

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (WOKING)

DATE: 26 JUNE 2013

LEAD OFFICER: PAUL FISHWICK, PROJECT MANAGER, TRANSPORT POLICY



SUBJECT: LOCAL SUSTAINABLE TRANSPORT FUND (WOKING) PROJECT

DIVISION: WOKING

SUMMARY OF ISSUE:

This paper is to update members on the Annual Report for the Local Sustainable Transport Fund for Woking 2012/13 financial year.

It also updates members on the 2013/14 programme (bus priority and corridor improvements, walking and cycling and Sheerwater Link Road elements), including proposals for a 7.5 tonne weight restriction on Arnold Road and Eve Road Sheerwater, and options for junction treatments on the A245 Parvis Road West Byfleet.

Members are also asked to approve the Travel Planning and promotion element for the 2013/14 financial year.

RECOMMENDATIONS:

The Local Committee (Woking) is asked to agree :

- (i) To note the Annual Report 2012/13 covering Woking, attached as Annex A.
- (ii) The 7.5 tonne weight limit (except for access) for Arnold Road and Eve Road Sheerwater, attached as Annex B
- (iii) The intention of the County Council to make an Order under the relevant parts of the Road Traffic Regulation Act 1984 to impose a 7.5 tonne weight limit (except for access) for Arnold Road and Eve Road Sheerwater, including the advertisement of all legal notices and traffic orders.
- (iv) That if objections are received to advertisement of the legal notices and traffic orders, the Area Team Manager and Project Manager is authorised to try and resolve them in consultation with the Chairman/Vice Chairman and Divisional Member, and decide whether or not they should be acceded to and therefore whether the order should be made, with or without modification.
- (v) The dropped kerb option for junction treatments on the A245 Parvis Road West Byfleet.

(vi) To note the Travel SMART 2013/14 programme for bus priority and corridor improvements, walking and cycling and the Sheerwater Link Road, including the updated Oyster Lane scheme (Annexes D1 and D2)

(vii) The Travel Planning and promotion element for 2013/14, excluding the Way Finder Mapping scheme, attached as Annex E.

REASONS FOR RECOMMENDATIONS:

The Local Committee are asked to note the Annual Report for the Local Sustainable Transport Fund, which is in the process of being developed for submission to the DfT by 19 July 2013.

The Local Committee are asked to agree to the proposed 7.5 tonne weight limit (except for access) covering Arnold Road and Eve Road, to deter heavy goods vehicles using these roads, when there is the Sheerwater Link Road which is a suitable alternative.

The Local Committee is asked to agree to the dropped kerb option for the A245 Parvis Road junctions, as the benefits in spending an additional £40,000 is considered low for both pedestrians and cyclists, and this funding could be utilised on higher benefit options that are currently being considered.

The Local Committee is asked to note the progress on bus priority and corridor improvements, walking and cycling improvements and the Sheerwater Link Road within the 2013/14 Travel SMART programme.

The Local Committee is asked to agree to the proposals for the information, travel planning and promotion element of the Travel SMART programme for 2013/14 to enable delivery to be made, excluding the Way finder mapping that will be reported to this committee in September 2013.

1. INTRODUCTION AND BACKGROUND:

Travel Smart Programme

- 1.1 The Department for Transport (DfT) awarded Surrey County Council £3.93 million in July 2011 for the Local Sustainable Transport Fund (Key Component) and a further £14.304 million in June 2012 for the Local Sustainable Transport Fund (Large Bid). Both of these projects are branded Surrey Travel SMART and cover the financial years up to 2014/15.
- 1.2 For the purposes of ease in reporting, both the Key Component and Large Bid have been combined as one project for this report.

2. ANALYSIS:

Annual Report

- 2.1 This will be the third annual report to the DfT for the Surrey Travel SMART, covering the past three financial years.
- 2.2 The annual report is currently being in the process of being submitted to the DfT, but with the current timing of Local Committees, it provides an opportunity to report on the project for the 2012/13 in Woking, which is attached as Annex A.

Proposed 7.5 tonne weight limit Sheerwater

- 2.3 The Sheerwater Link Road project will take current through traffic off Eve Road and Arnold Road. However, Arnold Road remains open to traffic at its junction with Monument Road, and a series of road tables are planned to be installed to a) deter through traffic and b) to keep traffic to a low speed.
- 2.4 To try and deter heavy goods vehicles from using this road, it is proposed to introduce a 7.5 tonne weight restriction on Arnold Road and Eve Road (except for access).
- 2.5 A plan of the area and roads considered within the weight restriction is attached as Annex B.

