



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

**LOCAL COMMITTEE FOR WOKING
18 JULY 2005**

KEY ISSUE:

To update the Committee on adjustments to its Local Transport Plan 2005/06 Implementation Programme following publication of the 2004/05 capital outturn summaries.

SUMMARY:

Following publication of the 2004/05 capital outturn summaries, each Local Committee can consolidate its capital budget for 2005/06 and can adjust its Local Transport Plan Implementation Programme accordingly.

The Committee were made aware at their meetings on 19 January 2005 and on 6 April 2005 that the Implementation Programme was constrained by the available funding and that 'Base Figure' only allocations would impact on the programme, notwithstanding the Executive confirmed Local Committees' 'Local Allocations' for 2005/06.

The 2004/05 capital outturn summaries identify the expenditure

compared to budget, with the resultant variation over or under budget. The expenditure includes sums estimated as accruals for work complete but not yet invoiced by 31 March 2005. The variations identified being carried forward to adjust available allocations for 2005/06 to determine budgets.

The Committee's Local Transport Plan and 'Local Allocation' capital allocations for 2005/06 needs to absorb additional outturn expenditure incurred during 2004/05.

In consultation with the Chairman, adjustments in the Committee's Implementation Programme for 2005/06 (**ANNEX 'A'**) reflect actual budgets for 2005/06.

CONSULTATIONS:

The Chairman is aware of the contents of this report.

OFFICER RECOMMENDATIONS:

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

INTRODUCTION and BACKGROUND

1. The Committee received reports about its Local Transport Plan Implementation Programme for 2005/06 at its meetings on 19 January 2005 and 6 April 2005. On each occasion, the Committee was informed that the County Council's Local Transport Plan programme was constrained by the available funding.
2. Confirmation was received about Local Committee allocations for 2005/06, and 'Base Figures' only were allocated. Previously this Committee had received enhanced allocations for 'good' bids (2003/04 plus 30%, 2004/05 plus 40%).
3. The Executive also confirmed Local Committees would receive a 'Local Allocation' for 2005/06; this provided some comfort when readjusting the Implementation Programme presented to Committee on 6 April 2005.
4. Following the publication of the 2004/05 capital outturn summaries, the Committee's allocations for 2005/06 were revisited to calculate actual budgets.

ANALYSIS AND COMMENTARY

Implementation Programme

5. Officers, in consultation with the Chairman, have adjusted the Committee's Implementation Programme to reflect the final budget figure for 2005/06, which is attached **ANNEX A** to the report.
6. The Implementation Programme 2005/06 makes allowance for works in progress, those about to commence on-site, those in design following Committee approval and on-going works partially funded year-on-year to achieve Local Transport Plan objectives, i.e. bus infrastructure improvements. With one exception, all other projects are deferred to the Committee's forward programme.
7. Funding for 'Central and Policy', Horsell projects is expected to be confirmed in the sum of £150,00 for 2005/06 and £150,00 for 2006/07 to facilitate predicted spend profiles for the countywide Local Transport Plan. The Horsell works are shown on **ANNEX B** attached to this report.

Finance

8. Officers monitor capital expenditure throughout the year based on actual expenditure invoiced, estimating outstanding costs based on expectations of work completed, with a best-cost estimate running account being monitored against budgets. The outturn summary of actual capital expenditure for 2004/05 (**Table 1**) generally shows outturn expenditure within budgets.
9. The outturn summary of actual capital expenditure plus accruals for 2004/05 (**Table 2**) generally shows outturn figures exceeding budgets. The accrual

figures used are the best financial estimate of the value of work completed by 31 March 2005, but not yet invoiced and included within actual expenditure.

