



OFFICER REPORT TO LOCAL COMMITTEE (WOKING)

LOCAL TRANSPORT PLAN & LOCAL ALLOCATION PROGRAMME 2010/11

3 FEBRUARY 2010

KEY ISSUE

To approve the 2010/11 work programme for Woking of Local Transport Plan schemes.

SUMMARY

The local works programme is reviewed on an annual basis within the objectives and funding restraints of Surrey's Local Transport Plan (LTP). The method of assessment considers the various scheme benefits against Surrey's Local Transport Plan objectives of Congestion, Safety, Accessibility, Environment and Maintenance. Following assessment, a cost benefit analysis is undertaken of the schemes prior to review by members. The review took place this year on 5th January 2010. The day commenced with a bus tour of schemes followed by a round table meeting in the afternoon to define an indicative 2010/11 programme for recommendation to the Committee at its next meeting.

It was highlighted that all current budget allocations for next year were still subject to approval by the Council and that it may be necessary to adjust the programme further should the funding level be less than indicated. However, due to the current budget restraints of the Council the actual existence of a devolved LTP or Local Allocation budget to the Local Committees in 2010/11 remains a doubt.

The schemes recommended for budget allocation in 2010/11 are shown in Annex B.

OFFICER RECOMMENDATIONS

The Local Committee (Woking) is asked to:

- i. approve the work programme for 2010/11 as set out in the report and Annex B and that the schemes are progressed within the available budgets and resources.
- ii. agree that all statutory processes required to implement the programme are undertaken including the advertising of any traffic orders or notices.
- iii. that the management of the 2010/11 Devolved LTP and Local Allocation budgets be vested with the Local Highways Manager in consultation with the Chairman of the Committee and where appropriate the relevant Local Members.

1. INTRODUCTION and BACKGROUND

- 1.1 Woking's LTP programme is reviewed on an annual basis to ensure a flexible and equitable approach to help address the needs of its communities but within the objectives and funding restraints of Surrey's Local Transport Plan.
- 1.2 The method of assessment considers the various benefits of a scheme against Surrey's Local Transport Plan objectives, namely Congestion, Safety, Accessibility, Environment and Maintenance. Following this assessment a cost benefit analysis is undertaken of schemes.
- 1.3 As in previous years each County Divisional member was requested to nominate, for inclusion in the programme, up to two schemes in their areas considered to be local priorities. Annex A lists the member sites nominated. Assessment of schemes were carried out by Surrey Highways in December and sent out to members in advance of the review meeting on the 5th January 2010. As in previous years this has included a member bus tour to view, first hand, the many schemes and to understand the conflicting issues.
- 1.4 8 members attended the bus tour and review meeting, namely Councillors, Compton, Carasco, Marlow, Smith, Forster, McCrum, Wilson and Preshaw. Not all members were able to attend the appointed date and apologies had been notified. The day commenced with the bus tour followed with a round table meeting in the afternoon to define an indicative construction programme for the 2010/11 and for future scheme development. This would then be offered as a recommendation to the Committee at its meeting on the 3rd February 2010.
- 1.5 The budget level of £160,000 was outlined at the review meeting for the Woking area. Traditionally this allocation has also been supported by an additional £100,000 local capital to use to develop projects and to construct smaller schemes. Members were advised that it was anticipated that there would be an underspend on the 2009/10 budgets and that a total draft programme (both devolved and Local allocation budgets) to the value of £293,000 could be allocated for the forthcoming year.
- 1.6 It was further highlighted that currently all budgets allocations for next year were still subject to approval by the Council and that it may be necessary to adjust the programme further should the funding level be less. However, at present the actual existence of any devolved LTP or Local Allocation budget to the Local Committees is a possibility due to the current budget restraints of the Council. Should further budget information be available in time for the meeting then a verbal update will be given. It should also be noted that the decision to carry-forward under or overspends cannot be guaranteed and that this decision would not normally be made until the new financial year.

