



## **LOCAL TRANSPORT PLAN PROGRAMME FOR 2006/07**

### **LOCAL COMMITTEE FOR WOKING 1 FEBRUARY 2006**

#### **KEY ISSUE:**

The Local Transport Plan Implementation Programme for Woking 2006/07 to 2010/11.

#### **SUMMARY:**

At the Local Committee Awayday on 24 November 2005 it was agreed that a sub-group would be set up of three Borough Councillors and three County Councillors with a mix of political parties and a geographical spread across the borough. The sub-group would put together a proposed forward programme for the Local Committee to consider before formally agreeing it at the meeting on 1 February 2006. The sub-group met with officers on 13 January 2006 and have recommended a provisional programme for 2006/07 and a number of actions to be taken in developing the remainder of the programme. The sub-group proposed having its next meeting in June 2006.

## **CONSULTATIONS:**

These recommendations have been proposed by a sub-group comprising of three borough councillors and three county councillors with a mix of political parties. The group also included Ray Lee, Head of Customer Services, from Woking Borough Council.

## **OFFICER RECOMMENDATIONS:**

The Committee is requested to:

- (i) Agree in principle the funding of schemes during 2006/07 as set out in **Annex D** and note that firm recommendations on the level of funding to be assigned will be brought to this Committee early in that financial year.
- (ii) Note that officers will, in consultation with the member sub-group, continue to review the total schemes list (**Annex C**) and the Local Transport Plan Implementation Programme for 2006/07 to 2010/11.

## INTRODUCTION and BACKGROUND

1. At the Local Committee Awayday on 24 November 2005 Will Ward, North West Area Transportation Director, outlined his proposal for transportation forward planning. It was agreed that a sub-group would be set up of three borough councillors and three county councillors with a mix of political parties and a geographical spread across the borough. The sub-group would put together a proposed forward programme for the Local Committee to consider before formally agreeing it at the meeting on 1 February 2006.
2. The Chairman and Cllr Kingsbury nominated the following members for the sub-group:-

Mrs Tinney	Cllr Ankers
Mrs Compton	Cllr Ford
Mr Marlow	Cllr Goldenberg

3. The methodology for allocating LTP2 Integrated Transport Capital for 2006/07 was considered by the Transportation Select Committee (TSC) on 15 December 2005. Two methods were considered:-

Option1 Do Nothing: Retain existing allocation methodology (40% population, 40% road length, 20% KSI casualties, £250,000 fixed sum)

Option 2 Add Congestion Factor: Revise allocation methodology (40% population, 40% road length, 10% KSI casualties, 10% workplace population, £250,000 fixed sum).

Workplace population has been used as a congestion proxy due to problems in establishing a reliable congestion factor from the county traffic model for each district. The TSC selected Option 2, which had the effect of increasing the Woking base figure for 2006/07 to £450,000. This is an increase of £10,000 when compared with the Option 1 methodology.

4. The Area Transportation Directors in liaison with the county LTP Group have agreed a countywide Scheme Prioritisation Method, see **Annex A**.

## ANALYSIS AND COMMENTARY

5. Officers arranged a meeting of the sub-group on 13 January 2006. On 20 December 2005 all members of the Local Committee were sent a letter informing them of which members were on the sub-group and attached were a scheme list for the Construction Programme, Outline LTP2 Programme and Potential New Schemes and a brief outline of the Scheme Prioritisation Methodology, which is being developed on a countywide basis. Members were invited to forward details of any other potential new schemes they would like considered before 4 January 2006 so that they could be assessed

and forwarded to the sub-group before their meeting on 13 January 2006.

