



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

**LOCAL COMMITTEE FOR WOKING
28 JANUARY 2004**

KEY ISSUE:

To consider the result of the Committee's bid for funding the Integrated Transportation Programme for Woking 2004/05 and to agree the programme.

SUMMARY:

All eleven Local Committees submitted a funding bid for their Implementation Programmes in November 2003. Each bid is evaluated and subject to a 'Good' evaluation, a basic minimum block allocation established beforehand could potentially be increased by up to 50%. Nobody received the maximum 50% addition. Woking's bid received 40% uplift, an improvement on this years' 30%.

Unfortunately, with the County Council's financial constraints only one Intermediate Scheme (£500,000 to £5 million) received funding for 2004/05 [dual carriageway safety barriers £275,000]. Therefore, Woking's intermediate scheme for Barnsbury Farm Estate is not funded

again this year. However, necessity demands that an improvement is progressed at the Almond Avenue junction with the A320 and a proposal is included within the implementation programme to reduce the potential for collisions.

The resultant 40% increase on the basic block allowance will enable the Committee to undertake most of its 2004/05 programme submitted for consideration in November 2003.

Annex A to this report contains the detail of the proposed programme based on the Committees November submission for funding. Annex B shows the programmes buildability profile.

CONSULTATIONS:

No specific consultation has taken place on this paper as it relates to the Committee's agreed bid submission dated November 2003.

OFFICER RECOMMENDATIONS:

The Committee is asked to agree

**that the Integrated Transportation Programme for Woking
2004/05 be approved**

INTRODUCTION and BACKGROUND

1. The methodology for the broad distribution of the Local Transport Plan capital settlement was established in 2002 by the County Council's Environment Select Committee, and subsequently endorsed by the Executive.
2. Each Local Committee is guaranteed a basic allocation comprising a Formula Element with a fixed figure £250,000 with the remainder based on population 40%, road length 40%, and Accidents - Killed & Seriously Injured 20%. A potential for increasing the basic figure by up to 50% being judged on a Qualitative Assessment, integration, build-ability and compliance with Local Transport Plan targets.

ANALYSIS AND COMMENTARY

3. The Committee agreed the outline of its programme for 2004/05 and up to 2006/07 at its meeting on 22 October 2003. The programme seeks to offer people a wider choice of travel alternatives in accordance with meeting Local Transport Plan targets and to maximise delivery of plan strategies.
4. The Local Transportation Director in consultation with the Chairman and Vice Chairman had delegated authority to determine the final submission; the final document was circulated to the Committee. The Committee's bid, finalised in accordance with the approved guidance, was delivered on time in November 2003.
5. The County Council's Transportation Select Committee accepted officer recommendations proposing distribution of the County Council's Local Transportation Plan settlement for 2004/05 at its meeting on 8 January 2004. The Committee's proposed programme for 2004/05 **Annex A** is based on the assumption that the Executive will endorse the Select Committee's recommendations.
6. The Select Committee's recommendations remain provisional until the Executive has debated the topic at its meeting on 17 February 2004.
7. The proposed Integrated Transportation Programme 2004/05 is contained in **Annex A** whilst **Annex B** contains the projected buildability profile.
8. The methodology for submission of the Committee's Implementation Programme bid in November 2003 required that it demonstrate how the maximum 50% increase on base allocation would be used. Therefore, the 40% increase recommended by the Transportation Select Committee allows construction of 2 of the 4 additional schemes reliant on a 'Good' bid, and the promotion of the interim scheme for Almond Avenue junction with A320.
Smarts Heath Railway Bridge, Mayford, £50,000
Hart Road, Byfleet, verge parking, £35,000
Interim Scheme Almond Avenue j/w A320, £90,000
9. Unfortunately the County Council's financial settlement only enables it to

support one Intermediate Scheme next year. The Committee's Intermediate Scheme for Barnsbury Farm Estate (£560,000), will not receive funding. However, necessity dictates that action is taken at the Almond Avenue junction with the A320 to overcome Police concern about the number of collisions that have occurred and to reduce the potential for future such incidents.

10. An interim proposal is therefore included within the implementation programme for 2004/05 that seeks to reduce the potential for further collisions at the Almond Avenue junction with the A320. The work to provide the interim solution could be incorporated into the more desirable traffic signal junction if funding becomes available at a future date.