2. ANALYSIS AND OPTIONS

- 2.1 Annex B lists the current schemes for Woking are ranked in order of benefit/cost following the assessment against the LTP objectives.
- 2.2 Following the bus tour in the morning members convened for the afternoon session to further discuss schemes and to allocate budget to schemes for recommendation to Committee. For this session Members agreed the following approach:
- Firstly to commit a sum of £20,000 to enable the introduction of any measures approved by Committee following the Woking Parking Review currently being undertaken.
 - Secondly, review and where appropriate allocate budget to those schemes where an existing commitment existed, i.e. those schemes previously approved for initial design, design or construction (these schemes are identified in the left hand column, coloured blue in Annex B).
 - Thirdly, review and where appropriate allocate budget to those schemes commencing with the highest ranked scheme and systematically working down the ranking until the budget was allocated.
- 2.3 The schemes listed in Annex B recommended for budget allocation in 2010/11 are shown in columns S1, S2 and the 'Const' column. The budget allocations are also shown. Schemes shown in column S1 are for feasibility and consultation only and as such are revenue based activities. Because these work elements cannot be charged to capital no budget provision is necessary to take these forward for initial investigation. Such work will look at the relevant issues and problems and seek to determine if any future work is required. These would be reported to a future Committee. Many other schemes on the programme require feasibility work to determine if improvement is possible or worthwhile. However, current resources prevent too many schemes being put forward in one go. Additional feasibility could be approved at a later date if resource becomes available.
- 2.4 The schemes listed in Annex B and coloured yellow were not considered a priority at this current time by members but agreed that they should remain on the programme for future consideration. In the case of the scheme ranked 31, the Chobham Road Pedestrian Crossing it was considered that as there was a further possibility of pedestrian and cycle movements being altered as a result of cycle Woking infrastructure defining a location for a crossing at this time would be premature. It was emphasised that previous attempts to define an exact location for a crossing failed as no agreement could be reached. It was therefore decided to leave this proposal until further cycle Woking infrastructure had been completed.

2.5 The schemes listed in Annex B and coloured red are considered suitable for removal from the programme. The following 9 schemes are recommended for deletion from the programme as follows:

- Ranked 6 – B382 Old Woking Road Route Study – Members felt that in the current financial climate that there was no benefit of a study particularly as there was little chance of any measures being funded and that the study outcomes could be out of date before funding was available. Members felt that the limited budget available should be directed more toward construction of schemes and as an example cited the A245 Study, undertaken some time ago, which still has many of its proposals unfunded.
- Ranked 8 – Maybury Road/Stanley Road/Broadway – Members were advised that the removal of mature trees would be needed to enable the suitable provision of a footway. An alternative scheme to assist accessibility had also been looked at but that this would require a controlled crossing. This would be difficult to locate safely and members did not feel that there was sufficient demand to warrant a scheme of such cost (estimate £120k).
- Ranked 11 – Egley Road Pedestrian Refuge - Members were advised that this had been investigated but that it was not possible to accommodate a pedestrian refuge within the existing carriageway constraints and that extensive widening would be required. It was not considered a cost effective scheme by those present at the meeting.
- Schemes 12 & 50 – Horsell Area 20mph zone & crossing link - Members were advised that this had been investigated as part of the 2009/10 programme and that the cost of implementing a 20mph zone would be in the region of £400k. This was due to the need to provide traffic calming to ensure compliance with the speed limit. Members were also advised that there was no casualty record for the area reviewed. As a result members felt that a scheme with such a high cost could not be justified.
- Schemes 14 & 37 – West Byfleet Access Study Kerb build out Options A & B – Members debated the benefits of the proposal to narrow the carriageway on the north side of the junction at Madeira Road and Station Approach and agreed, that given the financial position, the benefit was not sufficient for the estimated cost (Estimate £50k).
- Scheme 17 – A245 Parvis Road/Camphill Road Pedestrian Safety Improvement - Members were advised that through the casualty reduction working group this site had been investigated and subsequently Surrey's traffic systems team had made adjustments to the signals thus already improving safety to pedestrians. As a result no work was considered necessary but that the CRWG would continue to monitor the site.

