

**WODELAND AVENUE, GUILDFORD****SURREY COUNTY COUNCIL  
LOCAL COMMITTEE (GUILDFORD)****21<sup>st</sup> JULY 2005****KEY ISSUE**

This report is concerned with a request from residents of Wodeland Avenue for measures to reduce the volume and speed of traffic using their road.

**SUMMARY**

The report describes the area in question and sets out the history of attempts to deal with the problems experienced by residents over several years. The residents' own proposal is annexed to the report. Brief comments are made on the residents' recommendations, and the report proposes that the residents' suggestions be considered by the Transportation Task Group.

**Report by**

LOCAL TRANSPORTATION DIRECTOR

**Surrey Atlas Ref.:**

P88, C2

**GUILDFORD B.C. WARD(S)**

FRIARY &amp; ST. NICHOLAS WARD

**COUNTY ELECTORAL DIVISION(S)**

GUILDFORD SOUTH-WEST

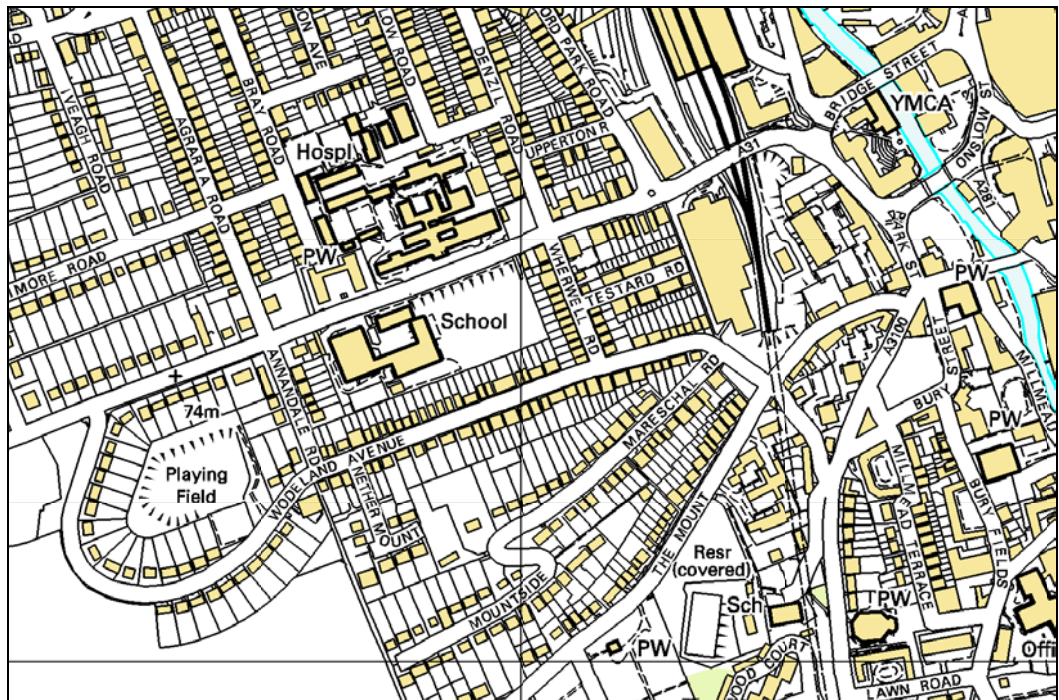
## OFFICER RECOMMENDATIONS

The Committee is asked to agree:

- (i) that the Wodeland Avenue Action Group (WAAG) be commended for the constructive approach and the recommendations made.
- (ii) that WAAG's recommendations be referred to the Transportation Task Group for consideration.

## **INTRODUCTION**

- 1 Wodeland Avenue is a residential road, situated to the south west of Guildford town centre between the A31 Farnham Road and The Mount. It consists of approximately 100 properties. The majority of the roads in the area between A3100 and A31 are publicly maintainable with few private roads. A location plan is shown below.