6. The table in **Annex B** sets out the suggestions received and provides comments/ recommendations on whether individual proposals should be added to the Potential New Schemes list.
7. The sub-group met with the following officers on 13 January 2006:-

Will Ward	North West Area Transportation Director, Surrey CC
Peter Alexander	Senior Local Transportation Manager, Surrey CC
John Masson	Principal Engineer, Surrey CC
Blair Conacher	Principal Engineer, Surrey CC
Ray Lee	Head of Customer Services, Woking BC

8. The officers tabled an updated scheme list for the Construction Programme, Outline LTP2 Programme and Potential New Schemes (**Annex C**). For each numbered scheme in the Outline LTP2 Programme and Potential New Scheme list a Menu Card had been produced bringing together available information on the Division, Background, Need for Measures, Proposed Measures, Estimated Cost, Consultations, Accident History, Traffic Data and Officer recommendation.
9. At the sub-group meeting the following was presented:-
  - A progress report on the Construction Programme 2005/06;
  - An explanation of the Scheme Prioritisation Method and discussion (**Annex A**);
  - A comparison of the draft LTP2 Implementation Programme with the schemes ranked using the Scheme Prioritisation Method;
  - A discussion on how the level of likely funding compares with the number of schemes on the list; and
  - A discussion on how the list could be reduced from the current 65 schemes to a more realistic number.
10. A summary of the points sub-group members raised:-
  - The Scheme Prioritisation Method was supported subject to certain conditions included below;
  - It was acknowledged that the list of schemes should be shorter;
  - Value for money, state of readiness and member priorities were

other valid criteria to be considered;

- A mechanism was needed to ensure that low cost schemes with tangible benefits were not disadvantaged by the Scheme Prioritisation Method;
- All or part of the Local Allocation (if made available in 2006/07) could be used for low cost schemes;
- Several schemes for waiting restrictions could be usefully grouped together;
- Alternative methods and funding sources should be investigated for dealing with identified problems of residential parking on inappropriate highway land;
- Account could be taken of the number of people likely to benefit from a scheme;
- Schemes could be considered outside the borough boundary;
- The sub-group recommended a provisional programme for 2006/07, as shown in **Annex D**;
- A progress report should be provided for the Local Committee on 1 February 2006; and
- The sub-group should meet again in June 2006 to review the list of schemes and the Local Transport Plan Implementation Programme for 2006/07 to 2010/11.

## **FINANCIAL IMPLICATIONS**

11. The Implementation Programme is constrained by the available funding. The Committee's current allocation for Integrated Transport Capital is £450,000 for 2006/07. The Committee's Local Allocation is to be determined by the Executive but has been £100,000 in previous years.
12. In addition to the above two sums, the Executive has granted Central and Policy funding to advance a package of schemes in Horsell.

## **SUSTAINABLE DEVELOPMENT IMPLICATIONS**

13. 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**

14. There are no specific crime and disorder implications.

## **EQUALITIES IMPLICATIONS**

15. 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**

16. The member sub-group supported the principle of the Scheme Prioritisation Method and recommended a provisional programme for 2006/07, as shown in **Annex D**.

17. The member sub-group proposed having another meeting in June 2006 to review the list of schemes and the Local Transport Plan Implementation Programme for 2006/07 to 2010/11

**Report by: Peter Alexander, Senior Local Transportation Manager, Woking**

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**BACKGROUND PAPERS:** Previous committee reports.

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## ANNEX A

## Scheme Prioritisation Method

### 1. Purpose and principles

The primary purpose of the scheme prioritisation process is to ensure that the programme of schemes proposed in the second LTP period:

- (i) reflects the government priorities
- (ii) reflects the objectives in Surrey's LTP
- (iii) reflects the local priorities
- (iv) provides value for money
- (v) are buildable
- (vi) has the support of Members

A secondary purpose is to provide a tool that allows SCC to:

- (vii) modify the whole programme according to changes in funding
- (viii) decide how best to distribute available funds across the county

Flexibility is a key principle so that the method can be developed and amended with experience.

### 2. Evaluation

The five key objectives of LTP2 are tackling **Congestion**; increasing **Accessibility** to key services and facilities; improving road **Safety** and security; enhancing the **Environment** and quality of life and improving the **Maintenance** of our transport network. Each of these objectives is sub-divided into between two and seven components and has a weighting assigned to it as set out in the table overleaf.

The weightings may be subject to change to suit individual area requirements and experience. The current weightings for each objective are Congestion (35%), Accessibility (25%), Safety (25%), Environment (10%) and Maintenance (5%).