- Scheme 18 – Church Street East Zebra Crossing – Members were advised that this had been investigated as part of the 2009/10 programme and that no pedestrian crossing problems were identified and that no further action was warranted at this site.

2.6 The actual budget allocated by members on the 5th January totals £267,000 and is a mix of construction and design work. Members decided not to allocate the remaining budget the preference being to retain it for future consideration particularly in relation to possible Cycle Woking schemes where there was a dual benefit to the Committee. For example Cycle Woking has proposals at the scheme locations ranked 26 and 41 and local funding may assist to bring forward these proposals.

3. CONSULTATIONS

3.1 There are many differing views with regard to Integrated Transport scheme proposals and many in relation to individual schemes. These views are noted and are important, receiving due consideration. The review relates to the whole District with schemes relating to the targets and objectives of Surrey's new Local Transport Plan.

4 FINANCIAL IMPLICATIONS

4.1 Whilst it was reported in paragraph 6 that there may be a underspend on the 2009/10 budget it is not possible to guarantee that this will be approved for carried forward into 2010/11. It should also be highlighted again that there is the strong possibility of a reduced LTP budget for 2010/11 from that indicated or even no budget allocation to Local Committee's at all. Should members approve the programme tonight it would still be prudent to undertake as much of the work in the current financial year. For example the scheme at Lockfield Drive/Oakfield/Dunnetts only requires simple construction work and could easily be implemented before April. Close financial management of the budgets will continue in order to maximise use of the limited funds available.

4.2 There may be the need to further adjust budgets within the financial year. As there are only three Committees a year and it is suggested that any further variations be delegated to the Local Highways Manager in consultation with the Chairman of the Committee and relevant local members.

5 SUSTAINABLE DEVELOPMENT IMPLICATIONS

5.1 Surrey has embraced the concept of sustainable development, which is the foundation of Surrey's Local Transport Plan and is committed to the vision of making Surrey a better place. Funding from this integrated transport budget will be expended on projects and schemes in line with this vision whilst fulfilling its key commitments.

6. CRIME & DISORDER IMPLICATIONS

6.1 There are no direct crime and disorder implications.

7. EQUALITIES IMPLICATIONS

7.1 The Highway Service is mindful of its needs within this area and attempts to treat all users of the public highway with equality and understanding. No impact assessments have been undertaken as part of this process although some individual projects may have an impact assessment as part of its design.

8. CONCLUSIONS AND REASONS FOR RECOMMENDATIONS

8.1 The programme reflects the priorities agreed by members at the meeting on the 5th January 2010 and after taking account of the funding constraints for next financial year. The schemes and projects included in the local allocation budget will also enable worthwhile projects to be implemented and for others to be progressed to a stage where members can consider them for future construction programmes.

9. WHAT HAPPENS NEXT

9.1 The budget decision is still to be confirmed by the Council and the programme will be progressed within the available budgets and resources. Further programme adjustment maybe necessary.

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BACKGROUND PAPERS:	None

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Elizabeth Compton	A322 Bagshot Rd Brookwood Cross Roads to Fox Corner - Speed limit assessment
Elizabeth Compton	Blackhorse Road/ Saunders Lane/Heath House Cross Roads - Safety Improvement
Ben Carasco	Woodham Lane/Martyrs Lane - Junction Improvement
Ben Carasco	Brewery Road - Road Safety Improvements
Liz Bowes	Rydens Way - Carriageway widening/bus access improvement
Liz Bowes	Maybury Hill/Old Woking Road - Junction Improvement
Geoff Marlow	Old Woking Rd Marist School Pedestrian Crossing
Geoff Marlow	High Road Byfleet - Zebra crossing south of Lloyds Bank
Diana Smith	Warbury Lane - Traffic & Safety Management
Will Forster	HGV Restriction Assessment - New Ln/Sutton Gn Rd/Whitmoor Ln Sutton Green
Will Forster	A320 Egley Road north of Blackbridge Road - Pedestrian Crossing
Mohammed Amin	Blackmore Crescent Sheerwater - One Way System
Mohammed Amin	Sythwood - Pedestrian Crossing