

REPORT OF THE EXECUTIVE DIRECTOR OF CITY SERVICES

**STRATEGIC INVESTMENT PLAN
WASHINGTON ROAD SAFETY MEASURES**

1. Purpose of the Report

- 1.1 To inform Washington Area Committee of consultations carried out with respect to the bus link removal pilot schemes in Washington, following their implementation.
- 1.2 To provide an update on progress and finance for the Washington Road Safety Measures project.

2. Introduction/Background

- 2.1 Many of the traffic problems reported in the Washington area occur throughout each of its villages. As a result of Washington's unique layout, it was considered appropriate to produce a strategy to target road safety, accessibility and community safety across the whole of the area. The key issues for consideration are listed below:
 - Road safety / accident reduction
 - Vehicle speeds / speed limits
 - Public transport access / bus only links
 - Safer routes to schools / school travel plans
 - Appropriate use of the road hierarchy / Freight transport routes
 - Pedestrian facilities / access
- 2.2 A strategy was presented to Washington Members at a special meeting on 6 November 2007 where it was agreed that two issues would be targeted as a priority. These were the bus only links in each village centre and those perimeter routes that have inadequate footway provision.
- 2.3 Council approved SIP funding of £500,000 for the following Washington Road Safety Measures, at its meeting of 2 April 2008, with funding to be authorised by a future meeting of Cabinet:
 - SIP improvements to Bus-Only Links (£328,000)
 - SIP improvements to pedestrian access, Footway Links (£172,000)
- 2.4 Washington Area Committee agreed to a pilot project to remove the three bus links listed below and introduce permanent supporting traffic calming measures estimated to cost £60,000 at its meeting of 18 December 2008.

Brandy Lane, Albany
Dunnock Drive, Ayton
Parsons Road, Parsons Industrial Estate

- 2.5 Cabinet approved the implementation of the bus link removal pilot schemes at its meeting of 4th November 2009.
- 2.6 The experimental traffic orders for the bus link removal pilot schemes were implemented on 18th January 2010. The effect is to permit the use of the existing bus only links by all vehicles for up to 18 months. An experimental order was introduced to allow the impact of the pilot scheme to be monitored for up to 18 months before being made permanent, at which time a decision can be made about a preferred treatment for the pilot scheme and the remaining 12 bus links in Washington.
- 2.7 Traffic calming measures to complement and support the experimental traffic orders were also implemented. They consist of a series of horizontal traffic calming features where drivers are required to give way to oncoming traffic at a road narrowing. These features were implemented as a permanent improvement at each bus link removal pilot scheme and have been designed to complement the pilot schemes. The features did not require a traffic order for their implementation.

3. Consultations

- 3.1 The 23 organisations with an interest in traffic management schemes, including the Emergency Services and NEXUS, were consulted on all three bus link removal pilot schemes. To date, 2 responses have been received from Taxi Operators, both in favour of the proposals. Both also request that if the bus links are to be reinstated then Taxis access should be maintained. Taxis were not permitted previously and such an amendment could not be carried out without a change to the existing permanent traffic regulation orders. The Police have informed the Council about growing local concern regarding the Brandy Lane, Bus Link Removal Pilot Scheme, Albany and have requested that alternative arrangements are considered.
- 3.2 Local Councillors from Washington South and West, the Chair of Washington Area Committee and the Portfolio Holder for Attractive and Inclusive City were consulted. Cllr Trueman has raised concern about high traffic volumes and speeds at Brandy Lane, Albany and has requested that alternative arrangements are considered. Cllr Blackburn has made comment about the consultation documents and in particular the excellent build quality and finish of the bus link removal pilot schemes, which he had observed from the photographs included. To date, no other comments have been received.

- 3.3 The residences and businesses directly affected by each of the three proposals were consulted using a “Consultation Pack”, comprising a drawing showing the proposals, a questionnaire return sheet and a pre-paid envelope, sent out with an explanatory letter. In addition, an unmanned exhibition event was held in the Millennium Centre, Concord for 4 weeks where the consultation packs were made available to the general public. Officers were available during a manned session to meet the public and discuss any queries or concerns.
- 3.4 To date 630 responses have been received. The table below shows the number of responses received that are generally in agreement with the specific statements of the questionnaire or those generally against for each pilot scheme consultation area, including those responses received from unknown / other areas of Washington. The full summary of responses received to the specific statements of the questionnaire for each area is shown in the attached Appendix 1.