FINANCIAL IMPLICATIONS

11. Surrey County Council's Executive Committee will consider recommendations from the Transportation Select Committee for all eleven of the Local Transportation Services at its meeting on 17 February 2004.
12. The Transportation Select Committee received Woking's bid favourably and the basic block allocation is increased by 40% giving a sum of £614,000 for the 2004/05 financial year; an increase on this years' 30% £572,000.
13. The County Council is again constrained by its finances and only one Intermediate Scheme (£500,000 to £5 million) is proposed for funding next year, dual carriageway safety barriers £275,000. Therefore, the Committee's Intermediate Scheme for Barnsbury Farm Estate £560,000, will not receive funding for 2004/05.

SUSTAINABLE DEVELOPMENT IMPLICATIONS

14. The proposed programme seeks to meet the targets and commitments contained in the Local Transportation Plan, which addresses the implications of sustainable development.

CRIME & DISORDER IMPLICATIONS

15. There are no crime and disorder implications.

EQUALITIES IMPLICATIONS

16. The programme raises no equality implications; all proposals seek to eliminate any perceived and or actual inequalities.

CONCLUSIONS AND REASONS FOR RECOMMENDATIONS

17. The Committee's bid for funding provisionally attracts an increase of 40% above the base allocation; the Executive will approve allocations on 17 February 2004. The Integrated Transportation Programme 2004/05 utilises the available funding to continue to offer people a wider choice of travel alternatives in accordance with meeting Local Transport Plan targets and to

maximise delivery of plan strategies.

Report by: Stephen Child, Local Transportation Director, Woking

LEAD/CONTACT OFFICER: Geoff Wallace
TELEPHONE NUMBER: 01483 518300
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ANNEX A**LOCAL PROGRAMME 2004/05**

The following concentrates on schemes the Local Committee can influence directly from its block allocation **plus 40%**. Each of the Local Transport Plan's seven main strategies is considered in turn. Each proposal demonstrates its integration with the twelve Topic Strategies. **Scheme costs are estimates only at this stage**. All schemes described below will be subject to the normal consultation processes. The Local Committee will receive a report(s) about each proposal with recommendations before proceeding to implementation.

Topic Strategy reference initials, e.g. (PT) Passenger Transport, (ST) School Travel, etc.

Widening Travel Choice

Buses:

- 1. Quality Bus Partnership, £65,000**
Topic Strategies: PT, ST, TT, TA

The Woking local area has two excellent existing quality bus partnerships serving the west, routes 91 and 34/35. Passenger Transport services in the east of the local area need to be dramatically improved. The development of a quality bus partnership(s) serving the east through Sheerwater, West Byfleet, Pyrford and Byfleet is essential to providing choice and encouraging people to change modes of travel. Therefore, funding is required to develop the infrastructure for a quality bus partnership(s). The proposal would also provide for better school travel, use of transport telematics, assists in promoting travel awareness and potentially supports cross boundary movements. It will significantly contribute towards key targets for traffic reduction and congestion.

- 2. Bus Boarders, £60,000**
Topic Strategies: PT, W, ST, TA

To ensure the widest possible passenger patronage, passengers must be able to get on and off the buses with minimal inconvenience. Earlier work to raise kerbs at bus stops along quality bus routes was a success. This funding will ensure the on-going programme to raise kerbs at bus stops continues. Thereby giving the community greater access to and encourage greater use of public transport.

- 3. Select Vehicle Detection at Traffic Signals, £10,000**
Topic Strategies: PT, ST, TM, TT, RS, TA

Along the quality bus partnership routes, some of the existing traffic signal junctions do not make provision for select vehicle detection; this proposal seeks to correct that omission. It will contribute to the bus punctuality target and should make the bus services more reliable, thereby attracting greater passenger use particularly for travel to and from work and school:

i) A320 Victoria Way j/w Lockfield Drive; ii) C11 Knaphill High Street j/w Anchor Hill;

Cycling:

4. Canal Towpath Enhancements, £5,000

Topic Strategies: W, C, ST, TA

The towpath is well used by commuters, schoolchildren and for recreational use. In conjunction with the Basingstoke Canal Authority, this proposal seeks to upgrade the surface of the towpath thereby making the route an even more attractive option for pedestrians and cyclists.

5. Quintrell Close, Goldsworth Park, £5,000

Topic Strategies: W, C, ST, TA

A missing link exists in the cycle network within Goldsworth Park; this proposal would address that omission. The new link should generate increased cycle movements and assist travel to school.

6. Monument Road, Woodham, £5,000

Topic Strategies: C, RS, TA

Cyclists travelling between the existing facilities at Six Cross Roads and the Basingstoke Canal, tend to use the footway. The proposal will provide an official shared pedestrian/cycle facility on the existing wide footway, thereby linking with the existing network and encouraging greater cycle usage.

