



**LOCAL TRANSPORT PLAN  
IMPLEMENTATION PROGRAMME  
FOR WOKING 2005/06**

**LOCAL COMMITTEE FOR WOKING  
14 OCTOBER 2004**

**KEY ISSUE:**

To consider the Local Transport Plan Implementation Programme for Woking 2005/06.

**SUMMARY:**

The Local Committee is required to submit its Local Transport Plan Implementation Programme bid for 2005/06 by 12 November 2004. The guidance on the financial bidding process remains similar to last year. The bid for 2006 to 2011 [Local Transport Plan 2] will be finalised by January 2005 for submission.

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, i.e. walking, cycling passenger transport, etc., 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. The final bid will be circulated to all members of the Committee.

**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.

Local Community Forum, 14 in total, took place throughout the year to gauge public opinion on transportation matters.

The Chairman is aware of the contents of this report.

**OFFICER RECOMMENDATIONS:**

**The Committee is asked to agree**

- (i) that the programme is accepted as the basis for a detailed financial bid for 2005/06; and**
- (ii) that authority is delegated to the Local Transportation Director, in consultation with the Chairman and Vice Chairman, to determine the final 2005/06 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 for 2003/04 gained a 30% increase in financial allocation above base figure; 40% increase in 2004/05.
2. By 12 November 2004, the Local Committee is required to submit its implementation programme bid for 2005/06. A first draft indicative bid for 2006 to 2011, Local Transport Plan 2, is in preparation for submission by January 2005. The guidance for compiling and submitting the 2005/06 programme bid remains similar to previous years, although changes are required to reflect bids for LTP2. The final decision regarding financial allocations for 2005/06 is anticipated by mid 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 Director instigated Local Community Forum during the year to gauge public opinion about transportation matters. To date there have been 14 forum held within the Woking local area.
5. As expected, the views expressed were many and varied. In general, the local community view the problems as being those described below. Opportunities exist with appropriate funding to address most of the problems identified within the local area.
 

<ul style="list-style-type: none"> <li>• Traffic congestion</li> <li>• Better traffic management needed</li> <li>• Insufficient parking facilities</li> <li>• Lack of access from Primary route network</li> <li>• Poor environment</li> <li>• Poor quality footways</li> </ul>	<ul style="list-style-type: none"> <li>• Poor public transport</li> <li>• Poor management of parking</li> <li>• More pedestrian and cycling facilities needed</li> <li>• Severance of the town by the railway and its effect on the local economy</li> <li>• Speeding traffic</li> </ul>
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6. Woking's implementation programme seeks to deliver the County Council's '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 refers to 'Invest and Manage' 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 classified as a regional Hub. Woking's implementation programme for 2006 to 2011 will need to reflect its designation as a transport 'Hub' with its associated 'Spokes'.

## **Guidance for Local Implementation Programmes**

8. The Guidance issued this year establishes a methodology for allocating financial resources to each of the local areas. The allocations based on a formula that considers accident statistic weighting, plus road length and population, gives an expected minimum block allocation, 'Base Figure'. The guidance indicates the bid for 2005/06 should be the base figure plus 25%. The bids for 2006 to 2011 being base figure plus 35%.
9. The Guidance continues to allow for 'Intermediate Schemes', defined as schemes valued between £0.5 million and £5 million. A local area may bid for not more than one 'Intermediate Scheme' per year.
10. The Woking implementation programme for 2005/06 and 2006 to 2011 is constrained by this Guidance advice. However, the 2005/06 bid will also include 'Strategic Schemes' considered important in the wider context relating to Woking as a Regional 'Transport Hub' and the need for 'Spokes' to provide accessibility or additional development needs that generate more movements.