Statement	Brandy Lane		Dunnock Drive		Parsons Road		Outside Area	
	Yes	No	Yes	No	Yes	No	Yes	No
Traffic volumes have reduced	51	126	68	26	0	1	26	82
Vehicle speeds have reduced	71	107	93	26	0	1	25	21
Pedestrian access has improved	86	66	86	8	0	0	17	13
Vehicle access has improved	164	23	152	5	1	0	46	3
Road safety has improved	87	98	107	21	0	1	28	14
The three pilot bus link removal schemes should be made permanent	149	195	162	9	0	1	42	12
Other bus links in Washington should be considered for removal	134	51	158	15	0	1	41	9

- 3.5 Included are two letters of objection. The letters were a general objection to bus link removal schemes in Washington.
- 3.6 We have also received a petition containing about 200 signatures that asked the following question at the top of each page.

**“Your Views – Brandy Lane Link Road – Albany Village – 16/04/10
Do you feel that Albany Village Link road should be closed of to all traffic?-
Or do you think it should be left open to all traffic?”**

- 3.7 Where questionnaires have not been received the additional comments or responses from the letters and petition have been summarised and added to the summary of responses attached in Appendix 1 of this report.
- 3.8 The additional issues raised during the consultations are reported and commented on through the attached Appendix 2.
- 3.9 From the consultation summary, it is clear that the bus link removal pilot scheme for Dunnock Drive has been well received by the public. The bus link removal pilot scheme for Parsons Road is also considered to have been well received due to the low number of responses received, only one in total. However, for Brandy Lane there is clearly public concern about road safety due to the proximity of Albany Village Primary School and the receipt of a petition containing about 200 signatures in opposition to the pilot scheme.

4. Traffic Surveys

- 4.1 Traffic surveys were carried out before and after the implementation of the three bus link removal pilot schemes and supporting permanent traffic calming measures to allow a thorough assessment of their impact.
- 4.2 Due to the rare and random nature of accidents, the Police record of injury accidents is normally considered over a three year period. Due to the relatively short length of time since the introduction of the three pilot schemes, accident records may not provide a consistent result. However, a summary of the Police injury accident records for each pilot scheme (over the entire length of the through village route), for the three years before January 2010 and the 4 month period after January 2010 (available records to date) shows that there were no injury accidents recorded before or after the introduction of the pilot schemes, as shown in the table below.

Location	Accidents Before	Accidents After
Brandy Lane	0	0
Dunnock Drive	0	0
Parsons Road	0	0

- 4.3 The maximum speed of 85% of vehicles travelling through the bus link removal pilot schemes was recorded over a 7 day period between 7:00am and 7:00pm, which is the normal method for comparison and assessment. On average, the maximum speed of 85% of vehicles has been reduced between 7:00am and 7:00pm following the introduction of the pilot schemes, as shown in the table below.

Location	Speeds Before	Speeds After	Reduction
Brandy Lane	27.4	26.7	0.7
Dunnock Drive	28.8	28.2	0.6
Parsons Road	30.4	24.0	6.4

- 4.4 Traffic volumes through the bus link removal pilot scheme and around the ring roads were recorded. On average, traffic volumes between 7:00am and 7:00pm increased on the through village routes and reduced on the ring roads following the introduction of the pilot schemes, as shown in the tables below.

Location	Through Route Volume Before	Through Route Volume After	Increase (No.)	Increase (%)
Brandy Lane	2,039	2,737	698	34
Dunnock Drive	358	715	393	100
Parsons Road	2,948	3,688	740	25

Location	Ring Road Volume Before	Ring Road Volume After	Reduction (No.)	Reduction (%)
Brandy Lane / Moorway	1,635	1,288	347	21
Dunnock Drive / Emmerson Road	3,770	3,570	200	5
Parsons Road / Blue House Lane	10,844	10,500	344	3

- 4.5 Pedestrian movements crossing the road at each bus link removal pilot scheme were recorded between 7:00am and 7:00pm. Pedestrian movements across the road have increased following the introduction of the pilot schemes, as shown in the table below.