- 2 In addition to the junction of Wodeland Avenue with the A31 Farnham Road, Annandale Road and Wherwell Road also link Wodeland Avenue with the A31 Farnham Road. From the junction of Wodeland Avenue with The Mount, motorists can use either The Mount or Mount Pleasant to access A3100 Portsmouth Road.
- 3 All five of the junctions linking Wodeland Avenue with either A31 Farnham Road and A3100 Portsmouth Road are either simple T-junctions or cross-roads with the major 'A' road having priority. The Mount has a prohibition order stopping vehicles from turning right onto Portsmouth Road. Mount Pleasant, which in places is too narrow for two vehicles to pass safely, is aligned in a manner that makes a left turn onto Portsmouth Road very difficult for larger vehicles.

- 4 Both the A31 Farnham Road and A3100 Portsmouth Road provide important links to and from Guildford Town Centre. The roads meet at the gyratory system, which during peak periods regularly becomes very congested. It is for this reason that during busy periods a number of motorists find alternative routes to move around the town, many using residential roads.

#### **HISTORY OF PROPOSALS FOR TRAFFIC CALMING IN THIS AREA**

- 5 At its meeting on 4th November 1998 the Guildford Partnership Area Transportation Sub-Committee (GPATS) was advised of a petition received from residents of Wodeland Avenue requesting the introduction of a traffic calming scheme to reduce the speed and volume of traffic passing through the residential estate, especially during peak periods. The main points of the petition, which was signed by a total of 72 residents, were:
- The volume of traffic at peak times and speed of traffic at all times presents an unacceptable risk to residents and local pedestrians.
  - The lack of off street parking means that drivers taking advantage of the short cut usually have a very limited view of activities on the pavement and in and around parked vehicles.
  - Wodeland Avenue is not perceived by children and visitors as a strategic rush hour route, thus creating a false sense of security.
- 6 Subsequent requests from both residents and Members have included the possible severance of Wodeland Avenue in the vicinity of its junction with The Mount.
- 7 As a result of the petition, surveys of the speed and volume of traffic using Wodeland Avenue were carried out jointly by Surrey County Council (SCC) and Guildford Borough Council (GBC) during the morning and evening peak traffic flows.
- 8 On 21 April 1999, a further report was considered by GPATS setting out the results of the traffic surveys and an analysis of the personal injury accidents that have occurred both within the estate and at the junctions used to enter and exit. It also provided an update on the current position relating to the petition received requesting the introduction of suitable traffic calming measures in Wodeland Avenue, Guildford.
- 9 In summary, the study established that a significant number of vehicles use Wodeland Avenue and its adjoining roads as a through route to avoid having to use the gyratory system in the Town Centre. Although the surveys were completed during the periods of peak traffic flow, it could be judged that a certain percentage of traffic uses Wodeland Avenue as a through route throughout the remainder of the day.

- 10 Subsequently, a study into the Wodeland Avenue was undertaken by GBC funded by SCC. The result of the study was reported to Guildford Partnership Area Sub-Committee (GPATS) on 25 July 2001. The Committee resolved that: *“Further investigation be undertaken into selected suggestions by consultees ....”*
- 11 Following this, a number of options were produced as a joint venture between SCC and GBC. It was agreed that SCC would fund the study and design of the scheme and GBC would carry out the implementation, as it was originally a borough promoted scheme. The proposed options were:
1. Severance of Wodeland Avenue at its junction with The Mount.
  2. Severance of Wodeland Ave at its junctions with Wherwell Road & Mareschal Road.
  3. Make Mount Pleasant One Way
  4. Make Wodeland Avenue Access Only
  5. Install a removable severance feature between Wherwell Road and Mareschal Road to which residents would have keys.
  6. Severance of Wodeland Avenue at its junction with Annandale Rd & Wherwell Rd
  7. Make Wodeland Ave One Way between Mareschal Rd & The Mount
  8. Introduction of speed tables
  9. Installing speed tables at all junctions;
- 12 The County and Borough Officers considered these options. None of the traffic calming measures consisting of road humps, tables, chicanes or build outs options could be supported due to the low recorded speeds (below 24mph).
- 13 After an extended period of investigation and consultation GBC’s Executive resolved on 6 February 2003 that the scheme be deleted from GBC’s Minor Schemes Capital Programme.
- 14 Since the investigations described above were undertaken, the controlled parking zone has been extended to cover this part of Guildford. This has had the effect of introducing parking places and waiting restrictions. Although speed measurements have not been carried out, it is expected that speeds would have reduced as a result of the formalisation of parking arrangements.

