



OFFICER REPORT TO LOCAL COMMITTEE (WOKING)

Local Sustainable Transport Fund (Travel SMART) Scheme details 2012/13 – Additional Approvals

6 September 2012

SUMMARY

Surrey County Council was successful in being awarded £14,304 million of grant funding from the Department for Transport (DfT) on the 27 June 2012. Schemes are currently being developed to form part of the 2012/13 programme agreed by this Local Committee earlier today.

The schemes require certain approvals by the Local Committee to enable implementation, as time is tight the 2012/13 programme focuses on 'quick win' schemes and preparation for the Sheerwater corridor improvement scheme.

OFFICER RECOMMENDATIONS

The Local Committee (Woking) is asked to;

- (i) Agree to the advertisement of all legal Notices, and traffic orders as set out in paragraph 2.4 of this report. And if no objections are maintained, the relevant order is made, to enable implementation within the 2012/13 to 2013/14 financial years
- (ii) Agree that if objections are received to advertisement of the legal notices and traffic orders relating to the schemes set out in paragraph 2.4 (a) to (e), the Area Highways Manager and Local Sustainable Transport Fund (LSTF) Project Manager is authorised to try and resolve them
- (iii) Agree that if objections are received advertisement of the legal notice and traffic order relating to the scheme set out in paragraph 2.4 (f) the Parking Strategy Manager and LSTF Project Manager is authorised to try and resolve them

- (iv) Agree that if any objections cannot be resolved, the relevant officers in (ii) and (iii), in consultation with the Chairman and Vice Chairman of this committee and the county councillor for the division, can decide whether or not they should acceded to;
- (v) Agree the proposed shared use scheme A245 Parvis Road (Camphill Road to Chertsey Road) north side (Mercury Trail) **and** designate the northern footway of this road between the road aforementioned for shared pedestrian and cycle use, as shown on the plan in this report; and
- (vi) Agree the proposed shared use scheme A320 Woking to Guildford boundary cycle route (*Earth Trail*) **and** designate the footway of this road for shared and segregated use as shown on the plan provided in this report.

1 INTRODUCTION AND BACKGROUND

- 1.1 Schemes included within the LSTF (Large Bid) have been developed during the summer to enable implementation during the remainder of this financial year.
- 1.2 Some of these schemes will require specific approval from the Local Committee, over and above the financial approval obtained in Item 6 on this agenda, such as authorisation of legal Notices, and converting footways to shared use.
- 1.3 This paper sets out the approvals required from the Local Committee to enable schemes within the 2012/13 programme approved in the previous paper today and the Sheerwater Corridor Improvement, whereby £1 million of LSTF contribution has been approved for the 2013/14 financial year, to be developed further and allow for implementation at the earliest date possible.

2 SHEERWATER CORRIDOR – SCHEME PROGRESS

- 2.1 The Sheerwater Corridor Improvement scheme is the largest single scheme within the LSTF bid for the Woking area. This scheme was estimated at £4 million at the time of submitting the bid in December 2011. Since that date, the scheme has been granted planning permission and detailed design is underway. The LSTF (Large Bid) allocated £1 million of LSTF funding to this scheme, with the remainder being obtained through Local Contribution.
- 2.2 Although the scheme is currently being developed using Local Contribution funding, the £1 million LSTF funding is not required until 2013/14 financial year. However, to ensure that this sum of funding is secure, the Local Committee are asked to approve the £1 million LSTF funding for this scheme in the 2013/14 financial year. A plan of the scheme is attached as **Annex A**.
- 2.3 The Borough Council as developer will enter into a section 278 agreement to construct the road and associated facilities. It is also planned to adopt the new link road approximately 12 months after completion, subject to meeting satisfactory terms and conditions set out in agreements.
- 2.4 The Local Committee is asked to approve a number of enabling functions to assist in the implementation of this scheme and these are as follows:
 - (a) Legal Notices for Toucan crossings located as follows
 - Monument Road outside 15 – 17
 - Albert Drive, just to the west of planned new junction and west of Blackmore Crescent