Location	Pedestrians Before	Pedestrians After	Increase (%)
Brandy Lane	596	631	6
Dunnock Drive	41	46	12
Parsons Road	96	139	46

5. Finance

- 5.1 There is currently an estimated £183,000 in the Washington Road Safety Measures SIP budget for the delivery of the remaining schemes during 2010/11. This is made up of estimated costs for the additional works to complete the bus link removal pilot schemes, footway links and remaining 12 bus links in Washington, as listed below. A breakdown showing the project costs to June 2010 is attached in Appendix 3 of this report.

• Completion of Bus Link Removal Pilot Schemes	£23,000
• Completion of Footways Links	£58,000
• Remaining 12 Bus Links in Washington.	£102,000
• Total	£183,000

- 5.2 There are a variety of reasons that costs have varied from those estimated at project inception due to the scope of the work increasing

during the detailed design and investigation. Measures have been put in place to reduce these costs increases through negotiations with the consultants and contractors.

- 5.3 As part of the recent financial review design/supervision fees and construction costs have been reviewed for the remaining works where possible to provide Area Committee with a more accurate estimate of future costs.
- 5.4 The works to complete the first three bus link removal pilot schemes, estimated to cost £23,000, include permanent traffic orders and amendments to the bus link removal pilot scheme in Brandy Lane, Albany.
- 5.5 All the footway links previously identified have been completed except the cross-subway sections in Ayton Road and Cambrian Way estimated to cost £58,000.
- 5.6 The Councils Framework Consultant has completed an investigation of the 10 accident cluster sites identified previously and preliminary designs have been produced. These will be presented to a future meeting of the Washington Area Committee for consideration and prioritisation.

6. Conclusions

- 6.1 From the consultations it is clear that the bus link removal pilot schemes for Dunnock Drive and Parsons Road have been well received by the public.
However, for Brandy Lane a large number of consultees expressed concerns about traffic volumes, vehicle speeds, pedestrian safety and access. Also a petition containing about 200 signatures in opposition to the pilot scheme has been submitted asking for all vehicular traffic to be removed from the bus link.
- 6.2 Surveys have shown that traffic volumes have increased on all three of the former bus links. This had been anticipated at the design stage and the supporting traffic calming schemes have kept vehicle speeds at or below the existing 30mph speed limits.

- 6.3 On average there is very little conflict between pedestrians and vehicles at all three links due to the relatively low pedestrian and vehicle movements throughout the day, which is reflected in the fact that there have been no accidents involving personal injury reported by the Police in the three year period before January 2010 and in the four month period to end May 2010 since the introduction of the bus link removal pilot schemes. However, it is too early to draw any definite conclusions on the road safety issue at this time.
- 6.4 As a result of the high number of concerns received during the consultations about the bus link removal pilot scheme for Brandy Lane, Albany, it is suggested that a further public consultation exercise be undertaken with local residents at which the following three options are offered:
- Restoration of the bus link
 - Retain bus link removal pilot scheme
 - Full closure of the through traffic route to motorised traffic.
- 6.5 The remaining SIP budget of £183,000 can be used to continue to deliver permanent schemes for the three bus link removal pilot schemes, complete the footway links and develop permanent schemes for the remaining 12 bus links in the Washington area during 2010/11, subject to satisfactory consultations and the availability of finance.

7. Proposals

- 7.1 It is therefore proposed that the bus link removal pilot schemes in Dunnock Drive and Parsons Road are made permanent at the earliest opportunity.
- 7.2 Additional options are considered and further consultations carried out during the autumn 2010 to evaluate the future of the bus link removal pilot scheme in Brandy Lane with the results of the evaluation presented to a future meeting of the Washington Area Committee.
- 7.3 Schemes are developed and further consultations carried out during the autumn 2010 to evaluate potential improvements to the remaining 12 bus links in the Washington area with the results of the evaluations presented to a future meeting of the Washington Area Committee.
- 7.4 The remaining subway sections of the footway links in Ayton Road and Cambrian Way are completed by March 2011.
- 7.5 The remaining finance from the SIP budget is utilised by the Executive Director City Services to complete the works described in Sections 7.1, 7.2, 7.3 and 7.4 above by March 2011.
- 7.6 A further report is presented to a future meeting on the delivery of the 10 schemes to target the accident cluster sites previously identified. .