A245 Parvis Road shared cycle / footway – junction treatments

- 2.6 This scheme was completed along its length during 2012/13, with the exception of the junction treatments of three roads, namely Dartnell Avenue, Blackwood Close and Pinehurst Gardens, indicated on Annex C.
- 2.7 It would be advantageous to obtain the committees agreement on the most suitable option to provide continuity of work for the contractor within Woking.

Travel SMART programme 2013/14

- 2.8 An update on the bus priority and corridor improvement, walking and cycling improvements and the Sheerwater Link Road scheme are produced in a table format in Annex D1, together with an updated plan of the Oyster Lane

scheme (Annex D2) approved by this committee on 31 October 2007 (minute 53/07 refers and 5 December 2012 minute 64/12 refers).

Information, travel planning and promotion

- 2.9 The programme of works under this element builds upon the work already undertaken in previous years and have been summarised in 3.13 below. Further details can be found in Annex E

3. OPTIONS:

Proposed 7.5 tonne weight limit - Sheerwater

- 3.1 There are two options available for this scheme, either a) introduce a 7.5 tonne weight limit (except for access) on Arnold Road and Eve Road, (see Annex B) or b) do not introduce a weight limit.
- 3.2 The introduction of a 7.5 tonne weight limit (except for access), combined with the planned road tables should deter most heavy goods vehicles from using these roads, and instead using the more suitable Sheerwater Link Road, which is currently under construction and is planned to be open to traffic by 31 October 2013.
- 3.3 Without these restrictions heavy goods vehicles would still be able to use these narrow streets when a more suitable alternative would be available.

A245 Parvis Road shared cycle / footway – junction treatments

- 3.4 Investigations have taken place on a similar site in Wokingham/Winnersh along the A329 Reading Road. This road has similar characteristics as the A245 Parvis Road, in that it is subject to a 40mph speed limit and has an off road shared cycle/footway, and the residential properties are set back well off the highway, with some 'infill' developments (see Annex F).
- 3.5 Most of the route crosses standard vehicle accesses, but some recent developments have seen the use of junction tables. As the route cannot be deviated into the side road to allow for improved sight-lines, the junction tables are treated with 'give ways' on the cycle route, and on the side road exit. However, the traffic entering the side road is not restricted.
- 3.6 Although there are no casualties along the section of route in Wokingham and Winnersh that was subject to the investigation, Wokingham Borough Council (Unitary authority), have stated that they are looking to remove the junction tables in a future scheme due to a number of issues
- 3.7 The junction table treatment is only limited to cul-de-sac streets with dropped kerbs and give ways for cyclists/pedestrians provided at all other road junctions
- 3.8 The A245 Parvis Road is generally similar to the A329 Reading Road and requires final treatment on three junctions, namely; Dartnell Avenue, Blackwood Close and Pinehurst Gardens (see Annex C)

- 3.9 The cost of installing three junction tables has been estimated at £60,000. This would therefore require £40,000 additional expenditure, over and above what has been allocated to complete the scheme with dropped kerbs
- 3.10 The £40,000 would be obtained from S106 funding that has been designated towards cycling and road safety in the area, but this could be allocated on other walking and cycling schemes in the area, where options are currently being considered.
- 3.11 The added benefit for pedestrians and cyclists at this location is considered low, as the sight-lines are generally poor and give ways would need to be provided on the cycle route.

Recommendation

- 3.12 It is therefore recommended that improved dropped kerbs are installed at the three junctions, with the funding already allocated, and the S106 funding will be used on an alternative scheme within the area, yet to be agreed.

Information, travel planning and promotion

- 3.13 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 2014 by South West Trains in partnership with Surrey County Council and Woking Borough Council) and the Brompton Dock cycle hire to be located on the south side of the railway station.
 - Travel SMART journey planner and 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.
 - Behaviour change campaign focusing on frustrated drivers and 'how did you get here today?' promotions, aimed at widening peoples' views of other travel choices.
 - Offering cycle training, including discounts for residents and businesses throughout the borough..
 - 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 (up to £3,000) and medium (up to £15,000) sized projects.

- Continuation of the successful Go-Ride cycle training programme.
- Planning (phase 2) is being finalised for the installation of wayfinder mapping throughout Woking Town Centre. A report on this will be brought to the September 2013 Local Committee meeting. In 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. These works will link into the Woking Town Centre Management agreement.

