



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

**LOCAL COMMITTEE FOR WOKING
6 APRIL 2005**

KEY ISSUE:

To inform the Committee of adjustments in its Local Transport Plan 2005/06 Implementation Programme following notification that 'Base Figure' financial allocations apply for 2005/06.

SUMMARY:

No significant change is reported to the 2005/06 Implementation Programme from that reported to the Committee at its meeting on 19 January 2005, the impact of a 'Base Figure' financial settlement is counterbalanced by the Executive resolving to continue to commit expenditure for Local Committees Local Allocations during 2005/06.

The Local Allocation is used by the Committee to assist delivery of capital transportation schemes.

The Local Transport Plan 'Base Figure' settlement when combined with the Local Allocation restores the budget to a similar level to that

reported to the Committee at its meeting on 19 January 2005. The Committee's adjusted Implementation Programme 2005/06 is Annex 'A' to this report.

The report also presents an overview of work in progress or completed during 2004/05.

CONSULTATIONS:

The Committee resolved at its meeting on 19 January 2005, to delegate authority to the Local Transportation Director, in consultation with the Chairman and Vice Chairman, to adjust the 2005/06 Implementation Programme in accordance with the budget and report back to the April meeting of the Committee.

OFFICER RECOMMENDATIONS:

The Committee is asked to note the contents of this report.

INTRODUCTION and BACKGROUND

The Committee was informed at its meeting on 19 January 2005 that the Government settlement for Surrey during 2005/06 is almost £2 million less than that for the current year 2004/05, with the impact being felt more on Integrated Transport activities (Local Transport Plan). However, although the Government settlement is 8% down on this year overall Surrey compared favourably against a national downward trend of 14%.

The Executive on 15 February 2005 agreed the recommendations of the Transport Select Committee and set a budget that fixed all Local Committee expenditure on Local Transport Plan schemes at the minimum 'Base Figure' with no additional percentage increases. The Committee's bid in previous years 2003/04 and 2004/05 had received a 30% and 40% increase respectively.

The Executive also confirmed at its meeting on 15 February 2005 that all Local Committees would receive a fixed Local Allocation. The Committee uses its Local Allocation to assist delivery of capital transportation schemes.

ANALYSIS AND COMMENTARY

The Implementation Programme 2005/06 **Annex A** is an adjusted programme to reflect the Committee's 'Base Figure' budget, but also makes allowance for the Committee's Local Allocation expenditure on capital transportation projects.

The resultant impact on the programme is minimal using both budgetary allocations. The £10,000 adjustment is achieved by limiting expenditure on Widening Travel Choice – Buses; otherwise, the programme remains as reported to the Committee on 19 January 2005.

An indication of the work in progress or complete during 2004/05 is given in **Annex B**.

FINANCIAL IMPLICATIONS

The Implementation Programme remains constrained by the available funding. The Committee will receive its minimum Local Transport Plan block allocation 'Base Figure' for 2005/06 in the sum of £440,000. The bid programme being based on 'Base Figure' plus 25% a sum of £550,000.

The Committee will receive a Local Allocation for 2005/06 in the sum of £100,000, which is used to support capital transportation schemes and can offset the reduction block allocation.

The Committee will continue to receive a capitalised revenue maintenance fund for 2005/06 in the sum of £95,000.

SUSTAINABLE DEVELOPMENT IMPLICATIONS

The programme will need to meet the targets and commitments contained in the Local Transport Plan, which addresses the implications of sustainable

development.

CRIME & DISORDER IMPLICATIONS

There are no specific crime and disorder implications.

EQUALITIES IMPLICATIONS

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

The County Council received £2 million less from Government for 2005/06 than for the current year 2004/05. All Local Committees are receiving 'Base Figure' budgets for their Local Transport Plan Implementation Programmes during 2005/06. All Local Committees are however, also receiving a Local Allocation for capital transportation projects for 2005/06.

Adjustment to the 2005/06 Implementation Programme is mitigated by the Local Allocation budget.

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ANNEX A

IMPLEMENTATION PROGRAMME 2005/06

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:

1. East Woking Quality Bus Partnership, £95,000

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.

2. Bus Boarders, £65,000

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:

3. A245 Sheerwater Road, Sheerwater, £40,000 (05/06) & £40,000 (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.

4. Smarts Heath Road Railway Bridge, Mayford, £85,000

Completion of a scheme commenced 2004/05. 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, with traffic calming and the provision of a footway would address the problems at

this location.

5. Woking Town Centre Access Study, £15,000 Local Allocation

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.

Traffic Management and Demand Restraint

Road Safety:

6. Lockfield Drive near Kirkland Avenue, Goldsworth Park, Toucan crossing and junction alterations £85,000

Completion of a scheme commenced 2004/05. 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 safe routes to school programme, this proposal will provide controlled crossing of Lockfield Drive and safety alterations to the Kirkland Avenue junction.

7. Trinity Road, Knaphill, traffic management, £10,000 Local Allocation

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.

8. Hart Road, Byfleet, verge parking, £50,000

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.

