



**LOCAL TRANSPORT PLAN
IMPLEMENTATION PROGRAMME
FOR WOKING 2004/05**

**LOCAL COMMITTEE FOR WOKING
22 OCTOBER 2003**

KEY ISSUE:

To consider the forward Local Transportation Plan Implementation Programme for Woking 2004/05 and indicative up to 2006/07.

SUMMARY:

The Local Committee is required to submit its Local Transport Plan Implementation Programme bid for 2004/05 and indicative bid to 2006/07 by 30 November 2003. The guidance on the financial bidding process remains unchanged from last year.

The Implementation Programme remains sympathetic with the Community Strategy and 'Making Surrey A Better Place'. It continues to focus on the high priority Local Transport Plan aims and objectives, embraces integration between individual topic strategies, such as walking, cycling, passenger transport, and seeks to deliver outcomes in line with Local Transport Plan targets.

The level of detail required in a final bid submission is such that it is

proposed delegated authority be given to the Local Transportation Director, in consultation with the Chairman and Vice Chairman, to determine the final bid submission.

CONSULTATIONS:

Woking's 'Local Transport Plan Implementation Programme 2001/02 to 2005/06' underwent a comprehensive consultation process before being submitted and incorporated into the Local Transport Plan for the period 2001 to 2006.

The Local Transportation Forum met on 15 July 2003, and considered present and future passenger transport issues in the Woking local area.

OFFICER RECOMMENDATIONS:

The Committee is asked to agree

- (i) that the programme is accepted as the basis for a detailed financial bid for 2004/05, and an indicative bid for 2005/06 and 2006/07; and**
- (ii) that authority is delegated to the Local Transportation Director, in consultation with the Chairman and Vice Chairman, to determine the final bid.**

INTRODUCTION and BACKGROUND

1. In December 2002, the eleven Local Committees submitted a three-year programme bid 2003/04 to 2005/06 to the County Council's Executive for consideration. The Woking bid was well received and for 2003/04 gained a significant 30% increase in financial allocation.
2. By 30 November 2003, the Local Committee is required to submit its implementation programme bid for 2004/05 with an indicative bid for 2005/06 and 2006/07. The guidance for compiling and submitting this programme bid remains unchanged. The final decision regarding financial allocations is anticipated in early February 2004.
3. The implementation programme remains sympathetic to the Community Strategy and 'Making Surrey A Better Place'. It focuses on the priority Local Transport Plan strategies of Widening Travel Choice, Producing a More Integrated Transport System, and Planning and Managing the Highway Network. Furthermore it embraces the integration between specific individual topic strategies, i.e. walking, cycling, passenger transport, etc. and seeks to deliver outcomes in line with Local Transport Plan targets.

ANALYSIS AND COMMENTARY

Consultation

4. The Local Transportation Forum on 15 July 2003 invited guests from a broad cross-section of transportation organisations and interests within the Woking local area. They were asked to consider these questions and feed back their discussions to:
 - A) What would the 'ideal' bus service be like?
What ideas/developments do you think Surrey County Council should pursue?
 - B) What would encourage you to leave your car at home and take the bus?
What ideas/developments would you like to see regarding the bus service in and around Woking?

They also received a presentation on passenger transport the wider context.

5. As expected, the answers were many and varied. However, there was a consensus that people should be persuaded to use passenger transport by making it a more attractive option to the user, improving the passenger environment, whilst helping to achieve reliability, overcoming safety and congestion problems on routes. The potential for penalising car use, accepting that some car travel was essential, was also acknowledged.
6. Woking's implementation programme seeks to deliver this 'carrot and stick' solution by placing emphasis on Widening Travel Choice, Producing a More Integrated Transport System, and Planning and Managing the Highway Network.