## LETTER FROM WAAG

- 15 Following a request from local residents, the Local Transportation Director met with a small group representing WAAG on 19 July 2004. The continuing concerns of the residents were discussed, together with options for dealing with these effectively and the justification required. The proposals for The Mount as a result of the Friary development were also discussed (see Item 14 elsewhere on this agenda). On 31 May 2005, an email was received from Mr. Robert Goode on behalf of WAAG, attaching a covering letter and a proposal document. The latter is attached in full as **ANNEXE A**. The proposal recommends the following (see overleaf):

- 1) 20mph in the area between Farnham Road and Portsmouth Road
- 2) Traffic calming measures to include :
  - (i) narrowing of the road at key points
  - (ii) changed junction priorities between Wodeland Avenue and Annandale Road / Wherwell Road
  - (iii) SLOW signage
  - (iv) limited use of speed tables.
- 3) Traffic management by :
  - (i) The Mount one-way uphill (planned in 2006 as part of the temporary bus station re-location, but see also Item 14 on this agenda)
  - (ii) Mount Pleasant being one-way (downhill) as a natural consequence of the above point.

### OFFICERS' COMMENTS

- 16 WAAG has produced a commendably brief, cogently-argued and constructive report setting out the nature of the problem and a number of potential solutions to these. Officers have not considered the suggestions in detail, but it should be noted that there is no dispute about the residents' perceptions regarding the speed and volume of traffic using the area.
- 17 Before a scheme is formally included in the forward programme, the Committee's normal procedure is for the project, its objectives, benefits and costs to be scrutinised by the Transportation Task Group to ensure that it represents value for money against Local Transport Plan criteria.
- 18 The Wodeland Avenue area has already been included in Minor Improvements Assessment list, for funding during LTP2 (2006-2011). Its inclusion was originally as a 'deferred scheme'. This recognised that the proposal had already been comprehensively reviewed and abandoned by both Councils, but also that changes to the gyratory system (widening of footways, provision of cycle lanes and replacement of traffic signals) may have an impact on queue lengths and therefore on the attractiveness of Wodeland Avenue as a 'rat-run'. There is no current programmed date for the gyratory scheme, and the Wodeland Avenue scheme is shown as being at the end of the Local Transport Plan 2006 – 2011 programme.
- 19 It is noted the WAAG recognises that there are various changes to the town centre area which may have a direct impact on the road and therefore are not asking for immediate actions. The WAAG support The Mount being made one way, which is under consideration as part of Friary redevelopment with a view of its implementation in late 2006.

- 20 In addition, officers would comment as follows:
- The WAAG proposals naturally address Wodeland Avenue problems only, and not those of other roads in the area. Residents of other roads may or may not agree with WAAG's recommendations.
  - In the past it has proved impossible to achieve consensus amongst local residents as to the way forward on these problems.
  - In the past it has been established that the road does not suffer from speeding traffic.
  - The record of personal injury accidents in the area is very low, and would not provide a strong justification for significant financial expenditure.
  - Traffic calming proposals, whether 'horizontal' such as WAAG's recommendations 2 and 5, or 'vertical' such as recommendation 6, are frequently requested, but the County Council is frequently asked to modify or remove these where they have been implemented.
  - WAAG's suggestions include changing the priorities at a number of junctions in such a way that traffic making a 'straight ahead' movement would have to give way to vehicles turning left or right. Such arrangements are ignored by some drivers, leading to an increase in accident records. It is possible that safety audit may recommend against such proposals.