## IMPLEMENTATION PROGRAMME

### INTERMEDIATE SCHEME 2005/06

#### 11. Barnsbury Farm Estate, £560,000

A320 Egley Road j/w Almond Avenue – traffic signals £325,000

A320 Egley Road j/w 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 the 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 2006 to 2011

#### 12. A320 Victoria Arch £3.5 million (05/06 & 06/07)

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 &amp; 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 2005/06**

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. East Woking Quality Bus Partnership, £105,000 (05/06) & £100,000 (06/07)

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) commenced during 2004/05. Funding is required during 2005/06 and 2006/07 to deliver the necessary infrastructure to achieve a quality partnership by 2007.

16. Bus Boarders, £65,000 (05/06) & £65,000 (06/07)

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

## Cycling:

## Walking and Pedestrianisation:

17. A245 Sheerwater Road, Sheerwater, £40,000 (05/06) & £60,000 (06/07)

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 alternatively a pedestrian crossing.

## 18. Smarts Heath Road Railway Bridge, Mayford, £85,000 (05/06)

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, with traffic calming and the provision of a footway would address the problems at this location.

## 19. Woking Town Centre Access Study, £15,000 (05/06)

The aim is to make the town centre study area accessible for all, particularly by providing facilities that ease the movement of those with mobility difficulties, wheelchairs and buggies, etc. Access requirements for passenger transport and freight will also be considered.

## 20. Prey Heath Road, Mayford, £50,000 (06/07)

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. Although programmed for 2006/07 Prey Heath Road is also the subject of a major maintenance bid for 2005/06.

Traffic Management and Demand Restraint

Road Safety:

## 21. Lockfield Drive near Kirkland Avenue, Goldsworth Park, Toucan crossing and junction alterations £45,000 (04/05) &amp; £85,000 (05/06)

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 safe routes to school programme, this proposal will provide controlled crossing of Lockfield Drive and safety alterations to the Kirkland Avenue junction.

## 22. Trinity Road, Knaphill, traffic management, £10,000 (05/06)

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 safe route to school programme, the proposal would address the problems in Trinity Road.

## 23. Hart Road, Byfleet, verge parking, £50,000 (05/06)

Identified as part of the Pegasus requirements, not now funded, the proposal would seek to make provision for residential verge parking and improve access to and from the school.

24. Woodham Lane j/w Martyrs Lane, Woodham, £45,000 (05/06)

Alteration of the Woodham Lane junction with Martyrs Lane to create an entry only from Woodham Lane. Eight collision incidents have occurred at this junction in the last three year period, there is no particular pattern to the incidents. Access for pedestrians and cyclists will be maintained. The alteration will also assist in overcoming potential driver conflict associated with use of the civic amenity site at peak times.

25. A320 Route Management Study, £35,000 (05/06) & £75,000 (06/07)  
phase one Victoria Arch to Turnoak Roundabout

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.

#### Producing a More Integrated Transport System

Interchange:

26. Sustrans, Woking Station, £10,000 (05/06)

Sustrans (the charity responsible for developing the national cycle network) completed their survey of pedestrian and cycling movements to and from Woking station. The allocation will enable implementation of certain of their recommendations.

Travel Awareness, Journeys to Work and School:

27. Travel Plans, £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

28. 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 2005/06 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

29. 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:.

30. Freight Quality Partnership, £10,000 (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

31. 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**

32. The implementation programme will be constrained by the available funding. The guidance advises that Woking's minimum block allocation 'Base Figure' for 2005/06 bid purposes is £440,000 plus 25% a sum of £550,000; similarly for 2006 to 2011 base figure plus 35% a sum of £594,000 each year.
33. The bid is also to include for capitalised revenue maintenance for 2005/06 in the sum of £95,000 and for 2006 to 2011 a total sum of £370,000 distributed over these years.

**SUSTAINABLE DEVELOPMENT IMPLICATIONS**

34. 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**

35. There are no specific crime and disorder implications.

**EQUALITIES IMPLICATIONS**

36. 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**

37. 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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**BACKGROUND PAPERS: 13 November 2002**

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