7. Education Training and Promotion, £5,000

Topic Strategies: C, ST, TA

Publicity to support the successful provision of previously installed new cycle facilities within the local area is essential to the positive promotion and encouragement of more cycle movements. In conjunction with the Topic Strategy Manager, preparation and distribution of a local area network map is proposed.

Walking and Pedestrianisation:

8. Church Hill, Horsell, £90,000

Topic Strategies: W, ST, SM, RS, TA

The existing footway provision along the length of Church Hill from Arthurs Bridge Road to St Marys Church is limited in width. This well used route caters for parents and schoolchildren travelling to and from school, for commuters travelling into Woking town centre and the community generally accessing the village centre shops. The proposal will address the needs of these groups and thereby contribute to the target to improve accessibility by walking to town centres, schools and railway stations.

9. Redding Way, Knaphill, £15,000

Topic Strategies: W, ST, RS

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, serve the development and assist walking journeys to school.

10. Claremont Avenue j/w Wych Hill, Kingfield, £5,000

Topic Strategies: W, ST, RS

Provision for pedestrians, including schoolchildren, crossing at this busy junction is limited; the proposal will address these issues particularly road safety.

11. Smarts Heath Road Railway Bridge, Mayford, £50,000

Topic Strategies: W, C, TM, SM, RS, HM, BM

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 of pedestrians in the carriageway are in place, vehicles approach the bridge at speed and make no allowance for pedestrians (or cyclists) over the bridge. Traffic signal control and the provision of a footway would address the problems for pedestrian, cyclists and assist in acting as a speed management device at this location. The carriageway approach ramps to the structure also need attention; this work would be undertaken at the same time.

12. Turnoak Roundabout, Wych Hill, St Johns, £5,000

Topic Strategies: W, ST, RS

Pedestrians, particularly schoolchildren, crossing Wych Hill at the A320 roundabout encounter large areas of carriageway and high volumes of vehicles manoeuvring at speed. By utilising redundant areas of carriageway, i.e. not used by the manoeuvring vehicles, pedestrian facilities can be improved thereby contributing to road safety, accessibility and walking use targets.

13. Woking Town Centre Access Study, £10,000

Topic Strategies: PT, W, C, ST, RS, TA, HM

The principal aim of the Town Centre Access Study is to improve accessibility for all vulnerable highway users within the study area, particularly by providing facilities that ease the movement of those with mobility impairments. Although the study is in its infancy the funding identified will address small works of immediate concern. Incorporating the results from the Sustrans study of pedestrian and cycle movements to and from Woking station (P27) will help develop a comprehensive accessibility action plan. A secondary aim of the study is also to consider the effects of both passenger transport and freight access within the study area. The output from this study and further studies of the local area village centres will contribute significantly to encouraging more walking, cycling and passenger transport use and aid traffic reduction.

Traffic Management and Demand Restraint

Intelligent Transport Systems:

14. Interactive Signing, mobile units, £10,000

Topic Strategies: TM, SM, TT, RS

The Local Programme proposes the purchase of further interactive mobile signing units. Targeting selected roads and used in conjunction with the Police mobile speed camera units and road safety officers, the units will enhance the current programme to reinforce speed management within the local area.

Taking cognisance of the County Council and Police 'Joint Road Safety Strategy' the local office, in discussion with the local Police Casualty Reduction Officer developed a programme to monitor vehicle speed at sites of concern with interactive signs purchased during 2003/04. The interactive signs, used for one month at each location, collect before, during and after enforcement data. An on-street poster message continues for a further month together with data collected from automatic traffic counters. Depending on resources, the sites are visited as often as possible.

The purchase of more units will allow compression of the existing monitoring programme enabling either more sites or more frequent visits to existing sites. Data from the fixed interactive sites along the A320 in Runnymede show a positive driver response; the same is expected with the mobile units.

Road Safety:

15. Lockfield Drive near Kirkland Avenue, Goldsworth Park, Toucan Crossing £45,000

Topic Strategies: W, C, ST, TM, SM, TT, RS, TA

This proposal will compliment the provision of a pelican crossing provided in Kirkland Avenue outside Beaufort School during 2002/03. A number of parents and schoolchildren travelling to and from schools in Goldsworth Park and Knaphill use this location to cross Lockfield Drive. The speed limit on Lockfield Drive was amended during 2003/04 in readiness for this crossing. Identified as part of the Pegasus requirements, not now funded, this proposal will provide a safer route to school and help both pedestrians and cyclists generally in the area.