8. Recommendations

- 8.1 It is therefore recommended that Washington Area Committee considers the contents of this report and offers its support or otherwise to the proposals of the Executive Director City Services.
- 8.2 The remaining SIP Budget of £183,000 is used to complete the bus link removal pilot schemes, the footway links in Ayton Road and Cambrian Way and develop schemes for the remaining 12 bus links in the Washington area, subject to satisfactory consultations and the availability of finance.
- 8.3 The Executive Director City Services is requested to make a delegated decision instructing The Council's Chief Solicitor to make the bus link removal schemes in Dunnock Drive and Parsons Road permanent at the earliest opportunity.
- 8.4 The bus link removal pilot scheme for Brandy Lane, Albany is the subject of a further public consultation exercise in the autumn at which the following three options are offered to the residents of Albany:
- Restoration of the bus link
 - Retain bus link removal pilot scheme
 - Full closure of the through traffic route to motorised traffic.
- 8.5 Permanent schemes to target the remaining bus links in the Washington Area are developed and subject to further public consultations in the autumn.
- 8.6 The results of the evaluations for the pilot bus link removal pilot scheme at Brandy Lane, Albany and the 12 remaining bus links in the Washington area are reported to a future meeting of the Washington area Committee.
- 8.7 The Executive Director City Services is asked to report to a future meeting on the delivery of the 10 schemes to target the accident cluster sites previously identified.

**STRATEGIC INVESTMENT PLAN
WASHINGTON ROAD SAFETY MEASURES**

APPENDIX 1

Summary of Responses to the Specific Questions in the Questionnaire

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BRANDY LANE, ALBANY - SUMMARY OF CONSULTATION RESPONSES

Statement	% Generally In Favour	% Generally Against	% Generally No Opinion	Strongly Agree	Agree	Makes no Difference	Disagree	Strongly Disagree	No Opinion	No Answer	Total	Generally In Favour	Generally Against	Generally No Opinion
Traffic volumes have reduced	23	58	19	24	27	27	46	80	11	3	218	51	126	41
Vehicle speeds have reduced	33	49	18	25	46	26	32	75	10	4	218	71	107	40
Pedestrian access has improved	39	30	30	28	58	52	27	39	11	3	218	86	66	66
Vehicle access has improved	75	11	14	87	77	16	6	17	12	3	218	164	23	31
Road safety has improved	40	45	15	31	56	21	34	64	9	3	218	87	98	33
The three pilot bus link removal schemes should be made permanent	41	54	4	103	46	6	13	182	9	1	360	149	195	16
Other bus links in Washington should be considered for removal	61	23	15	83	51	9	13	38	22	2	218	134	51	33

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DUNNOCK DRIVE, AYTON - SUMMARY OF CONSULTATION RESPONSES

Statement	% Generally In Favour	% Generally Against	% Generally No Opinion	Strongly Agree	Agree	Makes no Difference	Disagree	Strongly Disagree	No Opinion	No Answer	Total	Generally In Favour	Generally Against	Generally No Opinion
Traffic volumes have reduced	38	15	47	25	43	59	15	11	22	4	179	68	26	85
Vehicle speeds have reduced	52	15	34	37	56	37	15	11	19	4	179	93	26	60
Pedestrian access has improved	48	4	47	32	54	67	6	2	14	4	179	86	8	85
Vehicle access has improved	85	3	12	97	55	12	2	3	6	4	179	152	5	22
Road safety has improved	60	12	28	51	56	33	15	6	14	4	179	107	21	51
The three pilot bus link removal schemes should be made permanent	91	5	4	124	38	0	3	6	5	3	179	162	9	8
Other bus links in Washington should be considered for removal	88	8	3	118	40	0	5	10	3	3	179	158	15	6

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PARSONS ROAD, PARSONS INDUSTRIAL ESTATE - SUMMARY OF CONSULTATION RESPONSES

Statement	% Generally In Favour	% Generally Against	% Generally No Opinion	Strongly Agree	Agree	Makes no Difference	Disagree	Strongly Disagree	No Opinion	No Answer	Total	Generally In Favour	Generally Against	Generally No Opinion
Traffic volumes have reduced	0	100						1			1	0	1	0
Vehicle speeds have reduced	0	100					1				1	0	1	0
Pedestrian access has improved	0	0				1					1	0	0	1
Vehicle access has improved	100	0			1						1	1	0	0
Road safety has improved	0	100						1			1	0	1	0
The three pilot bus link removal schemes should be made permanent	0	100						1			1	0	1	0
Other bus links in Washington should be considered for removal	0	100						1			1	0	1	0