Regional Transport Strategy

7. The Regional Transport Strategy published for consultation refers to an 'Invest and Manage' approach to the transport infrastructure. This approach seeks to invest in the quality of the transport system with selective capacity increases, combined with a dynamic and positive management of the use of capacity. The emphasis is on transport 'hubs and spokes'. Woking is recognised, together with Guildford, as a regional hub. Woking's implementation programme will need to reflect its designation as a transport 'hub' with its associated 'Spokes'.

Guidance for Local Implementation Programmes

8. The guidance issued last year establishes a methodology for allocating financial resources to each of the local areas. The allocations are based on a formula that considers accident statistic weighting plus road length and population and, gives an expected minimum block allocation the base figure. Subject to evaluation, good bids could attract a further 50% award in addition to the 'base figure' (see financial implications below).
9. The guidance also introduces 'Intermediate Schemes', defined as those over £300,000. A local area may bid for not more than one 'Intermediate Scheme' per year.
10. The Woking implementation programme for 2004/05 to 2006/07 is constrained by this guidance advice. However, the bid also includes 'Strategic Schemes' considered important in the wider context relating to Woking as a regional transport hub and the need for 'spokes' to provide access or additional development needs that generate more movements.

IMPLEMENTATION PROGRAMME

INTERMEDIATE SCHEME 2004/05

11. Barnsbury Farm Estate, £560,000
 - A320 Egley Road junction with Almond Avenue – traffic signals £325,000
 - A320 Egley Road junction with Acacia Avenue – traffic signals £235,000
 - Barnsbury Farm Estate is accessed directly onto the A320 Egley Road south of Woking town centre at two locations, Acacia Avenue and Almond Avenue.
 - Bus route 81 passes through the estate and links it with the town centre and railway station.
 - The estate contains two schools, Barnsbury Junior and Barnsbury Infants. These are located in Almond Avenue near its junction with A320 Egley Road.
 - Accident problems at Almond Avenue are a concern and the police support a proposal to amend this junction.
 - The location of the two schools near the Almond Avenue junction exacerbates vehicular conflict in the vicinity. The school encourages

- parents to travel by other means and to exit the estate via Acacia Avenue.
- The two schools will benefit from the Pegasus school bus project.
 - Both parents from the schools and residents of the estate use both Almond Avenue and Acacia Avenue.
 - Acacia Avenue also has a complex number of vehicular movements at its junction with A320 associated with the adjacent side roads. Vehicular conflict occurs and there is a limited pedestrian crossing opportunity at this location.
 - The proposed traffic signal junctions effectively form one scheme. They will address the current problems and assist all users entering and leaving the estate, plus reduce pedestrian and cycle severance created by the A320. The proposal has been waiting funding for several years.

STRATEGIC SCHEMES 2004/05 to 2006/07

12. A320 Victoria Arch £3.5 million (04/05 & 05/06)

Provision of a pedestrian and cycle tunnel (minimum 5.0 metres wide) east of the existing arch.

- The Arch is a significant transport constraint within the town centre for all highway users.
- The new tunnel will remove the danger of vehicular conflict to both pedestrians and cyclists using the A320 Victoria Arch.
- The road space recovered would allow consideration of bus priority under the arch to the benefit of the public transport operators accessing the town centre and rail station.
- A decision to initiate the tunnel might be the catalyst for other transport improvements associated with Woking's status as a transport 'Hub' in the draft Regional Transport Strategy.

13. A245 Route Management Study Proposals £4.5 million (05/06 & beyond)

The Local Committee resolved on 11 September 2002 that officers investigate options for funding the package as a whole. The most appropriate methodology for funding is via the Local Transport Plan in consultation with colleagues at Elmbridge. Implementation of the proposals will enhance movement along the A245 corridor ('Spoke') from A3 at Cobham to Woking town centre.

IMPLEMENTATION PROGRAMME 2004/05 to 2006/07

14. The following excludes funding attributed to countywide schemes (mostly Passenger Transport Group) and concentrates on schemes the Local Committee can influence directly from its block allocation. Each of the Local Transport Plan's 7 strategies is considered in turn. Scheme costs are estimates only at this stage. All schemes described below will be subject to the normal consultation processes and the Local Committee will receive a report about each proposal before it can be built.

