

Scheme		Period and Budget Allocation		
		2014 - 2015 £000	2015 - 2016 £000	2016 - 2017 £000
Funding Streams (FS)	1	Town Centre Highway Works - £2475 (£2000 2014/15 + £475 2013/14 Carry Forward)		
	2	Integrated Transport Grant - £789		
	3	Section 106 (LTP) - £765		
	4	Local Sustainable Transport Fund (LSTF)- £398		
	5			
	6			
1.0	Access, Mobility & Travel Choice	150 FS (2,3)		
1.1	Cycle Parking - Key Popular Destinations - Providing cycle parking at key destinations and transport interchange points and services such as healthcare, fresh food, education and employment (e.g. 2013/14 included Heath Hill Road, Town Centre, Sports Centre and Coral Reef)	20		
1.2	Accessibility Improvements - Access improvements for all including disabled, mobility impaired and the elderly as well improvements to pedestrian/cycleway and public transport infrastructure - 2014/15 schemes include improved ped/cycle links to and from Town Centre from The Parks development, Missing ped link on Ringmead from Jennetts Park linking to bus stop.	70		
1.3	Access to Employment Areas - Improving Accessibility to and from the Boroughs three Business Areas ensuring Bracknell Town Centre is the focus for journeys and improving signage for commuters in the three business areas arriving at rail station working with South West Trains to help provide as much information as possible in a clear and uncluttered way	60		
1.4	Future Access, Mobility and Travel Choice Improvements - Aimed at delivering Local Transport Plan Policies included within LTP3 including Accessibility, Buses and Real Time Information, Smarter Choice, Walking / Cycling, Smarter Vehicle Use and Air Quality Management and is made up of a number of local schemes aimed at improving movement and choice within communities. Works to include improving access to service areas by sustainable modes including public transport, walking and cycling			
2.0	Highway Capacity and Road space Allocation	300 FS (2,3)		
2.1	Crowthorne High Street - Scheme to reducing the peak hour congestion whilst also improving the air quality in the area which has an AQMA action plan.			
2.2	Peacock Farm Rbt - Signalisation of the entry/exit from Jennetts Park to improve management of junction and ease access onto the A329 following growth and regeneration of Town Centre	100		
2.3	Sports Centre Phase 3 - The final phase of improvements following improvements to Horse and Groom and Twin Bridges. Signalisation will allow better management of the length of the A322 between Twin Bridges and Sports Centre Roundabout.	100		
2.4	Downshire Way heading towards Western Road - extending the flare between Atrium roundabout and Western Road to relieve congestion in the peak period. Currently too narrow to allow dual approach and with improvements at Twin Bridges more vehicles would be able to use this section in the peak period.	80		
2.5	Development of ongoing future schemes - Investigation work on future schemes linked to Traffic Management and Congestion Strategies	20		
2.6	Future Highway Capacity and Road space Allocation - Further schemes to reduce delays at congestion hotspots and provide an appropriate allocation of highway capacity (roads or junctions) to different classes of vehicles - as part of an integrated approach to transport which balances the needs of accessibility, safety, the economy and the environment.			
3.0	Traffic Management	452 FS (2,3,4)		
3.1	Urban Traffic Management Control (UTMC) - Expanding control capability at key traffic signal junctions - enabling greater co-ordination of flow management. The application of information and communications technology to transport infrastructure. As travel patterns increase, it will not meet the demand, especially in a congested areas, and ITS offers opportunities to manage and smooth traffic flow and facilitate the delivery of a wide range of transport policy objectives. This has particular relevance to the future development within Bracknell which will demand a reassessment of current arrangements for management of the road network	150		

