



OFFICER REPORT TO LOCAL COMMITTEE (WOKING)

TRAVEL SMART LSTF UPDATE AND PROGRAMMES 2013-14

5 DECEMBER 2012

SUMMARY

The Government's intention is that the Local Sustainable Transport Fund (LSTF) will reduce carbon emissions and promote economic growth by encouraging alternative modes of transport to the private car. In December 2011 the County Council was awarded £14.304 million in grant funding. This was the second successful bid that the County Council has been awarded from this fund and follows on from the £3.93 million Key Component provided in July 2011. Therefore, our programme needs to meet those goals set within the framework of the bid, as well as meeting the specific needs of Surrey.

OFFICER RECOMMENDATIONS

The Local Committee (Woking) is asked to;

- i. Agree the draft programme of LSTF (Key Component and Large Bid) allocation for schemes for the 2013/14 financial year as set out in Annex A.
- ii. Delegate amendments to the LSTF Programme to the Chairman of the LSTF Delivery Board in consultation with the Local Committee Chairman and appropriate county and borough officers and members.
- iii. Agree to consider the responses from the Egley Road survey at the forthcoming Task Group meeting on 31 January 2013 and report back to this Committee at the next planned meeting.

- iv. Agree to carry out a feasibility study for the A245 Parvis Road (Camphill Road to Chertsey Road) Phase 2 (junction treatments) and report back to this Local Committee at the next planned meeting.

1 INTRODUCTION AND BACKGROUND

- 1.1 The Department for Transport's (DfT) awarded Surrey County Council £3.93 million in July 2011 for its Key Component bid, and £14.304 million for its £16 million Local Sustainable Transport (LSTF) Large bid in June 2012.
- 1.2 The 2012/13 LSTF programme for the Key Component was approved by this Local Committee on 26 March 2012 and the Large Bid on 6 September 2012, (minutes 11/12 and 35/12 refers).
- 1.3 The whole LSTF project continues until March 2015, therefore the programme has two financial years remaining, 2013/14 and 2014/15, of which the draft 2013/14 programme is the subject of this report.

2 Progress in Woking

2012/13 programme

- 2.1. Surrey County Council and Woking Borough Council staff have continued to develop schemes within the draft programmes that were approved by this Local Committee earlier in the year for implementation.

2013/14 draft programme

- 2.2. The 2013/14 draft programme, attached as Annex A, has been developed with the assistance of the LSTF Task Group and their input has been invaluable.
- 2.3. Annex A, consists of two funding streams, namely the Key Component and the Large Bid, both funding from the Local Sustainable Transport Fund grant awarded to the County Council.
- 2.4. The funding allocation is for the 2013/14 programme and funding cannot be carried forward into the 2014/15 financial year.
- 2.5. It should be noted that some of the schemes within Annex A would not be in a position to be implemented without the support of the LSTF funding.
- 2.6. As in previous programmes, the total value of LSTF funded projects within the 2012/13 financial year is greater than the funding available. This will allow for flexibility within the programme, if unforeseen circumstances arise and a scheme is subject to delay.
- 2.7. This approach was used in the LSTF (Key Component) and allowed schemes to progress quickly without the need to refer back to the Local Committee when further progress could be made on schemes and the DfT were able to forward fund the programme.

- 2.8. Further approvals are required, such as legal notices etc. on the walking and cycling schemes included within Annex A. These will be the subject of a report at a later Local Committee, once the schemes have been developed further.
- 2.9. The Key Component and Large Bid also include: the community funding scheme for community groups based in Sheerwater and Maybury; a package of measures to support businesses in saving money and promoting the use of sustainable transport within each organisation, transport information offered through town centre maps, media broadcast screens and wayfinder mapping proposals. The County Council is also working with South West Trains to develop a cycle hub at Woking station.
- 2.10. Work on the 2014/15 programmes (the final year of the LSTF grant award) will be undertaken during the late summer / autumn of 2013 and the Task Group will be asked to assist again in the development of these.

Sheerwater Corridor

- 2.11. 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 nearing completion for a start on site during late January 2013 and the road planned to be open to traffic by October 2013.
- 2.12. The Local Committee at their meeting on 6 September 2012, agreed to an LSTF (Large Bid) allocation of £1 million towards this scheme, during 2013/14 financial year with the remainder being obtained through Local Contribution.

