

2017/18 Integrated Transport Capital Programme		£000
Funding Streams		1 Integrated Transport Grant - £520
		2 Section 106 - £350
		3 Council Capital Funding - £450
		4 LEP Local Growth Funding - £2000
		Total: £3320
		Budget Allocation
1.0	Access, Mobility & Travel Choice	305
1.1	Harvest Ride Pedestrian Facilities - improved facilities in the vicinity of Quelm Park Roundabout to assist residents/school children crossing Harvest Ride to/from the newly opened Warfield Primary School. Work will include a new footway link on Harvest Ride (north side) between the school and the existing pedestrian refuge near Totale Rise. Existing splitter islands on Quelm Park roundabout to be widened.	70
1.2	Sunninghill Road Footway - introduction of a footway between Cheapside and the existing footway beyond Pump Lane. The link will provide a safe pedestrian route for residents/children between Cheapside and the Primary School located in Watersplash Lane.	60
1.3	School Flashing Lights - continuation of the Borough-wide improvement to existing School Patrol warning lights to incorporate 20mph advisory speed limit signage. Improvements will include low power LED technology to increase visibility, heighten driver awareness and improve road safety.	40
1.4	Controlled Crossing Upgrades - final phase of modernisation/upgrade to existing zebra crossings. Improvements will include low power LED technology to increase visibility, heighten driver awareness and improve road safety.	25
1.5	Mobility Improvements - measures to improve pedestrian access such as dropped kerbs and improvement to bus stop access. These improvements will include facilities for the mobility impaired.	15
1.6	Binfield Road Footway/Cycleway - scheme to convert the existing footway along Binfield Road to a footway/cycleway. The scheme will extend between the junctions of Jocks Lane and Downshire Way where a connection will be formed with the existing cycle network. The route will connect new development at Warfield as well as providing a vital link for pedestrians and cyclists to the new Town Centre.	95
2.0	Highway Capacity and Road Space Allocation	2575
2.1	A329 London Road Corridor (Phase 1 and 2) - scheme to improve journey times and capacity along the A329 between Bracknell and Ascot. Phase 1 will involve a series of measures to improve traffic flow, including modifications to the entrance/exit to LV School, widening on the westbound approach to the Fernbank Road junction and lengthening the right-turn lane into Priory Road. Phase 2 will include the conversion of the existing Martins Heron roundabout to a traffic signalised crossroads alongside a full refurbishment of the Priory Rod/Fernbank Road signal junctions to approve operational efficiency. Implementation of Phase 2 will continue unto 2018/19.	2450
2.2	Downshire Way (Phase 3) - southbound capacity improvement to address peak hour congestion on approach to Twin Bridges Roundabout. Scheme will create two extended traffic lanes.	25
2.3	Binfield Road Capacity/Safety Improvements (scheme development) - investigation, site surveys and detailed design work to develop a scheme to improve capacity and safety and support development growth. The scheme will consider junction improvements between Harvest Ride and Western Roundabout.	45
2.4	Binfield Road / Forest Road Junction Improvement (scheme development) - investigation, site surveys and detailed design work to develop a scheme to improve junction capacity and safety (traffic signals) to support development growth.	55
3.0	Traffic Management	440
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, infrastructure will struggle to meet demand, especially in a congested areas, and ITS(Intelligent Transport Systems) offers opportunities to manage and smooth traffic flows to create more reliable journey times.	150
3.2	Residential Parking Schemes - working with Bracknell Forest Homes to provide increased parking capacity in residential areas experiencing difficulties. Additional match funding is provided by Bracknell Forest Homes (total £240k). Identified schemes include - Dalcross, Keepers Coombe, Wheatley, Welbeck, Wroxham, Bucklebury, Peregrine Close, Windlebrook Green and Garth Square.	120
3.3	Local Safety Schemes - projects to include: Braziers Lane/Forest Road Junction - safety scheme to prevent t 'failure to give way' collisions. Work will incorporate a splitter island in Locks Ride to increase junction conspicuity (£30k) B3022 Bracknell Road/Malt Hill/Hayley Green Junction - improved signing, road markings, antiskid surfacing, stop lines and VAS to prevent 'failure to give way' collisions (£30k) B3022 Bracknell Road/Forest Road Junction ('Five Ways' junction) - measures to improve visibility at the exit from Forest Road (Westbound) and speed reduction measures along B3022 Bracknell Road (15k) A3095 Mill Lane - measures to improve safety on the section between the Southern Business Area and Wildridings Roundabout. Work will include extension of the central crash barrier to prevent vehicles exiting the carriageway towards residential areas near to the bend and speed management measures. Works to be combined on the outside of the bend , combined with Speed management scheme to reduce the speed limit to 50mph (55k)	130
3.4	Speed Management/Traffic Management Schemes - projects to include: Longhill Road - introduction of a 30mph limit on Long Hill road between Locks Ride and Harvest Ride (£10k) West End Lane - reduction of the speed limit to 20mph (from national speed limit) due to the new addition of the Warfield development 'green-way' crossing (£10k)	20
3.5	Traffic Management Schemes (scheme development) - investigation, site surveys and detailed design work to develop future schemes which address safety, vehicle speed and the management of local traffic flow.	20