10. The Local Transport Plan allocation and the Committee's 'Local Allocation' fund the Committee's Local Transport Plan Implementation Programme.
11. 'Capitalised Maintenance' is 'ring-fenced' for highway maintenance activities.
12. 'Central and Policy', is a specific sum granted by the Executive to advance a package of schemes for Horsell, which were already in the Committee's forward programme; most recently reported to Committee on 6 April 2005.
13. By reference to **Table 1** - the actual expenditure summary, and taking the Local Transport Plan allocation plus 'Local Allocation', this shows expenditure within budget by some 13% or £146,850.
14. By reference to the summary of actual expenditure plus accruals **Table 2**, total expenditure for Local Transport Plan allocation plus 'Local Allocation' exceeds the budget by some 8% or £95,904.
15. The 2005/06 allocations have to absorb the accruals in the sum of £95,904, which is carried forward. The carry forward represents a reduction of 17.8% in the allocations, giving a total budget for 2005/06 of £444,096.
16. Comparing the total capital expenditure for the whole 2004/05 programmes, this is within budget by 12% or £182,725.
17. Officers acknowledge that management of financial information within the operation of the Surrey Highway Partnership must develop beyond that currently achieved. The County Council has implemented an action plan to improve financial management.

FINANCIAL IMPLICATIONS

18. Reported 19 January 2005, Bid Figures.			
	LTP 'Base Figure' plus 25%		£550,000
	Local Allocation unknown		nil
		Total	£550,000
19. Reported 6 April 2005, Allocations			
	LTP 'Base Figure' only		£440,000
	Local Allocation		£100,00
		Total	£540,000
20. Budgets (Allocations with 2004/05 Outturn)			
	LTP 'Base Figure'		£379,404
	Local Allocation		£64,692
		Total	£444,096

SUSTAINABLE DEVELOPMENT IMPLICATIONS

21. 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

22. There are no specific crime and disorder implications.

EQUALITIES IMPLICATIONS

23. 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

24. All Local Committee allocations for 2005/06 funded from Local Transport Plan resources were restricted to 'Base Figure' sums only. The release to Local Committees of 'Local Allocations' in part counterbalanced this Committee's funding of its Implementation Programme as reported on 6 April 2005.

25. Although Officers regularly monitor actual expenditure against budgets throughout the year and make allowance for work not yet invoiced, the financial outturn summaries show significant differences when comparing actual expenditure alone or with accruals.

26. The Committee's allocations for 2005/06 are reduced to account for the 2004/05 carry forward; in consultation with the Chairman the Local Transport Plan Implementation Programme **ANNEX A** is adjusted accordingly.

27. The implementation of the financial improvement action plan will assist Officers in monitoring finances within the Surrey Highway Partnership.

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BACKGROUND PAPERS: 19 January 2005 and 6 April 2005

Version No. One Date: 30 June Time: 19.00 Initials: GDW No of annexes: four

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 normally receive a report about each proposal before implementation.

Widening Travel Choice

Buses:

1. East Woking Quality Bus Partnership, £25,000

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. The Woking local area has two 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 improved.

2. Bus Boarders, £50,000

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

Cycling:

Walking and Pedestrianisation:

3. A245 Sheerwater Road, Sheerwater, *Deferred*

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, £10,000 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. A320 Egley Road j/w Almond Avenue, interim proposal, £135,000

Completion of a scheme commenced 2004/05. The Police are concerned about collisions that occur at the Almond Avenue junction. Both Barnsbury Junior and Infants schools are near the junction, which parents use taking children to school. The interim proposal will 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 full proposal, a 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. The interim solution will be incorporated into the more desirable traffic signal junction if funding becomes available at a future date.

7. 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.

8. Trinity Road, Knaphill, traffic management, *Deferred*

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.

9. Hart Road, Byfleet, verge parking, *Deferred*

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.

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

The Committee will receive a report at its meeting in October 2005 to consider alternate highway proposal at the Martyrs Lane junction. Eight recorded collision incidents have occurred at the junction in the last three-year period, there is no particular pattern to the incidents. Junction

alterations may also assist in overcoming potential driver conflict associated with use of the civic amenity site at peak times.

11. A320 Route Management Study, *Deferred*

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:

12. Sustrans, Woking Station, incorporated with town centre access study

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

Travel Awareness, Journeys to Work and School:

13. Travel Plans, £5,000 Local Allocation

On-going provision year-on-year to develop active company and school travel plans, which have 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

14. 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 (6 April 2005).