Bus priority and corridor improvements

- 2.13. The bus priority and corridor improvements are designed to greatly enhance accessibility to areas of employment and retail, such as Woking town centre, Sheerwater business area, West Byfleet, Brooklands and to the Slyfield industrial area in north Guildford.
- 2.14. The work planned for 2013/14 generally follows on from the work undertaken during the current financial year with a focus on completion of the west Woking bus corridor and commencement of the south and north Woking corridors. These works will focus on the following measures;
- Real Time Passenger Information upgrade (RTPI); will focus on the corridors indicated in 2.14 above, The RTPI enhancements

will be included along corridors as part of the wider passenger transport and information improvement projects.

- Bus stop/cycle interchange; building on the pilot site(s) installed during this financial year. Members will be updated where these locations are planned to be sited.
- Intelligent bus priority at traffic signal junctions; will continue the “roll out” of junctions identified by officers at the County Council in partnership with bus operators. These junctions are scheduled in Annex B and are currently being prioritised with bus operators and colleagues in Traffic Signals team for phased delivery in 12/13 and 13/14.
- Short Message Service / real time passenger information bus stop plates; this system provides live real-time bus information to the public via the convenience of their mobile/Smart phone, and the work planned for 2013/14 will continue the upgrading of this system commenced during 2012/13. The SMS (plus QR/NFC codes) for RTPI system forms part of the Media broadcast system project. This Media/RTPI system provides the functionality to produce the bus stop specific code data, and will be provided along corridors together with other infrastructure and information improvements in plan. Due to commence 12/13, for continuation during 13/14.
- Media broadcast real time passenger information displays; this system inter links with the traffic and travel web information provided under 2.31 (second bullet point) below, where real-time bus and rail information, alongside other relevant travel information will be made available to the public on display signs located within the town centre area of Woking and St Peters Hospital where a local contribution has been obtained. Discussions have been held with officers from Woking Borough Council and Moyallen regarding possible positions of screens and likely content to be included. Further suitable sites are being identified for installation of signs during 13/14. This will include sites away from the bus route, as well as at suitable bus stops and interchange points.
- Bus stop upgrades; this work is a continuation of the work already started in upgrading the selected bus stops along the corridors identified. Facilities planned for upgrades include bus stop poles, flags, travel information, raised kerbing, standardising bus stop layout and alignment and accessibility improvements. Sites identified are in conjunction with partner bus operators. This work is being progressed with bus operators through our ‘Guildford and Woking Bus Punctuality Partnership’. Together we are identifying schemes to prioritise for delivery.

These will include a range of accessibility, reliability, safety and information improvements along Woking bus corridors.

Walking and cycling schemes

- 2.15. The A318 Oyster Lane / Barnes Wallis Drive scheme is for a planned toucan crossing that will connect the residents of Byfleet (western side of the road) to the retail and business areas around Brooklands on the eastern side of the road. This scheme was originally agreed by this Local Committee on 31 October 2007 (minute ref 53/07 refers). Annex C indicates the original plan, but this will require reviewing and updating. This scheme will be presented to the Local Committee at a later date, once the scheme has been reviewed.
- 2.16. As the scheme crosses the Woking and Elmbridge boundaries, the scheme will be presented to the Local Committee for Elmbridge at a future meeting (February 2013).
- 2.17. The scheme will also connect the off road shared cycle network on the eastern side of A318 Oyster lane that was constructed during January to March 2011 under the Cycle Woking project and the western side under the LSTF grant award during January to March 2012.
- 2.18. The A3046 Chobham Road scheme was identified as installing a controlled crossing at a location to be determined, following a consultation. However, a similar scheme in this road has been reported to this Local Committee and predecessors of this committee, with records showing debates back to 1998.
- 2.19. As there have been several attempts in the past to agree a suitable location to construct a controlled crossing, which have all ended in failure, it is evident that the correct location must be adopted first. To do this it is proposed to consult widely the residents of the area, including Woking High School students/parents who currently cross or are potential users of a crossing if installed, during the spring of 2013.
- 2.20. Following a consultation, the results would be presented to this Local committee during September 2013, and if a favourable result from the consultation and agreement from the Local Committee to proceed, the crossing would be designed during the winter of 2013, ready for installation during the spring of 2014.
- 2.21. As members are aware from the petition received this evening there is a clear indication that a crossing is wanted by residents in the area. However, the question is identifying a suitable location, which will meet the guidelines in siting a controlled crossing on this type of road.
- 2.22. At a site meeting on 14 November 2012, officers from Surrey County Council and Councillors Ben Carasco and Will Forster met with the lead petitioner Joyce Bianconi and Mary Painter to survey the road and

review the history. Two potential locations for the crossing were identified, the first by Broomhall Lodge, which was the subject of the report in April 2004 (minute 29/04 refers), and the second just to the north of Laleham Court.

