriorating surface of the towpath. The towpath is used as an east/west movement corridor by commuters, school children and for recreational activities.

17. Goldsworth Road Pedestrian Crossing near the Coign Church
£20,000 (financed from reallocated funds)

Construction commenced in the fourth quarter of the financial year.

Tentatively programmed for 2003/04 and approved by the Committee at its meeting on 22 January 2003. This scheme was brought forward to utilise reallocated funding from the deferred Chobham Road pelican crossing.

Total Sum = £300,000

Committee's Capital Funds £100,000

18. The Committee's Capital fund collectively assisted delivery of the capital schemes described above under Committee Block Allocation and contributed in part towards the following:
- a) further Bus boarders along Quality Partnership route 91, to provide the comprehensive network provision; or
 - b) provide street lighting schemes where additional/upgraded lighting has been requested but regrettably, no funds are currently available.

Agency Transfer Work

19. 20 mph Speed Limits

Surveys completed in the second quarter with analysis during the third. Implementation is subject to Traffic Regulation Orders and Committee approval.

20. White Rose Lane – Traffic Calming

An assessment of conditions was included within the speed limit survey referred to above; reported to Committee in January 2003, likely to form part of the 2003/04 programme of works.

21. Church Street West/Goldsworth Road – Pedestrian Crossing

Reported to Committee in January 2003 and implemented with reallocated funding during the fourth quarter of the financial year 2002/03.

22. Monument Road/Maybury Hill – Safety Appraisal

Analysis of received data during the third quarter. A report to Committee is anticipated in June 2003, likely to form part of the 2003/04 programme of works.

23. Westfield Estate – Traffic Calming

Reported elsewhere on this agenda, likely to form part of the work programme 2003/04.

24. Pyrford Road Area – Safety Appraisal

An assessment of conditions was included within the speed limit survey referred to above. The results were reported to the January 2003 meeting of the Committee, likely to form part of the work programme 2003/04.

25. Whitmore Lane, Sutton Green Area – Safety Appraisal

An assessment of conditions was included within the speed limit survey referred to above. The results were reported to the January 2003 meeting of the Committee, likely to form part of the work programme 2003/04.

Supplementary Integrated Transportation Programme £76,000

26. The Committee were advised at its meeting on 11 September 2002, that it had received £76,000 of additional capital allocation. The Committee agreed to part fund:

- i. Further bus boarders along Bus Quality Partnership Route 91. Work commenced in the fourth quarter of the financial year.

- ii. The installation of a pedestrian crossing on the A322 between Ivydene and Grindstone Crescent (Rights of Way 3 & 134).
Work commenced in the fourth quarter of the financial year.
- iii. Additional street lighting improvement schemes and miscellaneous additions.
Work commenced in the third quarter of the financial year.