## **FINANCIAL IMPLICATIONS**

- 21 This report has no immediate financial implications.

## **SUSTAINABLE DEVELOPMENT IMPLICATIONS**

- 22 Should a scheme be developed and constructed, significant benefits to residential amenity may result through any reduction in actual or perceived speed and volume of traffic using Wodeland Avenue as a through route.

## **CONCLUSION AND REASONS FOR RECOMMENDATIONS**

- 23 Wodeland Avenue and other roads in the area all have a high number of vehicles using them as a route to avoid Guildford Town Centre. Despite this, accident rates and traffic speeds are relatively low. It is recommended that WAAG's proposals be considered by the Transportation Task Group in the light of several schemes which will impact on surrounding roads, such as the Friary extension, gyratory system, the A31 Farnham Road bridge and other minor schemes or further developments in the area.

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| <b>BACKGROUND PAPERS:</b> | GPATS Reports: 4th November 1998, Item 28;<br>21 April 1999, Item 15; 23 July 2001, Item 23 |

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**TRAFFIC CALMING MEASURES IN THE WODELAND AVENUE AREA**  
**A PROPOSAL DOCUMENT by the WODELAND AVENUE ACTION GROUP**

**May 2005**

**1.0 SUMMARY AND RECOMMENDATIONS**

- 1.1 Wodeland Avenue is an overwhelmingly residential road off Farnham Road (the A31) at the edge of Guildford town centre. In recent years, it has been identified as a rat-run in the morning by through-drivers who increasingly are seeking to avoid congestion on the Farnham Road railway bridge and to use a short-cut towards Godalming. In the evening, through-drivers are avoiding the town centre while travelling westwards out of town. For much of the day and night there is evidence of through-traffic travelling at excessive speed and of hostility by some drivers who see Wodeland Avenue as a high-speed alternative to other routes.
- 1.2 For at least 20 years, residents' groups in western Guildford have sought to bring forward proposals to reduce the increasing blight of volume and speed of through-traffic. These efforts have not met with success. In contrast, during this same period, traffic management schemes have been introduced in comparable roads around Guildford town centre.
- 1.3 Since early 2004, a group of residents in Wodeland Avenue, known as the Wodeland Avenue Action Group (WAAG), has built significant support from residents along the whole of Wodeland Avenue. It has also developed and maintained links with residents in adjoining roads.
- 1.4 The WAAG is putting forward a set of recommendations for traffic calming, traffic volume reduction and speed reduction (with 20-mph speed controls) in the areas of Wodeland Avenue and adjoining communities. These have been developed with a view to ensuring compatibility with the needs of residents in adjoining roads, emergency services and Council budgets.

**RECOMMENDATION 1.** The junction of Wodeland Avenue and Farnham Road should be redesigned so that the pavement at the west side is made much wider and the entry to Wodeland Avenue much narrower.

**RECOMMENDATION 2.** In the western section of Wodeland Avenue, three separate horizontal speed control projections should be constructed at intervals on the bend, so that vehicles going downhill would be required to give way to those coming the other way and be obliged to slow down markedly.

**RECOMMENDATION 3.** In the western section of Wodeland Avenue there should be a change of traffic priorities so that traffic coming down the hill towards Annandale Road has to give way to traffic exiting or entering Annandale Road at this point.

**RECOMMENDATION 4.** In the eastern section of Wodeland Avenue there should be a change in traffic priorities so that traffic travelling westwards downhill towards Wherwell Road has to give way to traffic from Wherwell Road.

**RECOMMENDATION 5.** Towards each end of the central section of Wodeland Avenue there should be horizontal speed control projections.

**RECOMMENDATION 6.** In the mid-section of the central section of Wodeland Avenue there should be a raised speed reduction table.