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OTHER AREAS OF WASHINGTON - SUMMARY OF CONSULTATION RESPONSES

Statement	% Generally In Favour	% Generally Against	% Generally No Opinion	Strongly Agree	Agree	Makes no Difference	Disagree	Strongly Disagree	No Opinion	No Answer	No Responses	Generally In Favour	Generally Against	Generally No Opinion
Traffic volumes have reduced	21	66		12	14	13	6	76	4	1	125	26	82	18
Vehicle speeds have reduced	44	37		7	18	8	8	13	3	1	57	25	21	12
Pedestrian access has improved	31	24		7	10	21	6	7	4	3	55	17	13	28
Vehicle access has improved	81	5		24	22	5	2	1	3	1	57	46	3	9
Road safety has improved	50	25		12	16	11	5	9	3	2	56	28	14	16
The three pilot bus link removal schemes should be made permanent	70	20		31	11	3	3	9	3	1	60	42	12	7
Other bus links in Washington should be considered for removal	72	16		26	15	1	6	3	6	1	57	41	9	8

**STRATEGIC INVESTMENT PLAN
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APPENDIX 2

Summary of Responses to the Additional Issues Raised During the Consultations

ISSUE	No	RESPONSE
Agree to Removal of Pilot Link	216	Comments Noted.
Agree to Removal of Other Bus Links	91	Comments Noted.
High Vehicle Speeds	83	Speed surveys have confirmed that speeds have been reduced following the implementation of the bus link removal pilot schemes.
Introduce Road Humps	68	The supporting traffic calming scheme has proved to be successful in reducing vehicle speeds following the implementation of the bus link removal pilot schemes. Therefore, additional forms of traffic calming such as road humps are not considered necessary. They would also be opposed by bus operators & may lead to loss of services.
Introduce Weight Restriction	68	Parsons Road is an industrial area, so a weight restriction is not considered appropriate. For Brandy Lane and Dunnock Drive, traffic surveys after implementation of the pilot schemes show that HGV's form only a very small proportion of the traffic stream (3% Brandy Lane and 2% Dunnock Drive). Therefore, a weight restriction would serve little benefit in reducing through traffic volumes.
Crossing Facilities (Signal Controlled Crossing or School Crossing Patrol)	68	The value of Pv^2 generated at all three pilot schemes was significantly less than the threshold for consideration of a controlled crossing facility. In addition, a School Crossing Patrol would not be required at Parsons Road or Dunnock Drive, as there are negligible child pedestrian movements throughout the day (23 and 3 children crossed the road between 7:00am and 7:00pm respectively). For Brandy Lane traffic surveys carried out by the Council's Road Safety Team after the introduction of the pilot scheme using standard criteria for the consideration of a School Crossing Patrol (SCP) found that the site did not meet the required criteria.

Disagree to Removal of Bus Link	44	Comments Noted.
High Traffic Volume	39	Traffic surveys following the introduction of the pilot schemes have shown traffic volumes to have increased, as anticipated. However, traffic surveys before the introduction of the pilot schemes have shown that the bus links were subject to significant regular abuse by illegal through traffic movements of about 600 vehicles per day at Brandy Lane and 300 vehicles per day at Dunnock Dive and Parsons Road.
Safety of Children	29	The are very few child pedestrian movements at Dunnock Drive and Parsons Road; however, at Brandy Lane it is recommended that further consultation is carried out to assess alternative options for the treatment of the bus link due to the public concern raised through the consultation process even though there is no record of injury accidents in the three year period before the introduction of the pilot scheme or in the 2 month period since its introduction. For Brandy Lane traffic surveys carried out by the Council's Road Safety Team after the introduction of the pilot scheme using standard criteria for the consideration of a School Crossing Patrol (SCP) found that the site did not meet the required criteria.
Lower Speed Restrictions - 20mph or Less	17	There is no evidence to suggest that a lower speed limit of 20mph is required at present; nor could the existing road layout support such a reduction.
Clarify Right of Way At Entrance To Albany Village Centre	11	The number of vehicles using the side road junctions of Albany Village Centre and the public car park adjacent to Albany Village Primary School, even at school times, is relatively low and the association of the side road give way road markings is not considered to cause a significant level of confusion with the east bound give way road marking at the road narrowing on Brandy Lane.
Need Speed Signs	9	The speed limit at all three pilot schemes is 30mph and there is no provision in the Traffic Signs Regulations and General Directions for the erection of 30mph repeater signs.
Needs a Speed Camera	9	Vehicle speeds have been reduced at all three pilot schemes and were recorded at or below the current 30mph speed limit.