- 2.23. The A324 Hermitage Road north of the Basingstoke Canal scheme, consists of constructing a toucan crossing at the access point of the north side towpath (*Saturn Trail*) and just to the south of Gorsewood Road. This will facilitate people being able to cross the very busy A324 Hermitage Road and connects Hermitage Woods estate / Winston Churchill School and beyond with Brookwood, including the railway station. Annex D indicates the possible location for such a crossing.
- 2.24. A320 Egley Road scheme, was the subject of a consultation and further details are provided in paragraphs 3.2 to 3.5.
- 2.25. This scheme would assist people crossing the busy A320 Egley Road, especially during peak time traffic conditions (walking or cycling). The location of the planned toucan crossing would form part of the the *Charon Trail* walking and cycling route, connecting the Westfield – Hoe Valley – Barnsbury and Triggs Lane/St Johns Hill Road. Annex E indicates the planned route and the vicinity of any crossing point.
- 2.26. The Triggs Lane / Blackbridge Road junction requires improvements to make it more suitable for walkers and cyclists, together with signing of the route, as indicated in Annex E. This would then connect to Barnsbury – Hoe Valley – Westfield via the planned toucan crossing on the A320 Egley Road.
- 2.27. The Bisley to Knaphill cycle route, indicated in Annex F, uses quiet streets within Bisley and purpose built shared footways adjacent to the A322 Guildford Road before joining the existing Cycle Woking network at Knaphill. This would assist residents in the Bisley area to cycle into Woking. It is planned to present a report to the Local Committee for Surrey Heath. The funding for this scheme will come from the 'LSTF Woking allocation'. However, it may be possible to fund this scheme using Local Contribution from development contributions within Surrey Heath.
- 2.28. Whilst the A245 Parvis Road scheme (West Byfleet to Chertsey Road Byfleet) has commenced, this has been deemed as a first phase. The Road Safety Audit recommended 'Cyclist Dismount' signs are installed on either side of the M25 over bridge. In addition, special signs with black lettering on a yellow background with the wording Low Parapet, which will provide a reason for the 'Cyclist Dismount' signs. In addition, the Highways Agency have indicated that they would raise this parapet to a height of at least 1.4 metres when they carry out major maintenance on the M25 with lane or road closures.

- 2.29. To assist cyclists with a more continuous route, it is proposed to carry out a feasibility study during the 'winter 2012' on the installation of junction treatments, where practical, at the junctions along this route. A further report will be presented to this committee at the planned March meeting.

Information, travel planning and marketing

- 2.30. The information, travel planning and marketing interventions are designed to maximise the impact of the new infrastructure. This will enable the economy to grow and help people to make more sustainable travel choices in Woking.
- 2.31. The main measures that will be focused on Woking during 2013/14 will be as follows:
- Marketing campaign at Woking railway station highlighting destinations on cycle routes, promotion of the new Cycle Hub (planned winter / spring 2013 by South West Trains in partnership with Surrey County Council and Woking Borough Council) and the Brompton Dock cycle hire to be located within the Cycle Hub.
 - Surrey traffic and travel information website, providing media screens located within Woking town centre including live bus and rail information.
 - Marketing and awareness campaign for new infrastructure, promoting the connectivity of walking and cycling routes, improved bus infrastructure facilities, targeting an audience of 300 metres radius of the new facilities.
 - Offering cycle training, including discounts for residents and businesses within the 'target zone'.
 - Working closely with medium sized businesses, offering travel planning training, materials and support and personalised travel planning for small businesses.
 - Following the successful Community grant funding schemes (Annex G refers) run in Sheerwater and Maybury this year, further funding will be made available for the community to bid for small and medium sized projects.
 - Continuation of the successful Go-Ride cycle training programme.
 - Planning is being finalised for the installation of wayfinder mapping throughout Woking Town Centre. A report will be brought to the March 2013 Local Committee meeting. In

www.surreycc.gov.uk/woking

2013/14 town centre pedestrian analysis will be undertaken and a de-cluttering audit will be produced. Installation of new signage and removal of obsolete signage/furniture will be undertaken in 2014/15. This work will link into the Woking Town Centre Management agreement.

3 CONSULTATIONS

- 3.1. Local consultation on specific schemes has been and will continue to be carried out, where required, during the development of the programme. However an overall consultation was carried out during April and May 2012, which was reported to this Local Committee on 6 September 2012.