**RECOMMENDATION 7.** Shortly before the junction with Mareschal Road there should be SLOW signs painted on the road in Wodeland Avenue on the approach to the brow of the hill in each direction,.

**FOOTNOTE.** The WAAG believes that Council proposals for temporary one-way arrangements up The Mount, between Portsmouth Road and the junction with Wodeland Avenue and Mount Pleasant, should be supported. Consideration should also be given to introduction of one-way arrangements for traffic travelling down Mount Pleasant towards Portsmouth Road. The objective would be to ease traffic flow in Mount Pleasant and to facilitate pedestrian access and safety. (It is recognised that these roads are outside the immediate geographical area of Wodeland Avenue and would require more detailed wider consultation.)

## **2.0 INTRODUCTION**

- 2.1 Wodeland Avenue is an overwhelmingly residential road. Currently, it is in a 30mph speed limit zone. It runs from Farnham Road (the A31) to a junction with The Mount and with Mount Pleasant, which in turn leads to Portsmouth Road (the A3100). It is connected to several other roads, of which three are cul-de-sacs. At present, there are five entry/exit points at The Mount, Mount Pleasant, Wherwell Road, Annandale Road and Farnham Road.
- 2.2 In recent years, Wodeland Avenue has been discovered by an increasing number of drivers as a rat-run for commuters and for parents on the school run who wish to avoid queues into or out of the town centre. Additionally, current road layouts present an opportunity for drivers to travel at inappropriately high speeds for a residential environment.
- 2.3 Residents of Wodeland Avenue and neighbouring roads have made a number of attempts to seek measures to control speed and traffic volume. For several reasons these have ended in outright failure.



2.4 In March 2004, a group of residents in Wodeland Avenue came together as the Wodeland Avenue Action Group (WAAG) to seek to develop a strategy for introduction of measures to effect traffic management and for enhancement of the overall quality of life in Wodeland Avenue and in adjoining communities.

2.5 At the outset, to help to provide a focus for its tactical and strategic goals, the WAAG developed a mission statement that reads:

“The residents of the Wodeland Avenue area (while paying regard to the needs of adjoining communities) aspire to live in a safe and calm environment that enjoys minimal impact from through traffic”

2.6 The WAAG has met on several occasions in the past year and has benefited from discussions with elected members of the Guildford Borough Council (GBC), the Surrey County Council (SCC) and with their officials.

2.7 The WAAG has conducted a survey of traffic volume and direction of traffic flow. It has also overseen reviews of features of sections of Wodeland Avenue and beyond.

2.8 There are moves to introduce 20-mph speed controls in several parts of Guildford that could complement those already in place. At a well-attended meeting at the Guildford County School in December 2004, residents expressed support for the extension of the scheme to the Wodeland Avenue area, to the benefit of residents and visitors.

2.9 It would be in the direct interest of residents of the through-roads of Annandale Road, The Mount, Mount Pleasant, Wherwell Road and Wodeland Avenue (and also the cul-de-sacs running off these roads) for there to be 20-mph speed controls for the whole of the area.

### **3.0 DISCUSSION**

3.1 From its western extremity at Farnham Road to its eastern extremity at The Mount, Wodeland Avenue has three distinct sections:

- the western section, with a straight flat part from the junction of Wodeland Avenue and Farnham Road, followed by a downhill stretch with a long left-hand bend and then a shorter right-hand bend towards Annandale Road and the town centre (Nos. 114-82 and 113-95);
- the central section, with a relatively flat straight road running from Annandale Road, past Nether Mount (a cul-de-sac), to Wherwell Road (Nos. 80-22 and 89-25);
- the eastern section, with a steep incline with houses on both sides (Nos. 20-2 and 23-1) running up to the junction of Wodeland Avenue with Mareschal Road (a cul-de-sac), followed by a right-hand bend and a steep decline to the final junction with The Mount and Mount Pleasant.