Widening Travel Choice

Buses:

15. Quality Bus Partnership, £55,000 (04/05) & £90,000 (05/06)

The Woking local area has two existing bus quality partnerships serving the west, routes 91 and 34/35. Passenger transport services in the east of the local area need to be improved. The development of a quality bus partnership serving the east (Sheerwater, West Byfleet and Byfleet) is essential to persuade people to change modes of travel. Therefore, funding is required to develop the infrastructure for a bus quality partnership.

16. Bus Boarders, £60,000 (04/05) & £65,000 (05/06)

Passengers must be able to get on and off the buses with minimal inconvenience. On-going provision to ensure the widest possible passenger patronage, kerbs at bus stops will be raised to provide convenient bus boarders.

Cycling:

17. Canal Towpath Enhancements, £10,000 (04/05) & £10,000 (05/06)

In conjunction with the Basingstoke Canal Authority, seek to upgrade the surface of the towpath thereby making the route a more attractive option for pedestrians and cyclists.

18. Quintrell Close, Goldsworth Park, £5,000 (04/05)

A missing link exists in the cycle network within Goldsworth Park; this proposal would address that omission.

19. Woodham Lane, Woodham, £60,000 (04/05) & £30,000 (05/06)

The provision of cycling facilities along Woodham Lane will extend the cycle network from Six Cross Roads roundabout to a cycle facility within Runnymede. The proposal will include a mixture of both on and off carriageway facilities. Subject to 2004/05 evaluation as 'good' bid, possible deferral until 2005/06.

20. Monument Road, Woodham, £5,000 (04/05)

Cyclists travel between Six Cross Roads and the Basingstoke Canal, the proposal will provide a shared pedestrian/cycle facility on the existing wide footway, thereby linking with the existing network.

21. Education Training and Promotion, £5,000 (04/05)

Publicity to support the successful provision of previously installed new cycle facilities within the local area is required. In conjunction with the Topic Strategy Manager, preparation and distribution of a local area network map is

proposed.

Walking and Pedestrianisation:

22. Church Hill, Horsell, £90,000 (04/05)

The existing footway provision is limited along the length of Church Hill from Arthurs Bridge Road to St Marys Church. This well used route caters for parents and children travelling to and from school and commuters. The proposal will address the needs of these groups.

23. Redding Way, Knaphill, £25,000 (04/05)

With additional housing development on the site of the old Brookwood hospital, it has become apparent that a missing footway link exists along Redding Way where it runs parallel to Broadway. A footway here will link the bus stops and serve the development.

24. Claremont Avenue j/w Wych Hill, Kingfield, £5,000 (04/05)

Provision for pedestrians crossing at this junction is limited; the proposal will address these issues.

25. A245 Sheerwater Road, Sheerwater, £100,000 (05/06)

Sheerwater Road crosses over the Basingstoke Canal; there is only one footway on the western side of the bridge. Parents and children on the eastern side travelling to and from school either risk walking in the carriageway or double cross the A245. One solution would be a new footbridge over the canal or alternately a pedestrian crossing. Subject to 2004/05 evaluation as 'good' bid, possible deferral until 2006/07.

26. Smarts Heath Road Railway Bridge, Mayford, £55,000 (04/05)

Pedestrians crossing the railway bridge in Smarts Heath Road do so by walking in the carriageway. The bridge is narrow allowing only two cars to pass safely, although warning signs are in place, vehicles approach the bridge at speed and make no allowance for pedestrians in the carriageway. Traffic signal control and the provision of a footway would address the problems at this location. Subject to 2004/05 evaluation as 'good', bid possible deferral until 2005/06.