Integrated Transport Capital Programme

2014-2017

3.2	Parking Review - Preparation work for the necessary changes to address the parking impacts of the regenerated Town Centre.	60		
3.3	Residential Parking Schemes - Working with Bracknell Forest Homes to provide increased parking capacity in residential areas experiencing difficulties.	100		
3.4	Bus Real Time Information (Continued from 2013/14) - To provide RTI displays at eleven key stops in local community hubs, and large displays at the bus station, rail station and in the town centre shopping area. Crucially, it will also allow us to link bus RTI with other real time transport information at a single web location, which is in development. Part of overall programme (see also 1.0)	21		
3.5	Speed Management Scheme - B383 Sunninghill Rd - Part of ongoing work to address excessive speed on classified roads. Site identified and prioritised through speed surveys.	28		
3.6	Speed Management Scheme - Winkfield Lane - Part of on-going work to address excessive speed on locally important roads. Site identified and prioritised through consultation and speed surveys.	30		
3.7	Speed Management Scheme - Lower Broadmoor Road area - Part of on-going work to address excessive speed on locally important roads. Site identified and prioritised through consultation and speed surveys.	43		
3.8	Development of future Traffic Management Schemes - Investigation work on future schemes.	20		
3.9	Traffic Management - Further schemes. The growth in traffic volumes and the increase in traffic speeds have brought about demands for better management of vehicle flow. The Traffic Management strategy aims to provide a safe, free flowing, managed road network and to deliver improvements that are clear, consistent and understandable to all road users.			
4.0	Sustainable Modes of Travel to School (SMOTTS)	200 FS (2)		
4.1	School Gate Assessments and Future SMOTTS Development Work. - Development of the future programme of SMOTTS improvements from the list of high ranking schools and school gate assessments	30		
4.2	Sustainable Modes of Travel to School (SMOTTS) - This budget will enable implementation of schemes to facilitate sustainable and safe travel to school. Schools are prioritised using set criteria at the start of each financial year following receipt of the results of the school annual travel survey. The highest ranked schemes identified for 2014/15 include local footway widening and cycle parking facilities at The Pines Primary school (£35k), local footway widening in Cambridge Road, pedestrian dropped crossings and new cycle parking facilities at Owlsmoor Primary school (£55k), introduction of a 20 mph zone in Bracksome Hill Road for Owlsmoor Primary and Infant schools (£20k), footway widening and conversion to footway/cycletracks in Great Hollands Road and Ringmead with associated ped/cycling crossing improvements to islands	170		
5.0	Local Safety Schemes (LSS)	100 FS (2)		
5.1	Chavey Down Crossroads, Winkfield - Local Safety Scheme. Scheme to address a pattern of accidents involving opposing right turning vehicles. Measures will include changing and optimising existing signal phasings and minor changes to the geometry of the junction.	45		
5.2	A321 Sandhurst High Street junction with Yateley Road - Measures to address a history of injury accidents involving vehicles turning right into Yateley Road. Measures will include lengthening the right turn lane and kerbline adjustments to improve forward visibility.	25		
5.3	A321 Marshall Road, Sandhurst - Local Safety Scheme - Scheme to address a pattern of accidents involving northbound vehicles exiting the Meadows Gyrotory and travelling towards the signal junction at the entrance to the Meadows shopping centre. Measures to include additional signage and road markings to improve lane discipline and minor kerb works to exit of roundabout.	20		
5.4	Development of future Local Safety Schemes - Investigation work and development of future schemes.	10		
5.5	Local Safety Schemes (LSS) - Further schemes to improve road safety, by reducing the number of people killed and injured on Bracknell's roads, is a key element in meeting national targets and corporate and local objectives to protect the community and make Bracknell a safer place to live.			
6.0	Town Centre Highway Works Infrastructure schemes linked to the regeneration of the town centre including capacity improvements at key junctions, accessibility improvements and enhancements to key routes leading to the area	3225 FS (1,2,3,4)		