The method of prioritisation is to consider each scheme and assess how many components of the objectives are met and weight them to give a total score out of 100.

e.g A typical scheme for Speed Reduction Measures might score:

C2	Limit traffic growth	$1/5 \times 35 = 7.00$	
S3	Reduce Slight Casualties	$1/7 \times 25 = 3.57$	
S4	Reduction in vehicle speeds	$1/7 \times 25 = 3.57$	
S5	Support Safe Routes to School	$1/7 \times 25 =$	3.57
E4	Reduce the impact of HGVs	$1/4 \times 10 = 2.50$	
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Total		20.21	out of 100

In this particular case the scheme does not meet any aspect of either the Accessibility or Maintenance objectives. Other schemes would be scored in a

similar manner to arrive at an area wide priority list.



Ref	Indicator	LTP Objective	Measurable	Weighting out of 100
<i>Does scheme.....? (Yes/No)</i>				
C1	Reduce vehicle delay	congestion	Y/N ?	35
C2	Limit traffic growth	congestion	Y/N ?	
C3	Support a Company or School Travel Plan	congestion	Y/N ?	
C4	Use technology to aid management of congestion	congestion	Y/N ?	
C5	Improve Parking Management	congestion	Y/N ?	
A1	Improve mobility for the impaired	accessibility	Y/N ?	25
A2	Promote passenger transport facilities	accessibility	Y/N ?	
A3	Encourage walking	accessibility	Y/N ?	
A4	Reduce community severance	accessibility	Y/N ?	
A5	Encourage cycling	accessibility	Y/N ?	
S1	Reduce KSI	safety	Y/N ?	25
S2	Reduce Child KSI	safety	Y/N ?	
S3	Reduce Slight Casualties	safety	Y/N ?	
S4	Reduction in vehicle speeds	safety	Y/N ?	
S5	Support Safe Routes to School	safety	Y/N ?	
S6	Improve street lighting	safety	Y/N ?	
S7	Reduce fear of crime	safety	Y/N ?	
E1	Improve the Street Scene	environment	Y/N ?	10
E2	Reduce vehicle emissions	environment	Y/N ?	
E3	Reduce traffic noise	environment	Y/N ?	
E4	Reduce the impact of HGVs	environment	Y/N ?	
M1	Co-ordinate with planned maintenance	maintenance	Y/N ?	5
M2	Improve the local economy	maintenance	Y/N ?	
Total				100

## ANNEX B

<b>Suggested Scheme</b>	<b>Comments/ recommendations</b>
A pedestrian crossing over the A245 in the vicinity of Oyster Lane.	Item 66 on scheme list.
A pedestrian crossing over Barnes Wallis Drive in Brooklands.	Item 67 on scheme list.
St John's/ Kiln Bridge: double yellow lines.	Item 56 on scheme list.
Extended splitter island at western end of Heathside Crescent to prevent tailback of exiting traffic.	Item 57 on scheme list.
Widen Rydens Way on both sides of the green.	Item 62 on scheme list.
Broadway Knaphill – change waiting restrictions outside the shops at the junction of Broadway and High Street.	Item 58 on scheme list.
Traffic flows in and out of the Hospital Estate in Knaphill.	To be considered in conjunction with Item 28 on scheme list.
Highclere Gardens parking problem.	Item 59 on scheme list.
Pedestrian facilities at the roundabout on Lockfield Drive at Amstel Way.	Item 31 on scheme list.
The crossing on Brewery Road and the roundabout at Arthur's Bridge Road.	See construction programme and Item 55 on scheme list.
A crossing on Chobham Road, near Wheatsheaf Common.	The committee, at its meeting on 26 April 2004, resolved not to proceed with this scheme.
Speed management on Shores Road and South	Item 68 on scheme list.

