

Annex 2		Period and Budget Allocation							
Scheme		2015 - 2016 £000		2016 - 2017 £000		2017 - 2018 £000			
<b>Funding Streams (FS)</b>	1	Town Centre Highway Works - £2000		1	Town Centre Highway Works - £2000		1	Town Centre Highway Works - £2000	
	2	Integrated Transport Grant - £720		2	Integrated Transport Grant - £720		2	Integrated Transport Grant - £720	
	3	Section 106 (LTP) - £600		3	Section 106 (LTP) - £865		3	Section 106 (LTP) - £500	
	4			4			4		
	5	Local Transport Body Grant - £2100		5	Local Transport Body Grant - £2000		5	Local Transport Body Grant - £1400	
	6			6			6		
	7	Additional Town Centre Funding - £808		7	Additional Town Centre Funding - £1489		7		
	8			8			8		
1.0	<b>Access, Mobility &amp; Travel Choice</b>		365 FS (2,3)		350 FS (2,3)		240 FS (2,3)		
1.1	<b>Access to Employment Areas</b> - 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		50		50		50		
1.2	<b>Improvements to Bracknell Train Station</b> - Partnership scheme with SWT. Funds represent BFC contributions towards providing better waiting facilities, platforms that provide commuters with greater shelter and also a better sense of arrival for those coming into Bracknell		55		150				
1.3	<b>Footway Cycletrack along Ringmead</b> - Leading from Jennetts Park to the Southern Business Area. Scheme requires verge being converted into 3m wide shared surface with new lamp columns. Scheme will link to the pedestrian crossing and bus stops between Welbeck and Wheatley		200						
1.4	<b>Future Access, Mobility and Travel Choice Improvements</b> - 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		60		150		190		
2.0	<b>Highway Capacity and Road space Allocation</b>		270 FS (2,3)		245 FS (2,3)		320 FS (2,3)		
2.1	<b>Crowthorne High Street</b> - Scheme to reduce the peak hour congestion whilst also improving the air quality in the area which has an AQMA action plan.				100				
2.2	<b>Jennetts Park Rbt</b> - 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		250						
2.3	<b>Development of ongoing future schemes</b> - Investigation work on future schemes linked to Traffic Management and Congestion Strategies		20		20		20		
2.4	<b>Future Highway Capacity and Road space Allocation</b> - 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.				125		300		
3.0	<b>Traffic Management</b>		315 FS (2,3,7)		315 FS (2,3,7)		330 FS (2,3)		
3.1	<b>Urban Traffic Management Control (UTMC)</b> - 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		100		100		100		
3.2	<b>Residential Parking Schemes</b> - Working with Bracknell Forest Homes to provide increased parking capacity in residential areas experiencing difficulties.		100		100		100		