16. A324 Connaught Road, Brookwood, £60,000

Topic Strategies: PT, W, C, ST, TM, SM, RS, TA

A324 Connaught Road bisects Brookwood village centre and carries high volumes of commuter traffic, including journeys to and from Brookwood station. Vehicles conflict with parents and schoolchildren travelling to and from the village school. Movements at the access and egress to Brookwood station conflict with other movements near the village shops and are hindered by poor sightlines. The proposal seeks to provide safer pedestrian crossing, speed management near the school, and ease movements for pedestrians and vehicles at the station entrance. The resultant outcomes should encourage greater use of Brookwood station and make journeys to school safer.

17. Trinity Road, Knaphill, verge bollards, £10,000

Topic Strategies: W, C, ST, TM, P, RS, TA

Trinity Road is a short cul-de-sac heavily used by parents and schoolchildren. 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 parking and vehicle pedestrian conflict within Trinity Road.

18. Hart Road, Byfleet, verge parking, £35,000
Topic Strategies: W, C, ST, TM, P, RS, TA, HM

Identified as part of the Pegasus requirements for St Mary's Church of England Primary School, not now funded, the proposal would make provision for residential verge parking within Hart Road and improve access to and from the school. The highway verge is in a poor state of repair because of the verge parking and this project would address this highway maintenance issue.

Producing a More Integrated Transport System

Interchange:

19. Sustrans, Woking Station, £10,000
Topic Strategies: PT, W, C, ST, RS, TA

Sustrans have completed their survey of pedestrian and cycling movements to and from Woking station. This study compliments the Woking Town Centre Access Study (P15) and will contribute to promoting accessibility to town centres and stations on foot and by bicycle. A provisional sum is identified to allow flexibility and installation of small works during 2004/05.

Public Transport Information:

20. Passenger Transport Information, £10,000
Topic Strategies: PT, W, ST, TA

Publicity to support the successful provision of previously installed new bus facilities within the local area is essential to the positive promotion and encouragement of more bus usage. In conjunction with the Topic Strategy Manager, preparation and distribution of local area network maps and improved information at stations is proposed.

Travel Awareness, Journeys to Work and School:

21. Travel Plans, £10,000
Topic Strategies: PT, W, C, ST, TM, P, RS, TA

The development of active company and school travel plans has the potential to reduce congestion significantly and particularly in the morning and evening peak travel periods. In conjunction with the Topic Strategy Manager, the local office is establishing a programme that will ensure all significant clusters of commercial and business premises receive an approach to promote travel plans. A similar programme, targeting our schools, is also in preparation. The aim is to develop active travel plans in conjunction with both large and small businesses, and education establishments.

Planning and Managing the Highway Network

22. Highway and Bridge Maintenance

Topic Strategies: PT, W, C, ST, TM, SM, RS, HM, BM

Comprising essential highway maintenance and other miscellaneous works, including bridge strengthening, work is 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, which is reported annually to the Local Committee for approval.

Rural Transport

23. Rural Transport

Topic Strategies: PT, ST, TM, SM, RS, TA

The emphasis for the Woking local area is to ensure that community transport receives support by implementing the other measures described in the programme.

Sustainable Distribution

Freight Quality Partnership:

24. Freight Quality Partnership, £10,000

Topic Strategies: TM, RS, HM, BM

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. The local office is establishing a programme that will ensure all significant clusters of freight activity receive an approach to promote and deliver the freight quality partnership. A successful outcome would see reduced freight movements at peak travel periods, freight movements away from residential roads and easing of congestion.

Integrating with Wider Policies

The promotion of social inclusion and integration with other policy areas will continue via the work of the Local Committee, assisted by both the Local Director and Local Transportation Director.

Intermediate Scheme: Barnsbury Farm Estate £560,000

25. Interim Scheme: Almond Avenue j/w A320, £90,000

Topic Strategies: ST, RS

The Intermediate Scheme has been waiting funding for several years. The Police are concerned about the collisions that have occurred at the Almond Avenue junction with the A320 and are equally concerned about the potential for more collisions at this location. Both Barnsbury Junior and Infants schools are near the junction, which is used by parents taking children to school. The interim

proposal would provide a 'Ghost Right Turn' facility within the A320 at the Almond Avenue junction, which should help overcome some of the problems at this location.

The work to provide the interim solution could be incorporated into the more desirable traffic signal junction if funding becomes available at a future date. The proposed traffic signal junction will address the current problems and assist all users entering and leaving the estate, plus reduce pedestrian and cycle severance created by the A320. Bus services will also benefit from the traffic signal proposal.