Integrated Transport Capital Programme

2014-2017

6.1	Twin Bridges (Continued from 2013/14) - Detailed design, statutory undertaker diversions and construction work on the Twin Bridges roundabout improvement. Proposals include full signalisation of the northern section of the roundabout alongside further capacity enhancements on the southern half to allow for better control of the movements through the junction. Linking the junction to the Boroughs UTMC network and use of CCTV will provide better overall control of traffic flow along the corridor through traffic signal coordination and positive management. In addition to this capacity improvements will also be provided with the extension of the widening of Downshire Way from Horse and Groom roundabout.	1100		
6.2	London Road, Martins Heron Roundabout - Proposals include converting the existing Martins Heron roundabout to a fully signalised crossroads that reduces delay on all arms and improves journey times along the route. These measures, along with further refinement of existing junctions on London Rd, will improve access to existing employment areas and new developments, unlocking their economic potential and also assist in reducing carbon emissions. Benefits would also be felt in neighbouring Ascot and assist in the overall control and coordination of the strategic corridor network within the Borough			
6.3	Coral Reef Roundabout - The Coral Reef roundabout is the first junction encountered as you enter Bracknell on the A322 heading from M3 J3 towards the A329, the A329(M) and the M4. Proposals are to convert the existing roundabout to a fully signalised crossroads that reduces delay on all arms and improves journey times along the route. These measures will improve access to existing employment areas and new developments, unlocking their economic potential and also assist in reducing carbon emissions. Benefits would also be felt by neighbouring LEP areas and assist in the overall control and coordination of the strategic corridor network within the Borough. This expenditure includes the local contribution towards the overall £3m cost being provided through the Local Transport Body.	100	2100 (LTB funds)	900 (265 Developer 106 contribution & 635 Borough Capital)
6.4	Binfield Rd - Town Centre Access Improvements - Accessibility improvements and traffic management improvements to Binfield rd improving access to Town Centre and creating a gateway for local residents and linking to planned SADPD sites in Warfield and Binfield.			
6.5	Market Street (Continued from 2013/14) - Footway improvements to complement works undertaken by private development (BRP) including of paving proposals for the footway on the north side of High Street between its junction with Market Street and the Ring to compliment the paving patterns planned for elsewhere in the pedestrianised areas Bracknell Town Centre	100		
6.6	Crossing facilities - The Ring - Improvements for peds leaving Charles Square car park and crossing the Ring. Proposals include upgrading of existing crossing facilities to be upgraded to a Toucan. Links with footway improvements due under developer (BRP) proposals	60		
6.7	Car Park Improvement / Refurbishment - Work to the pedestrian cores / stairwell interiors in High Street and Charles Square car parks, and the interior of the pedestrian overbridges.	200		
6.8	Car Park Lighting Improvements - Enhancements to the High Street and Charles Square car park lighting to improve quality and performance.	200		
6.9	Future Town Centre Highway Works - Further infrastructure schemes linked to the regeneration of the town centre, including accessibility improvements and enhancements to key routes leading to the area			
6.10	Car Park Variable Messaging Signs (VMS) - Further Urban Traffic Control capability applying to Variable Message Signing for Town Centre car parks- enabling greater co-ordination and management.			
6.11	Urban Traffic Management Control (UTMC) - Further Urban Traffic Control capability at key traffic signal junctions relating to the town centre and enabling greater co-ordination, control and congestion management. Part of the overall programme (see also 3.1)			
6.12	Bus Real Time Information (RTI) - Further RTI displays at key stops linked to the Town Centre. Part of overall programme (see also 3.4)			
6.13	Bus station - New bus station that will improve accessibility for all and link to the recently refurbished train station forecourt together with a new pedestrian route from the Railway Station to Stanley Walk running around the Western and North West edge of the bus station, the whole package providing better interchange, better linking to the Railway Station and greatly improved environment for bus users. Simplifying the current layout and upgrading waiting facilities providing real passenger information and a greater sense of arrival to the gateway of Bracknell and the regenerated Town Centre. Total spend to include £377k (LSTF)	1300		
6.14	Coppid Beech - Joint scheme with Wokingham Borough and majority funded by Dft as part of the Local Pinch Point programme. The junction of the A329 Reading Road and the A329(M) motorway is a barrier to development, the existing junction requires improvement to provide increased highways capacity as well as making basic provision for pedestrians and cyclists. The proposal will signalise all access arms at this junction and circulatory lanes as well as increase the number of lanes on the approach arms and on the circulatory roundabout in order to facilitate development traffic and background traffic growth inc. Town Centre. The proposed scheme will deliver new highways capacity including provision for sustainable transport links, which will in turn bring forward suppressed housing development in both boroughs, by reducing the highways impact mitigation measures that are required by planning.	165		
Total in year expenditure		4427	0	0

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<p>Total in year expenditure</p>	<p>4427</p>	<p>0</p>	<p>0</p>