Road.	
A new bus stop on Lockfield Drive near Well Lane.	In hand, response provided by Passenger Transport Group.
Extend 'quiet surface' on Old Woking Road from Pyrford Common Road junction to East Hill junction.	Maintenance: To be considered as part of the maintenance programme.
Antiskid surfacing at the junction of Pyrford Common Road and Old Woking Road.	Maintenance: To be considered as part of the maintenance programme. (£18,000 developer contribution)
Complete the re-surfacing of Hook Heath Road from Pond Road to Saunders Lane.	Maintenance: To be considered as part of the maintenance programme.
Improve visibility and parking at Beaufort Road/ Beaufort Close, Maybury.	Item 37 on scheme list.
Formalise parking at Albert Drive/ St Michaels Road junction, Sheerwater	Item 37 on scheme list.
Traffic signals at access to the Mosque from Oriental Road.	Part-time traffic signals not justified on overall safety and operational grounds for this private access.

## ANNEX C

## NORTHWEST AREA TRANSPORTATION SERVICE – WOKING

## CONSTRUCTION PROGRAMME

SCHEME	STATUS/DETAILS
A324 Connaught Road – zebra crossings and traffic calming	Complete
A247 Kingfield Road – pelican crossing	Complete (Subject to Stage 3 Road Safety Audit, 13/1/06)
Brewery Road – pelican crossing	Complete
Monument Road – cycle route	Substantially complete
Cawsey Way – bus stop improvements	Complete.
Monument Road – traffic signals and pelican crossing	Complete (Subject to Stage 3 Road Safety Audit, 13/1/06)
White Rose Lane – traffic calming	Complete
Bus boarders (EWQBP)	Complete
Bus boarders (General)	Complete
Church Hill, Horsell – widened footway	Complete
Lockfield Drive/Kirkland Avenue – mini-roundabout and toucan crossing	Design finalised. Works due to commence 16/1/06
Smarts Heath Road railway bridge – footway	With designers. Awaiting response from Network Rail
Blackhorse Road – safety measures	Complete subject to remedials
Arthurs Bridge Road/Well Lane – kerb build-out	Complete.
Heathside Crescent area, Woking – pedestrian/cycle improvements	With designers. Commencement on site March 06
Old Woking Road/Lincoln Drive – pedestrian refuge	Awaiting estimate
Church Hill/Arthurs Bridge Road/Brewery Road – mini-roundabout	With designers. Commencement on site March 06
Church Hill, Horsell, outside church – footway provision	With designers. Commencement on site March 06
Albert Drive, Sheerwater – improved traffic calming	With designers
Lavender park Road, West Byfleet – bus priority measures	Detailed design to be carried out
Woodham Lane – speed reduction & safety measures	Consultation with residents
Sheerwater Road – pedestrian facilities	Feasibility. Report to Committee April 2006
Trinity Road	Substantially complete
Town Centre Access Study	Partially complete
St Johns Hill Road railway bridge	Traffic signals/barriers
A320 Egley Road/Almond Avenue – junction improvement	Interim scheme to be incorporated into intermediate traffic signal scheme

## ANNEX C

## NORTHWEST AREA TRANSPORTATION SERVICE – WOKING

## OUTLINE LTP2 PROGRAMME

SCHEME		STATUS/DETAILS
01	Boundary Road	Speed reduction measures
02	Prey Heath Road	Traffic signals at railway bridge
03	Woodham Lane/Martyrs Lane	Junction alteration
04	Cycle Route 6	Conversion of ROW to shared use
05	Raglan Rd/Victoria Rd/Inkerman Rd	Safety improvement
06	Kirkland Avenue	Replacement of pelican with toucan
07	Paxton Gardens	Eliminate rat-running
08	A245 Parvis Road/Green Lane	Traffic signals
09	A245 Woodham Lane	3 No. pedestrian refuges
10	Outer ring VMS Woking local area	VMS signs
11	Shores Road	Cycle route
12	Victoria Road/Lower Guildford Road	Junction improvement
13	Byfleet Village	3 No. zebras
14	Byfleet Village centre	Traffic calming measures
15	A320 Route Management Study	To be carried out
16	Woking Town Centre Access Study	Additional formal crossings
17	Sustrans Safe Routes to Stations	Recommendations to be assessed
18	Hart Road	Parking lay-bys and verge treatment
19	Freight Quality Partnership	Freight delivery map to be produced
20	Company & School Travel Plans	Ongoing