4. CONSULTATIONS:

Travel SMART programme

- 4.1 Local consultation on specific schemes has been and will continue to be carried out, where required, during the development of the programme. However, the project was the subject of a consultation during April and May 2012, which was reported to this Local Committee on 6 September 2012 (minute ref 64/12 refers).

Proposed 7.5 tonne weight limit Sheerwater

- 4.2 The 7.5 tonne weight restriction (except for access) has been promoted by the Sheerwater Project Board, consisting of Woking Borough Council and Surrey County Council officers and consultants working on this project.
- 4.3 Surrey Police (Traffic) have been consulted on this proposal and raise no objections.
- 4.4 The proposed 7.5 tonne weight limit (except for access) would require a traffic order, which would be advertised in the local newspaper and on site. As with the current traffic orders and notices that are being advertised, it is planned to include this within the appropriate Sheerwater Link Road Newsletter, alerting local residents to the proposals.
- 4.5 The LSTF Task Group were presented with these options at their meeting on 5 June 2013 and recommended that the 7.5 tonne weight restriction (except for access) should be implemented.

A245 Parvis Road shared cycle / footway – junction treatments

- 4.6 The options available were presented to the LSTF Task Group on 5 June and recommended that the junctions should be treated with dropped kerbs and not tables.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 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 of self-financing in the longer-term.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

6.1 Equality Impact Assessments have been developed for the Travel SMART project and individual schemes will be assessed against these during the programme.

7. LOCALISM:

7.1 The headline benefits for Woking will be reducing carbon and promoting economic growth by encouraging alternative modes of transport to the private car through;

- Tackling congestion
- Improved journey time reliability (including buses)
- Reduced journey times
- Reduced vehicle operating costs
- Increased walking and cycling
- Reduced severance
- Community engagement

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report
Sustainability (including Climate Change and Carbon Emissions)	Set out below
Corporate Parenting/Looked After Children	No significant implications arising from this report
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report
Public Health	Set out below.

8.1 Sustainability and Public Health implications

Increased sustainable modes of transport, where it replaces motorised forms of transport such as the car, will improve air quality and reduce carbon emission levels, which is a key objective of the LSTF.

Transport is responsible for one third of carbon emission in Surrey. Surrey's Local Transport Plan has a target to reduce carbon emissions from (non-motorway) transport by 10% (absolute emissions) by 2020, increasing to 25% reduction by 2035 from 2007 baseline of 2,114k tonnes.

Increased walking and cycling has a positive impact on the health of a person. The NHS identifies cycling as an activity which provides significant health benefits. The emerging Surrey Health and Well-being Strategy has identified obesity as one of the priority public health challenges.

The whole project including the improved walking and cycling facilities will be marketed to residents and businesses and cycle training will be offered to those less confident of cycling to encourage take up and to maximise the benefits of the new infrastructure.

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 The Annual Report is the third in the series for this project and the full version for all three towns will be submitted to the DfT by 19 July 2013. The Local Committee is asked to note the contents for the Woking area.
- 9.2 The proposed 7.5 tonne weight limit (except for access) covering Arnold Road and Eve Road, is planned to deter heavy goods vehicles these roads, as there will be a suitable alternative route available, namely the Sheerwater Link Road. The Local Committee are therefore asked to agree to this proposal.
- 9.3 The dropped kerb option for the three A245 Parvis Road junctions, is considered the most beneficial for these sites taking into account the experiences of a similar site in Wokingham and Winnersh Berkshire, and the low additional benefit for both pedestrians and cyclists in providing junction tables with added expenditure of £40,000. The Local Committee are therefore recommended to agree to the dropped kerb option.
- 9.4 The Local Committee is asked to note the current 2013/14 Travel SMART programme for the elements covering bus priority and corridor improvements, walking and cycling improvements and the Sheerwater Link Road
- 9.5 To enable delivery of the Information, travel planning and promotion element of the Travel SMART programme for 2013/14, the Local Committee are asked to agree to the programme as set out in Annex E.

10. WHAT HAPPENS NEXT:

- 10.1 The Travel SMART programme will continue to be delivered during this financial year and updates will be presented to the LSTF Task Group and this local committee.

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Consulted:
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Andrew Milne, Kevin Patching, Heena Pankhania, James Price
Woking Borough Council Melanie Haywood

Annexes:
Annex A to G

Sources/background papers:
Local Sustainable Transport Fund bids Key Component and Large Bid.

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