- (b) Legal Notices for traffic signals located at Monument Road junction with Monument Road East
- (c) Revoke one-way system on Eve Road
- (d) Traffic Order preventing motorised traffic from entering Eve Road from Monument Road.
- (e) Traffic Order for raised tables at Arnold Road junction with Monument Road, at Eve Road, Albert Drive and Arnold Road junction, Albert Drive junction with new Link Road and Eve Road at the new turning head area.
- (f) Amend waiting restrictions in Eve Road, Arnold Road and Albert Drive as indicated on the plan (**Annex A**).

2.5 To complement the works requested in paragraph 2.4 of this report, there are three areas of highway require an Order under section 247 of the Town & Country Planning Act, known as Stopping up of the Highway. These areas are located at Albert Drive near the new road junction under section 247 of the Town and County Planning Act (see **Annex B**). Woking Borough Council, acting as the 'developer' will process this application and Surrey County Council will be consulted.

Consultation

2.6 As this scheme required planning permission, the scheme has already been the subject of consultation and planning permission has already been obtained. However, Traffic Orders and other legal Notices will need to be advertised in the local newspaper and displayed on site. The scheme will be the subject of a Road Safety Audit during September 2012.

Finance

2.7 The estimated cost of implementing this scheme is £4 million and this will be funded as follows:

Funding source	Amount	Notes
LSTF (Large bid)	£1 million	Approved by DfT 27 June 2012
Local contributions	£3 million	Woking BC and partners
Total	£4 million	

Conclusion

2.8 Situated adjacent to one of the Enterprise M3 area's most important employment sites close to the M25 and M3, the scheme impacts upon the largest concentration of business parks within Surrey. The area urgently requires improved access to enhance connectivity and reduce congestion levels

2.9 Currently the western approach to the area is heavily congested. Drivers are forced into a narrow one-way system of predominantly residential streets (Eve Road and Arnold Road), via Monument Road. The proposed 80m link road and associated traffic management measures would remove the need to navigate this one-way system. The planned

scheme directs traffic from the north and west into Monument Way east, connecting Albert Drive, directing it straight into the areas of employment and significantly reducing overall peak congestion.

- 2.10 Moreover, Sheerwater & Maybury are identified as Priority Places because of pockets of multiple deprivation indices in the area. Due to this, Woking and Surrey Local Strategic Partnerships have committed to direct resources to create an environment conducive to business (Public realm improvements and local supplier agreements). This will add value to the road scheme, lever additional public investment and enhance the benefits that will be derived from the original access improvement
- 2.11 In both environmental and place making terms, the opening up of the new access road will facilitate the introduction of a proposed bus corridor and priority measures between Woking Town Centre and Sheerwater and other areas. This will include intelligent bus priority at signalised junctions, access improvements at bus stops, travel information and bus shelters, benefitting passengers. In addition to this, the current busy, narrow and congested Eve and Arnold Roads will become quiet streets when the proposed access road is constructed, enabling these roads to be more attractive to cyclists and improving connectivity between the Sheerwater cycle network and the town centre/railway station.

Recommendation

- 2.12 The Local Committee is asked to recommend approval of the legal Notices, and traffic orders as set out in paragraph 2.4 above. to enable implementation within the 2012/13 to 2013/14 financial years

3 ELEMENT: BUS PRIORITY & CORRIDOR IMPROVEMENTS ELEMENT: INFORMATION, TRAVEL PLANNING & MARKETING

- 3.1 No additional approvals are required from the Local Committee.

4 ELEMENT: WALKING & CYCLING Scheme A245 Parvis Road (Camphill Road to Chertsey Road) north side (*Mercury Trail*)

- 4.1 The A245 Parvis Road is an important part of the highway network and carries a large number of Heavy Goods Vehicles. There are currently no cycle facilities along the road and as a result cyclists have to ride on the road. Some cyclists prefer to ride on the footway on the North side of the road but this is currently not a shared facility and is narrow in places.
- 4.2 At the Local Committee meeting on 26 March 2012, a response to a petition containing 147 signatures, was presented urging Surrey County Council to provide off-road cycle facilities along Parvis Road.(minute 14/12 refers).