## ANNEX C

## NORTHWEST AREA TRANSPORTATION SERVICE – WOKING

## POTENTIAL NEW SCHEMES

SCHEME		STATUS/DETAILS
POTENTIAL NEW SCHEMES		
21	Westfield Road	Pedestrian crossing near St Mark's Church
22	Egley Road	Dropped kerbs, possible pedestrian refuge at bus stops, Mayford
23	9-23 Egley Road	Rat-running/parking in service road
24	Heathside Road, at White Rose Lane	Pedestrian crossing
25	Ockenden Road/Fircroft	Cul de sac
26	Anchor Hill/Lower Guildford Road	Review of traffic signals
27	Queens Road	Street scene
28	Redding Way	Pedestrian crossing facilities
29	Lower Guildford Road	Speed limit, pedestrian crossing facilities
30	Denton Way	Pedestrian crossing near Waitrose access
31	Denton Way/Lockfield Drive	Pedestrian crossing facilities
32	Hermitage Road	Pedestrian crossing outside school/crematorium
33	Connaught Crescent, Heath Drive, Brookwood	Parking bays in grassed areas. (Part of Members' request for additional parking)
34	Holly Bank Road	Traffic calming measures
35	Station Road, West Byfleet	Traffic calming
36	Ridsdale Road	Additional parking bays
37	Maybury Estate, Sheerwater Estate	Additional parking bays. (Part of Members' request for additional parking)
38	Eve Road/Monument Road	Allow right turn
39	Victoria Arch	Pedestrian tunnels
40	Victoria Arch	Improved lighting under bridge
41	Coldharbour Road, Pyrford	Raised table for zebra near Pyrford Primary School
42	Residential roads in Old Woking	Additional parking bays. (Part of Members' request for additional parking)
43	Heathside Road, Coley Avenue - Heathside Gardens	Footway on N side
44	Rydens Way/Shackleford Road	"Street scene" - area fronting college
45	New Lane, Sutton Green Road	Footway between Village hall & Public House
46	New Lane, Sutton Green Road	Physical measures to slow traffic at bend
47	High Street Old Woking/Shackleford Road	Pedestrian guardrailing
48	Heathside Road	Pedestrian refuges
49	Old Woking High Street	Permitted footway parking
50	Old Woking area	Traffic conditions investigation
51	Elphinstone Close	Waiting restrictions
52	Turnoak Avenue	Waiting restrictions
53	Hillside	Waiting restrictions
54	York Road	Crossing improvements at ROW
55	Brewery Road	Additional pelican crossing near playground
56	Kiln Bridge, St Johns	Waiting restrictions
57	A320 Victoria Road/Station Approach	Extended island to reduce queuing
58	Broadway, Knaphill	Revised waiting restrictions
59	Highclere Gardens, Knaphill	Parking bays
60	Gorsewood Road, Hermitage Estate	Waiting restrictions
61	Petersham Parade, Byfleet	Waiting restrictions
62	Rydens Way	Carriageway Widening
63	Sythwood	Pelican Crossing
64	Victoria Way (Market Square)	Convert Pelican to Toucan Crossing
65	West Byfleet	Access Study
66	Parvis Road, Byfleet	Pedestrian crossing near Oyster Lane
67	Barnes Wallis Drive, Elmbridge	Pedestrian crossing
68	South Road, Shores Road	Speed management measures

## ANNEX D

## PROVISIONAL PROGRAMME FOR 2006/7

<b>Location</b>	<b>Scheme/Project</b>	<b>LTP Capital 06/07</b>
Various	Bus boarders (EWQBP)	40,000
Various	Bus boarders	65,000
Lockfield Drive/Kirkland Avenue	Mini-roundabout & toucan crossing	55,000
Smarts Heath Road railway bridge	Pedestrian facilities	82,500
Albert Drive	Traffic calming	100,000
Lavender Park Road	Bus gate	60,000
Sheerwater Road	Pedestrian facilities	80,000
Trinity Road	Pedestrian facilities	8,000
Town Centre	Access study	25,000
<b>Total</b>		<b>515,500</b>