A320 Egley Road possible crossing

- 3.2. A 6-week consultation (during October and November 2012) was undertaken on four possible options to site a controlled crossing on the A320 Egley Road. Annex H attached indicates the questionnaire that was made available on-line as well as in hard copy format.
- 3.3. A total of 113 replies were received and the overall results were as follows:

	Votes	% of total*
Option A (near Acacia Avenue)	31	= 28%
Option B (at 'post box' crossing)	50	= 44%
Option C (just to south of Blackbridge Road)	9	= 8%
Option D (just to south of Old Hill)	7	= 6%
Did not want a crossing	16	= 14%

*Percentage of total rounded to whole number.

- 3.4. There were many comments made by respondents and these will need to be fully assessed to enable officers and members to understand residents' needs and requirements including the Egley Road Residents Association. Therefore, it is recommended that the consultation survey is discussed by the Task Group and recommendations are presented to the Local Committee at the planned meeting in March 2013.
- 3.5. A pedestrian count at all four locations has been undertaken, but at the time of writing this report, the details were not available, but these will be tabled at the meeting.

4 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

- 4.1. 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 savings or self-financing in the longer-term.

5 EQUALITIES AND DIVERSITY IMPLICATIONS

- 5.1 An Equalities Impact Assessment will be carried out as part of the development of each of the transport schemes that underpin the successful project.

6 CRIME AND DISORDER IMPLICATIONS

- 6.1 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.

7 CONCLUSION AND RECOMMENDATIONS

- 7.1. The Local Committee in Woking, which covers one of the three successful Travel SMART towns within the successful bid, and their relevant Task Group set up specifically for the LSTF have been involved in developing draft programmes for the 2013/14 financial year. The Local Committee and Task Groups will have a significant on-going involvement in shaping the programmes locally and monitoring progress during the project.
- 7.2. The 2013/14 programme builds on the work undertaken in the current and previous year (Key Component) of the LSTF project to enable the project partnership to deliver the measures identified with the original bids and meet the objectives set by the DfT as well as meeting the specific needs of Surrey.
- 7.3. The programme makes use of available local contribution funding, through s106 agreements, and provided through partner authorities such as Woking Borough Council, South West Trains and bus operators, which coupled with the LSTF funding enable schemes to be implemented.
- 7.4. The Local Committee is asked to approve the draft programme for the 2013/14 financial year, as set out in Annex A
- 7.5. As there are no planned Local Committee meeting between now and March 2013, it would be too late to agree any amendments to the 2012/13 programme to enable any potential 'savings' to be spent on schemes identified as "quick wins" that meet the LSTF objectives to avoid losing the funding.

- 7.6. With the above in mind the Local Committee is asked to agree to delegate amendments to the LSTF Programme to the Chairman of the LSTF Delivery Board in consultation with the Local Committee Chairman and appropriate county and borough officers and members. Any amendments will be reported to the next available Local Committee.
- 7.7. In addition to fully understand all of the respondents comments on the A320 Egley Road survey the Local Committee is asked to agree to consider the responses from the Egley Road survey at the forthcoming Task Group meeting on 31 January and report back to this Committee at the next planned meeting.
- 7.8. The A245 Parvis Road scheme was brought forward into the 2012/13 programme to ensure that an off road shared use route was constructed at the earliest opportunity. During consultation with Woking Cycle Users Group on this scheme, they have requested that the junctions are treated with road tables. Therefore as a phase 2, the Local Committee is asked to agree to carry out a feasibility study on the A245 Parvis Road (Camphill Road to Chertsey Road) , junction treatments, and report back to this Local Committee at the next planned meeting

8. WHAT HAPPENS NEXT

- 8.1. The programme of works approved by this Local Committee will be developed further to enable implementation as soon as possible.
- 8.2. It should be noted that funding cannot be carried forward into the 2014/15 financial year and any under spends within the fund will be lost to the authority.

LEAD OFFICERS: Paul Fishwick, LSTF Project Manager and

TELEPHONE NUMBER: 03456 009 009

E-MAIL: Paul.fishwick@surreycc.gov.uk

CONTACT OFFICERS: Paul Fishwick Role, LSTF Project Manager and Woking Lead on LSTF

TELEPHONE NUMBER: 03456 009 009

E-MAIL: Paul.fishwick@surreycc.gov.uk

BACKGROUND PAPERS: Local Sustainable Transport Fund Key Component bid.
Local Sustainable Transport Fund Large bid.

Version No. 3 Date: 20 November 2012 Time: 2000 Initials: PMF No of annexes: 8

This page is intentionally left blank