- 4.3 This petition stated “We the undersigned petition Surrey County Council to add a cyclepath on the A245 Parvis Road West Byfleet.”
- 4.4 The scheme that has been developed as part of the bid creates a shared use facility on the north side of the A245 Parvis Road between Camphill Road and Chertsey Road (Byfleet). This facility will allow cyclists to use a route from West Byfleet railway station to Chertsey Road (visa versa) along the north side of Parvis Road and join the existing *Venus Trail* as indicated on the plan attached as **Annex C**.

Consultation

- 4.5 Local residents fronting Parvis Road between Camphill Road and Chertsey Road have been consulted on the proposals and five responses have been received. One response fully rejected the proposal, while the other four were concerned that the southern footway offered a better alternative to the northern footway and were concerned about the safety of pedestrians. Reply letters have been sent to each resident pointing out that the County previously negotiated with the developer of Broad Oaks to provide a shared use footway on the south side of Parvis Road, although this developer is now in financial administration.
- 4.6 The planned works will involve cutting back vegetation to regain the full highway width, removing small verge areas and improving the crossing facilities at junctions.
- 4.7 The scheme is currently going through a Road Safety Audit, but preliminary on site observations did not raise any major issues.

Finance

- 4.8 The estimated cost of implementing this scheme is £106,000 and this will be funded as follows:

Funding source	Amount	Notes
LSTF (Key Component)	£40,000	Approved 26 March 2012
LSTF (Large bid)	£60,000	Approved 6 September 2012
Local contributions (s106)	£3,200	Agreement 06/0740
Local contributions (s106)	£3,000	Agreement 06/0742
Total	£106,000	

Conclusion

- 4.9 Connectivity between West Byfleet and Byfleet is severely restricted by the M25 and the Wey Navigation. There is only one road with direct access between these two important areas, which is the A245 Parvis Road. As this road is very busy and relatively narrow, it is not attractive to cyclists. The existing footway is lightly used by pedestrians, but the proposals will also take account of these and improvements for them have also been included.

- 4.10 The response to the petition presented to this Local Committee on 26 March, should also be taken into account as this is a very important link for cyclists to access areas of employment in Byfleet and West Byfleet as well a route to two railway stations (West Byfleet and Byfleet & New Haw), where employment is further afield.

Recommendation

- 4.11 The Local Committee is asked to:
- (i) Recommend approval of this scheme to enable implementation within the 2012/13 financial year; and
 - (ii) Designate the northern footway of A245 Parvis Road between its junction with Camphill Road, West Byfleet and its junction with Chertsey Road, Byfleet as a shared used route for pedestrians and cycle as shown on the plan in this report (**Annex C**).

5 ELEMENT: WALKING & CYCLING

Scheme A320 Woking to Guildford boundary cycle route (*Earth Trail*)

- 5.1 This route connects Woking town centre to Guildford town centre, but will need to be implemented within phases. It has on-road as well as off-road facilities and will be a second cycle route connecting the two town centres together, with the existing *Mars Trail* running to the east, see Annex D for details.
- 5.2 The route will be unidirectional over the whole of its route except for the section from 'Turnoak roundabout' to Quadrant Court. This is due to the one-way system in Claremount Avenue (southbound only) and the relative narrowness of the A320 north of 'Turnoak roundabout' where an 'on carriageway' cycle lane is proposed.
- 5.3 For cyclists who do not wish to use the on road cycle route, they can use the planned shared use route between Turnoak roundabout and the new cycle facilities installed at Elmbridge, where the *Mars Trail* can then be used through Woking Park.
- 5.4 South of 'Turnoak roundabout' the route uses a combination of quiet streets and conversion of existing footways to shared use.
- 5.5 One major 'pinch point' is at the two cottages, known as Egley Cottages on the A320 Egley Road just to the north of Almond Avenue. At this point the available width of footway is severely reduced to around 1.5 metres. This is clearly not sufficient to allow shared use and therefore would need to remain as footway only for the present time.
- 5.6 A number of options are being considered on how to treat this section, therefore an alternative cycle route is planned using Lilac Avenue and Almond Avenue, or cyclists could walk this section.