27. Turnoak Corner, Wych Hill, St Johns, £5,000 (04/05) {Pegasus}

Pedestrians crossing Wych Hill at the A320 roundabout encounter large areas of carriageway and high volumes of vehicles manoeuvring. Pedestrian facilities can be improved by utilising redundant areas of carriageway, not used by the manoeuvring vehicles.

28. Woking Town Centre Access Study, £10,000 (04/05) & £10,000 (05/06)

The aim is to make the town centre study area accessible for all, particularly

by providing facilities that ease the movement of the mobility impaired. Access requirements for passenger transport and freight will also be considered.

29. Prey Heath Road, Mayford, £50,000 (05/06)

Near Worplesdon station, Prey Heath Road passes beneath the Woking to Guildford railway line. The railway arch constrains the available width of the highway; there is no provision for pedestrians. Traffic signal control and better lighting would provide for pedestrians under the arch. Subject to 2004/05 evaluation as 'good' bid possible deferral until 2006/07.

30. Rectory Lane, Byfleet near Murrays Lane, £20,000 (05/06)

The completion of a missing footway link at this location.

Traffic Management and Demand Restraint

Intelligent Transport Systems:

31. Interactive Signing, mobile units, £10,000 (04/05)

The purchase of mobile units to assist road safety and speed reduction at various sites within the Woking local area in conjunction the police and road safety officers.

Road Safety:

32. Lockfield Drive near Kirkland Avenue, Goldsworth Park, Pelican crossing £45,000 (04/05)

A number of children travelling to and from schools in Goldsworth Park and Knaphill use this location to cross Lockfield Drive. Identified as part of the Pegasus requirements, not now funded, this proposal will provide a safer route to school.

33. A324 Connaught Road, Brookwood, £60,000 (04/05)

A324 Connaught Road bisects Brookwood village centre and carries high volumes of commuter traffic. The vehicles conflict with parents and children travelling to and from the village school and movements at the access to Brookwood station. The proposal seeks to provide safer pedestrian crossing in the vicinity of the school and ease movements at the station entrance.

34. Trinity Road, Knaphill, verge bollards, £10,000 (04/05)

Trinity Road is a short cul-de-sac heavily used by parents and children going to and from school. Parents' parking within the cul-de-sac and on the verges creates a potentially unsafe environment. Identified as part of the Pegasus requirements, not now funded, the proposal would address the problem in Trinity Road.

35. Hart Road, Byfleet, verge parking, £35,000 (04/05)

Identified as part of the Pegasus requirements, not now funded, the proposal would seek make provision for residential verge parking and improve access to and from the school. Subject to 2004/05 evaluation as 'good' bid possible deferral until 2005/06.

36. A322 j/w Chobham Road, Knaphill, sightline improvement, £35,000 (05/06)

The scheme seeks to improve the sightlines for vehicles exiting Chobham Road. It is dependant on the purchase of third party land and was postponed from Knaphill schemes funded by J Sainsbury.

37. A320 Route Management Study, £75,000 (04/05) & £75,000 (05/06)
A320 Victoria Arch to Jacobswell, phase one Guildford Road to Egley Road

This strategic transport corridor into the Woking town centre requires careful consideration in conjunction with the building of Victoria Arch pedestrian and cycle tunnel and the 'Hub' and 'Spoke' proposals of the regional Transport Strategy. Subject to 2004/05 evaluation as 'good' bid possible deferral until 2005/06.

38. B382 Old Woking Road j/w Monument Hill, Mount Hermon, £35,000 (05/06)

The difficult vehicular movements at this location are a potential safety hazard a proposal would seek to address the issue.

39. B382 Old Woking Road j/w White Rose Lane, Mount Hermon, £35,000 (05/06)

The difficult vehicular movements at this location are a potential safety hazard a proposal would seek to address the issue.

Producing a More Integrated Transport System

Interchange:

40. Sustrans, Woking Station, £10,000 (04/05)

Sustrans (the charity responsible for developing the national cycle network) have completed their survey of pedestrian and cycling movements to and from Woking station. A provisional sum will allow flexibility to install small works during 2004/05.