ANNEX B

| | | 2004 | | | 04/ 05 | | | | | | | | 2004 | 2005 | | | 05 /06 | | |
|---|--|------|---|---|-----------|-----|-----|-----|----|----|----|-----|------|------|-----|-----|-----------|-----|-----|
| | | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J |
| Annex A Project Nos. | Local Committee Dates ▶ | XX | | | XX | | | XX | | | XX | | | XX | | | XX | | |
| 1 | Quality Bus Partnership | | | | | | | | | | X | | | | Xxx | xxx | xxx | xxx | xxX |
| 2 | Bus Boarders | | | | Xxx- | xxx | xxX | | | | | | | | | | Xxx | xxx | xxX |
| 3 | Select Vehicle Detection | | | | | Xxx | xxX | | | | | | | | | | | | |
| 4 | Canal Tow Path | | | | | | Xxx | xxX | | | | | | | Xxx | xxX | | | |
| 5 | Quintrell Close | | | | | | | X | | | | XxX | | | | | | | |
| 6 | Monument Road | | | | | | | X | | | | Xxx | xxx | xxX | | | | | |
| 7 | Education Training & Promotion | | | | | | Xxx | xxx | xx | xx | xX | | | | | | | | |

| | | 04 | | | 04 /05 | | | | | | | 2004 | 2005 | | | 05 /06 | | | |
|-----------------|---------------------------------|----|-----|-----|-----------|-----|-----|----|---|---|-----|------|------|-----|-----|-----------|-----|-----|---|
| | | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J |
| Project Nos. | Local Committee Dates ► | XX | | | XX | | | XX | | | XX | | | XX | | | XX | | |
| 8 | Church Hill | | | | | | | X | | | | Xxx | xxx | xxx | xxX | | | | |
| 9 | Redding Way | | | | X | | XxX | | | | | | | | | | | | |
| 10 | Claremont Ave / Wych Hill | | | | X | | XxX | | | | | | | | | | | | |
| 11 | Smartsheath Railway Br | | | | | | | X | | | Xxx | xxx | xxX | | | | | | |
| 12 | Turnoak Corner | | | | X | | XxX | | | | | | | | | | | | |
| 13 | Woking TCA | | Xxx | xxx | xxx | xxx | xxX | X | | | | | | X | | | Xxx | xxX | |
| 14 | Interactive Signs | | | | xx | | xx | | | | | | | | | | | | |

| | | 04 | | | 04 /05 | | | | | | | | 200 4 | 200 5 | | | 05 /06 | | |
|--------------|---------------------------------|----|-----|-----|--------|-----|-----|-----|-----|-----|-----|-----|-------|-------|-----|-----|--------|---|---|
| | | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J |
| Project Nos. | Local Committee Dates ► | XX | | | XX | | | XX | | | XX | | | XX | | | XX | | |
| 15 | Lockfield Drive/Kirkland Ave | | | | X | | | Xxx | xxx | xxX | | | | | | | | | |
| 16 | Connaught Road | X | | | | Xxx | xxx | xxX | | | | | | | | | | | |
| 17 | Trinity Road | | | | X | | | XxX | | | | | | | | | | | |
| 18 | Hart Road | | | | | | | | | | X | | | | Xxx | xxX | | | |
| 19 | Sustrans | | | | X | | XxX | | | | | | | | | | | | |
| 20 | Passenger Transport Information | | | | Xxx | xxx | xxx | xxX | | | | | | | | | | | |
| 21 | Travel Plans | | Xxx | xxx | xxx | xxx | xxX | | | Xxx | xxx | xxx | xxX | | | | | | |
| 22 | Highway Maintenance | | | | Xxx | xxx | xxx | xxx | xxx | xxx | xxx | xxx | xxx | xxx | xxx | xxx | xxX | | |

| | | 04 | | | 04 /05 | | | | | | | | 2004 | 2005 | | | 05 /06 | | |
|---------------------|--------------------------------|----|-----|-----|--------|-----|-----|-----|-----|-----|-----|-----|------|------|-----|-----|--------|---|---|
| | | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J |
| Project Nos. | Local Committee Dates ▶ | XX | | | XX | | | XX | | | XX | | | XX | | | XX | | |
| 23 | Rural Transport | | | | Xxx | xxx | xxx | xxx | xxx | xxx | xxx | xxx | xxx | xxx | xxx | xxx | xxX | | |
| 24 | Freight Quality Partnership | | Xxx | xxx | xxx | xxx | xxx | xxX | | | Xxx | xxX | | | | | | | |
| 25 | Interim Intermediate Scheme | | | | X | | | | Xxx | xxX | | | | | | | | | |