9. Woodham Lane j/w Martyrs Lane, Woodham, £45,000 Local Allocation

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.

10. A320 Route Management Study, £20,000 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:

11. Sustrans, Woking Station, £10,000 Local Allocation

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:

12. Travel Plans, £10,000 Local Allocation

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

13. 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

14. 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:

15. Freight Quality Partnership, £10,000 Local Allocation

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

16. 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.

ANNEX B

Work in Progress or Complete during 2004/05

Widening Travel Choice

Buses:

1. Quality Bus Partnership

Work commenced on improving the bus passenger environment within East Woking as part of the proposed Quality Bus Partnership. Alterations to the majority of bus stops along Albert Drive are complete with the remainder programmed during 2005/06.

2. Bus Boarders

The on-going programme to raise kerbs at bus stops and ensure the widest possible passenger patronage continued during 2004/05.

3. Cawsey Way Bus Stops

The reconfiguration of the bus stops to assist the bus operators and enhanced waiting facilities for passengers is substantially complete. However, the layout may require further attention to points of detail encountered by the new layout.

Cycling:

4. Quintrell Close, Goldsworth Park

There is now no missing link in the cycle network within Goldsworth Park at Quintrell Close.

5. Monument Road, Woodham

The Committee approved scheme to provide a shared footway cycleway between Six Cross Roads and the Basingstoke Canal will soon commence on site.

6. Education Training and Promotion

In conjunction with the Topic Strategy Manager, local area cycle network maps were published and distributed.

Walking and Pedestrianisation:

7. A247 Kingfield Road Pelican Crossing

The main engineering work to install a new pelican crossing on Kingfield Road is substantially complete; the installation of the signal equipment will take place shortly. Students and schoolchildren will use the crossing to gain access to the bus stops on Kingfield Road

8. Church Hill, Horsell

The existing footway was widened along the length of Church Hill from Arthurs Bridge Road to St Marys Church. 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.

9. Redding Way, Knaphill

A footway linking the bus stops to the new developments on the hospital site was completed to assist bus passengers and those travelling to school.

10. Smarts Heath Road Railway Bridge, Mayford

The Committee approved scheme should commence on site soon to introduce traffic signal control and the provision of a footway for pedestrians, including associated traffic management measures at the bridge. The carriageway approach ramps to the structure also need attention; this maintenance work will be undertaken at the same time.

11. Brewery Road Pelican Crossing

The pelican crossing on Brewery Road near Right of Way 19 is substantially complete and awaits the connection of a power supply to the control cabinet.

Traffic Management and Demand Restraint

Intelligent Transport Systems:

12. Variable Message Signing

The installation of six variable message signs around the town centre is progressing. When complete they will assist the management of the network and reduce journey time to available car park spaces.

13. Interactive Signing, mobile units

The purchase of further units allows expansion of the existing monitoring programme enabling either more sites or more frequent visits to existing sites. Selected road are targeted, conjunction with the Police mobile speed camera units and road safety officers, to reinforce speed management within the local area.

Road Safety:

14. White Rose Lane traffic management

The introduction of traffic management measures within White Rose Lane are substantially complete.

15. Monument Road / Maybury Hill near the railway arch

The scheme was extended to include the refurbishment of the existing traffic signal junctions at Walton Road/Eve Road and Arnold Road to provide pedestrian facilities at these junctions. A significant highway maintenance project was also undertaken on Monument Road together with the capital scheme. With the exception of the new pelican crossing the remainder of the work is substantially complete.

16. Sutton Green Area

Work is in progress to complete a package of traffic management measures in Sutton Green.

17. Westfield Estate traffic management measures

Traffic management measures to curb the problem of excessive vehicle speeds within the estate are substantially complete.

18. Lockfield Drive near Kirkland Avenue, Goldsworth Park, Toucan Crossing

This project is scheduled to commence once a design detail is resolved with local Divisional and Ward Members. It is primarily a safe route to school project allowing parents and schoolchildren to cross Lockfield Drive whilst travelling to and from schools in Goldsworth Park and Knaphill.

19. A324 Connaught Road, Brookwood

The Connaught Road scheme is substantially complete and provides safer pedestrian crossing, speed management near the village school, and ease movements for pedestrians near the station entrance and shops.

20. A320 Egley Road junction with Almond Avenue

The Committee approved scheme should commence on site soon to introduce a 'ghost right turn' facility for vehicles entering Almond Avenue. The scheme seeks to reduce the vehicle impacts at this location. However, it is an interim scheme pending the installation of traffic signals at the site.

21. Blackhorse Road, Traffic Management

The work to install vehicle activated signs on Blackhorse Road either side of Heath House Road has commenced; other associated work to the carriageway is also programmed as part of the rolling highway maintenance programme.

Sustainable Distribution

22. Freight Quality Partnership

Work is ongoing to introduce a Freight Quality Partnership in the local area by 2006. 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

23. The promotion of social inclusion and integration with other policy areas continues via the work of the Local Transportation Service, assisted by the Local Director and Countywide Technical Services.