41. Improvements at Brookwood, Worplesdon, West Byfleet, Byfleet & New Haw Stations, £90,000 (05/06)

Improvements are required to cater for better bus access, parking, cycle, pedestrian and disabled facilities. Subject to 2004/05 evaluation as 'good' bid possible deferral until 2006/07.

Public Transport Information:

42. Passenger Transport Information, £10,000 (04/05) & £10,000 (05/06)

Publicity to support the successful provision of previously installed new bus

facilities within the local area. In conjunction with the Topic Strategy Manager, preparation and distribution of local area network maps and improved information at stations.

Travel Awareness, Journeys to Work and School:

43. Travel Plans, £10,000 (04/05) & £10,000 (05/06)

The development of active company and school travel plans has the potential to reduce congestion particularly in the morning and evening peak travel periods. The aim is to develop travel plans in conjunction with both large and small businesses.

Planning and Managing the Highway Network

44. This comprises essential highway maintenance and other miscellaneous works, including bridge strengthening based on a 5-year rolling programme. The apportionment of financial block allocations to manage the condition of the highway network is undertaken centrally. The capital and revenue maintenance block allocations for highway schemes in Woking 2004/05 and beyond are determined by a need based maintenance assessment. The local office and headquarters discuss the work programme, reported annually to the Committee for approval.

Rural Transport

45. The emphasis for the Woking local area is to ensure that community transport services are supported and sustained throughout the plan period from countywide revenue.

Sustainable Distribution

Freight Quality Partnership:.

46. Freight Quality Partnership, £10,000 (04/05) & £5,000 (05/06)

Woking has a target to produce one Freight Quality Partnership in the local area by 2006. By working in partnership with businesses, our residential communities should benefit from increased freight movements on appropriately signed 'A' and 'B' category routes.

Integrating with Wider Policies

47. Primarily a revenue activity to promote the benefits of an integrated transport strategy within the County Council and with our partner organisations within the Woking local area.

FINANCIAL IMPLICATIONS

48. The guidance advises that Woking's expected minimum block allocation 'Base Figure' for bid purposes is set at £440,000 for 2004/05; a similar figure can be assumed for 2005/06. The 'Base Figure' could be increased by 50%, subject to the bid being evaluated as 'good' by the Executive; therefore, £660,000 may be available for the next 2 years. The implementation programme will be constrained by the available funding.

49. The guidance requires Local Committees to submit financial information in accordance with central government finance forms. The detailed bid will need to explain the impact on the programme if funding is expanded or decreased by 25%.
50. Based on the information in this report, the 'Base Figure', 'Base Figure' plus 50%, Intermediate Schemes and Strategic Schemes for the 2 years 2004/05 and 2005/06 is given below:

	2004/05 £,000	2005/06 £,000	
		Previously Good Bid	Previously Base Bid
Base Figure	£440	£470	£500
Base Figure plus 50%	£665	£660	£695
Intermediate Schemes	£560		
Strategic Schemes	Victoria Arch £3.5 million		
		A245 RMS £4.5 million	

SUSTAINABLE DEVELOPMENT IMPLICATIONS

51. The Woking implementation programme will need to meet the targets and commitments contained in the Local Transportation Plan, which addresses the implications of sustainable development.

CRIME & DISORDER IMPLICATIONS

52. There are no specific crime and disorder implications.

EQUALITIES IMPLICATIONS

53. The programme should raise no equality implications, as all the proposals will seek to eliminate any perceived and or actual inequalities.

CONCLUSIONS AND REASONS FOR RECOMMENDATIONS

54. The Local Committee Implementation Programme seeks to meet the targets and commitments contained in the Local Transportation Plan 2001 to 2006. The guidance on its preparation constrains its potential within the financial limits set as 'Base Figures' (with enhancements). The Local Transportation Director, in consultation with the Chairman and Vice Chairman, should

compile the final detailed submission.

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