- 5.7 South of Almond Avenue the route uses the existing footway on the east side, which is lightly used by pedestrians and is of sufficient width for shared use. Just to the north of Mayford roundabout the route will cross the A320 Egley Road to the west side.
- 5.8 South of Mayford roundabout the route uses the existing footway to Prey Heath Road, where access can be gained to Worplesdon railway station. The railway station had additional cycle racks installed as part of the LSTF project earlier this year (details contained in the Annual Report).
- 5.9 South of Prey Heath Road, the route will use the existing footway, which is very lightly trafficked by pedestrians, being in a much more rural location. This section of the route to the Guildford boundary will form part of the phase 2 work.
- 5.10 The tentative 2013/14 programme will include a toucan crossing located on the A320 Egley Road near Blackbridge Road which will assist walkers and cyclists crossing this busy road. In addition the Area Office have plans to reduce the speed limit on Egley Road from the current 40 mph to 30 mph (minute ref 24/12 refers).

Consultation

- 5.11 The route was highlighted as a proposal during the April and May 2012 consultation and exhibitions and no concerns were raised. It is currently going through Road Safety Audit (preliminary on site observations did not raise any major issues). In addition, local residents fronting the planned shared use sections will be consulted on the proposals during September 2012 and the responses presented to the Task Group during October.
- 5.12 A separate consultation will be undertaken to determine the location most favoured by local residents for the planned toucan crossing.
- 5.13 The planned works will involve cutting back vegetation to regain the full highway width, removing small verge areas and improving the crossing facilities at junctions.

Finance

- 5.14 The estimated cost of implementing this scheme is £232,000 and this will be funded as follows:

Funding source	Amount	Notes
LSTF (Large bid)	£220,000	Approved 6 September 2012
Local contributions (s106)	£12,000	Agreement 09/0592
Total	£232,000	

Conclusion

- 5.15 This route provides a much safer alternative through the urban area of Woking fronting the busy A320, than using the road. The existing footway, where used, is generally lightly used by pedestrians, but the proposals will also take account of these and improvements for them have also been included.

Recommendation

- 5.16 The Local Committee is asked to recommend
- (i) Approval of this scheme to enable implementation within the 2012/13 financial year;
 - (ii) Designate the footways of the A320 as shared use and segregated use as shown on the plan provided with this report (**Annex D**).

6 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

- 6.1 The need to ensure value for money was central to developing the Local Sustainable Transport Fund submission, which included a Financial Case as part of the overall Business Case, which is a requirement of the guidance. The LSTF programme is being developed so that future funding is sustainable within existing and projected budgets allowing for future savings or is self-financing in the longer-term.

7 EQUALITIES AND DIVERSITY IMPLICATIONS

- 7.1 An overall Equalities Impact Assessment has been carried out on the LSTF programme and equalities impacts will be assessed as part of the development of each of the transport schemes that underpin the successful project.

8 CRIME AND DISORDER IMPLICATIONS

- 8.1 There are no direct crime and disorder implications arising from this report. However, the planned improvements may well reduce the potential for serious injury collisions, improve the safety of pedestrians and cyclists, and improve traffic flow.

9 WHAT HAPPENS NEXT

- 9.1 The programme of works approved by this Local Committee will be developed further to enable implementation as soon as possible. Including the advertising of legal notices and traffic orders etc.
- 9.2 It should be noted that no funding can be carried forward into the 2013/14 financial year and any under spends within the fund will be lost to the authority.

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**BACKGROUND
PAPERS:** Local Sustainable Transport Fund bid – Surrey
Travel SMART (December 2010).