Rural Transport

15. 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:

16. Freight Quality Partnership, £5,000 Local Allocation

Completion of work commenced during 2004/05. 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

17. 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**CENTRAL and POLICY, HORSELL**

All schemes described below will be subject to the normal consultation processes and the Local Committee will normally receive a report about each proposal before implementation.

1. Town Centre Variable Message Car Park Signing, £80,000

Completion of a scheme commenced 2004/05. Future road space management and the local economy of the town together with the addition of new business locally, including County Hall, has acted as a catalyst to implement this proposal at this time. The installation will assist the management of congestion locally and should reduce journey time to the appropriate car park space.

Road space management will be further enhanced because the information will be available to Surrey's Network Management Centre; they have an overview of the status of the highway network through various strands of available information.

The funding for the scheme is split 50/50 between the County Council and Woking Borough Council.

2. Arthurs Bridge Road j/w Well Lane – safety improvement, *provisional* £6,000

Completion of a scheme approved 6 April 2005. The modification to the kerbline at the junction will make illegal right turn movements much more difficult physically and will improve pedestrian access by shortening the crossing distance of Arthurs Bridge Road. Funding from various revenue maintenance budgets envisaged.

3. Church Hill – footway provision as St Mary's Church, £70,000 (05/06) & £30,000 (06/07)

The Committee will receive a report at its meeting in October 2005 to consider the provision of a limited footway along the frontage of St Mary's Church, Horsell at reasonable cost.

A more expensive proposal, which includes the frontage of the Old Vicarage and St Mary's Church, would entail the removal of the substantial Scots pine tree, significant alteration to the carriageway and junction with Wilson Way. The cost, excluding the alterations to any Statutory Undertakers plane and equipment, would be considerable. Therefore, the lower cost option will be progressed.

4. Brewery Road j/w Arthurs Bridge Road and Church Hill – junction alteration, £120,000 (06/07)

The Committee will receive a report at its meeting in October 2005 to consider the provision of a small roundabout situated at the junction, with pedestrian provision, to enhance pedestrian movements along Church Hill following the completion of the footway widening between Waldens Park

Road and Brewery Road.

TABLE 1

OUTTURN SUMMARY OF ACTUAL CAPITAL EXPENDITURE FOR 2004/05

	2004/05 Budget	2004/05 outturn	Variation Over (Under)	2005/06 Allocation	2004/05 Variations C.Fwd	2005/06 Budget
Local Transport Plan	1,010,750	852,070	(158,680)	440,000	158,680	598,680
Capitalised Maintenance	104,000	5,820	(98,180)	75,000	98,180	173,18
Central & Policy Horsell	400,000	51,000	(349,000)	to be confirmed	349,000	
Entire Capital Programme	1,514,750	908,890	(605,860)			
Local Allocation	140,840	152,670	11,830	100,000	(11,830)	88,170
Sum LTP & Local Allocation	1,151,590	1,004,740	(146,850) (13%)	540,000	146,850	686,850

TABLE 2

OUTTURN SUMMARY OF ACTUAL CAPITAL EXPENDITURE PLUS ACCRUALS FOR 2004/05

	2004/05 Budget	2004/05 outturn	Variation Over (Under)	2005/06 Allocation	2004/05 Variations C.Fwd	2005/06 Budget
Local Transport Plan	1,010,747	1,071,343	60,596	440,000	(60,596)	379,404
Capitalised Maintenance	104,000	160,855	56,855	75,000	(56,855)	18,145
Central & Policy Horsell	400,000	99,824	(300,176)	to be confirmed	300,176	<i>150,000 & 150,000 (06/07)</i>
Entire Capital Programme	1,514,747	1,332,022	(182,725)			
Local Allocation	140,840	176,148	35,308	100,000	(35,308)	64,692
Sum LTP & Local Allocation	1,151,587	1,247,491	95,904 8%	540,000	(95,904)	444,096