At Bus Links Near Schools Keep Bus Link 8.00am to 5.00pm	8	Due to the level of public concern at Brandy Lane it is considered necessary to consider alternative options; however due to the problems generated by the abuse of the previous arrangements it is not considered appropriate to revert to a part time bus like.
Limited Visibility	7	Forward visibility has not been reduced at any junction within the pilot schemes, so any previous issues remain unchanged. However, the previous accident records show that there were no injury accidents reported by the Police in the three year period before January 2010.
Open all Bus Links Except Those Near Schools	5	Comments noted.
Noise Levels Raised	4	Traffic surveys following the introduction of the pilot schemes have shown traffic volumes to have increased, as expected. However, traffic surveys before the introduction of the pilot schemes have shown that the bus links were subject to significant regular abuse by illegal through traffic movements of about 600 vehicles per day at Brandy Lane and 300 vehicles per day at Dunnock Drive and Parsons Road. It is not considered that these have therefore increased significantly.
Problems with Obstructive Parking	4	Within the former bus links, bus stop clearway road markings have been introduced to prevent obstructive parking, which can be enforced by the Council's Civic Enforcement Officers.
Removal of Rubbish from Workmen	3	This issue was forwarded to the Council's contractor and the appropriate action has now been taken.
Not Happy with Give Way Sign Locations	2	The give way signs are located in accordance with current design standards and cannot be relocated without significant amendment to the pilot schemes.
Would Like Receipt of the Questionnaire Acknowledged and Their Questions Answered.	2	The issues raised have been reported and commented on this report, which will be forwarded in acknowledgement following its publication.
No School Signs	1	School signs are not required in Dunnock Drive or Parsons Road, but were provided in conjunction with school safety zone road markings, as part of the pilot scheme for Brandy Lane.

HGV Conflict	1	Parsons Road is an industrial area, so HGV conflict is not considered unreasonable. For Brandy Lane and Dunnock Drive, traffic surveys after implementation of the pilot schemes show that HGV's form only a very small proportion of the traffic stream (3% Brandy Lane and 2% Dunnock Drive). Therefore, HGV conflict is considered to be negligible.
Consider Dot Mini Albany Way/Windlass Way	1	There is no evidence to suggest that this junction does not have capacity to accommodate traffic movements as there are many other similar junctions around the perimeter road and there have been no other comments received. In addition, there have been no accidents involving personal injury reported by the Police since the introduction of the scheme.
Bus Link Signs Still in Place	1	Photographic evidence, which was used in the consultation documents, shows that the bus link signs were removed prior to the consultations.
Untaxed Vehicles on the Highway	1	Issues should be reported to the DVLA direct.
Has There Been an Increase in Accidents?	1	Due to the rare and random nature of accidents, the Police record of injury accidents is normally considered over a three year period. Due to the relatively short length of time since the introduction of the three pilot schemes, accident records may not provide a consistent result. However, a summary of the Police injury accident records for each pilot scheme (over the entire length of the through village route), for the three years before January 2010 and the 2 month period after January 2010 (available records to date) shows that there were no injury accidents recorded before or after the introduction of the pilot schemes. It is too early in the trials to draw any conclusions on this issue.

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APPENDIX 3

SIP / LTP Budget Review

Washington Road Safety Measures SIP Budget Review

Bus Links Review

Scheme	Cost
Original Budget April 2008	£328,000.00
Actual Costs To June 2010	£161,598.09
Estimated Costs To Complete Pilot Bus Links	£23,000.00
Remaining Budget	£143,401.91

Footway Links Review

Scheme	Cost
Original Budget April 2008	£172,000.00
Actual Costs To June 2010	£155,401.34
Estimated Cost To Complete Footway Links	£58,000.00
Remaining Budget	-£41,401.34

Budget Summary

Scheme	Cost
Original Budget April 2008	£500,000.00
Estimated Cost To Complete Bus Links & Footway Links	£397,999.43
Budget For Remaining 12 Bus Links	£102,000.57

Washington Road Safety Measures LTP Budget Review

Accident Clusters Review

Scheme	Cost
Original Budget April 2008	£150,000.00
Actual Costs To June 2010	£34,882.14
Estimated Cost To Complete Accident Clusters	£112,000.00
Remaining Budget	£3,117.86