3.3	<b>Speed Management Scheme - Locks Ride</b> - Part of ongoing work to address excessive speed on classified roads. Site identified and prioritised through speed surveys.	28		
3.4	<b>Speed Management Scheme - Park Road</b> - Part of ongoing work to address excessive speed on classified roads. Site identified and prioritised through speed surveys.	38		
3.5	<b>Speed Management Scheme - Popeswood Road</b> - Part of ongoing work to address excessive speed on classified roads. Site identified and prioritised through speed surveys.	12		
3.6	<b>Speed Management Scheme - Old Wokingham Road/Easthampstead Road</b> - Part of ongoing work to address excessive speed on classified roads. Site identified and prioritised through speed surveys.	22		
3.7	<b>Development of future Traffic Management Schemes</b> - Investigation work on future schemes.	15	15	15
3.8	<b>Traffic Management</b> - 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.		100	115
4.0	<b>Sustainable Modes of Travel to School (SMOTTS)</b>	150 FS (2)	200 FS (2)	200 FS (2)
4.1	<b>School Gate Assessments and Future SMOTTS Development Work</b> - Development of the future programme of SMOTTS improvements from the list of high ranking schools and school gate assessments	30	30	30
4.2	<b>Sustainable Modes of Travel to School (SMOTTS)</b> - The SMOTTS Strategy (statutory requirement). This proposed 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 schools are then consulted on the scheme proposals, and there are continuing links to Road Safety Education and Travel Planning work streams. In addition, a programme of school gate assessments identifies any minor works to address any immediate safety issues. 2015/16 to include a programme to introduce signage for advisory 20mph speed limits outside all schools where feasible, with flashing warning lights. The programme will replace our existing stock of ageing school flashing warning lights	120	170	170
5.0	<b>Local Safety Schemes (LSS)</b>	120 FS (2)	110 FS (2)	130 FS (2)
5.1	<b>Development of future Local Safety Schemes</b> - Investigation work and development of future schemes.	10	10	10
5.2	<b>Local Safety Schemes (LSS)</b> - 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.		100	120
5.3	<b>Local Safety Scheme - Wildridings Roundabout</b> - measures to prevent vehicles losing control and exiting the carriageway on both approach and exit such as count down marker signs - safety barrier / Kassel kerbs	35		
5.4	<b>Local Safety Scheme - Old Wokingham Road (joint LSS and Speed management scheme)</b> - measures to lower speeds and prevent turning manoeuvre accidents, including splitter islands (localised widening of carriageway) signing and central hatch	35		
5.5	<b>Local Safety Scheme - Swinley Bottom Roundabout - signing scheme to prevent accidents relating to poor lane discipline on the circulatory Carriageway</b>	10		
5.6	<b>Local Safety Scheme - A3095 junction with Bottle Lane</b> - measures to remove the central splitter island and re-align the junction as a standard T	30		
6.0	<b>Town Centre Highway Works</b> 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	6954 FS (5,6)	5854 FS (1,6)	1400 FS (5)

**Annex 2 - Integrated Transport Capital Programme**

**2015-2018**

<p><b>6.1 London Road, Martins Heron Roundabout</b> - 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</p>		<p style="text-align: center;"><b>100</b></p>	<p style="text-align: center;"><b>1400</b> <b>(LTB funds)</b></p>
<p><b>6.2 Coral Reef Roundabout</b> - 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.</p>	<p style="text-align: center;"><b>2100</b> <b>(LTB funds)</b></p>	<p style="text-align: center;"><b>900</b> <b>(265 Developer 106 contribution &amp; 635 Borough Capital)</b></p>	
<p><b>6.3 Future Town Centre Highway Works</b> - Highway infrastructure schemes linked to the regeneration of the town centre including:</p> <p>Station Rbt - Part signalisation and widening</p> <p>Met Office Rbt - Part-widening / re-lining</p> <p>Millennium Way - Multi Storey Car Park access, foot/cycleway (north side) and toucan crossing</p> <p>Weather Way - Re-alignment of The Ring (north) for access to Block 3</p> <p>Bond Way - Turning circle / drop off</p> <p>High Street (west) - Final paving / planter</p> <p>Highway signage (conventional) - Revisions for surrounding network routing, inc car parks and service yards</p> <p>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.</p> <p>Bus Real Time Information (RTI) - Further RTI displays at key stops linked to thee Town Centre. Part of overall programme (see also 3.4)</p> <p>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)</p>	<p style="text-align: center;"><b>2552</b></p>	<p style="text-align: center;"><b>2552</b></p>	
<p><b>6.4 Future Town Centre Accessibility Improvements</b> - Works to include:</p> <p>The Canyon - Cycleway (contra flow), planting, lighting, resurface cycleway and adjacent carriageway</p> <p>The Canyon - New pedestrian crossing (link between cycleway, bus station etc)</p> <p>Charles Square Service Yard / MSCP - Entrance signage rationalisation, new entrance configuration and green islands, ped routes enhanced, branding/new signage to entrance</p> <p>The Canyon - Regenerated north bridge</p> <p>The Canyon - Multi Storey Car Park portico mods, banners and corridor 'greening'</p> <p>The Canyon - Regenerated cores to Multi Storey Car Park</p> <p>High Street &amp; Charles Square Mutlis Storey Car Parks - New lighting to car parks</p>	<p style="text-align: center;"><b>2302</b></p>	<p style="text-align: center;"><b>2302</b></p>	
	<b>TOTAL</b>	<p style="text-align: center;"><b>8174</b></p>	<p style="text-align: center;"><b>7074</b></p>