- 3.2 Vehicle parking is relatively easy in the western section of Wodeland Avenue and becomes more difficult in the eastern section. The more open nature of the western section provides an opportunity for traffic to speed and to continue to speed through the central and eastern sections – as residents are only too aware.
- 3.3 Perversely, where there is road narrowing because of heavy use of parking spaces, although there is a reduction of visibility, through-traffic still tends to travel at high speed from one end of what is seen as a speed-corridor to the other end.
- 3.4 Through-drivers who travel at excessive speed present dangers to residents and visitors who may wish to venture out on to the road or to open doors of parked cars. A recent infant fatality on a nearby section of Farnham Road has further raised the level of awareness of road safety issues in the area.
- 3.5 There have been numerous accidents and near misses over the years along Wodeland Avenue. Most fortunately (except in traffic management funding terms) none of these has yet resulted in serious injury to humans, although several cats have been killed – losses to family units. Residents, when loading or unloading their cars can be intimidated by through-drivers.
- 3.6 The presence of a doctors' surgery in Wodeland Avenue, in the form of a group practice involving many visitors, and of a school playing field involving many pupils and staff, strengthens an already strong case for control measures.
- 3.7 There is quantifiable proof that Wodeland Avenue is used as a rat-run. It is noticeable that when there are obstructions arising from road works, through-traffic diminishes and, presumably, reverts to Farnham Road.
- 3.8 Below, is an analysis of ways to introduce control measures to the western, central and eastern sections of Wodeland Avenue.

### **The western section of Wodeland Avenue**

- 3.9 The western section has three parts - the junction with Farnham Road (with a throat some 20 metres wide at its extremity), a long left-hand bend towards the town centre and a junction with Annandale Road at the bottom of a right-hand incline.
- 3.10 Vehicle parking is relatively easy and there is a sense of space for through-drivers to feel that they can speed. Additionally, for much of the section, the road runs downhill. Again, drivers can speed. At the Annandale Road end of the section, there is a doctors' surgery next to No. 95 and a school playing field between No. 84 and No. 86. Both facilities bring visitors into that part of Wodeland Avenue. The road surface is different from that of the two other sections of the avenue. It takes the form of concrete rafts as opposed to tarmac elsewhere. Vehicle tyre adhesion can be markedly reduced in adverse conditions such as frost, ice

or rain. Overall, especially in respect of traffic going towards the town centre, the tendency is towards higher speeds, less control and poor road adhesion.

- 3.11 At the present time, in the western section, there is less of a parking problem than elsewhere in Wodeland Avenue. Off-street parking is available in driveways and in garages. (Indeed, in adverse weather conditions residents often resort to off-street parking to avoid the danger of out-of-control through-traffic colliding with parked vehicles.) It is therefore feasible to suggest traffic calming measures that may remove a small number of parking places.
- 3.12 Many vehicles entering Wodeland Avenue from Farnham Road cut the corner, straddle the right-hand side of the entry and accelerate away without any appreciable loss of speed on the turn. Pedestrians are more or less excluded from crossing at this point.
- 3.13 The junction of Wodeland Avenue and Farnham Road could be re-designed so that the pavement at the west side becomes much wider. If such a change were introduced, traffic from Farnham Road would no longer be able to cut the corner. The addition of a traffic island at the middle of the narrowed junction would add further encouragement to drivers entering Wodeland Avenue to slow down. Importantly, it would provide a refuge for pedestrians seeking to cross the road. This should be taken up alongside introduction of a pedestrian crossing on Farnham Road (suggested by another grouping) should such a development be approved. **(RECOMMENDATION 1)**
- 3.14 Traffic engineers would need to produce precise drawings to respond to the need and to comply with road traffic regulations.

**The long left-hand bend from around No. 106 to around No. 86.**

- 3.15 Here, traffic picks up speed downhill and poses a clear threat to residents attempting to enter, or more so to exit, their driveways. Indeed, there is evidence of hostility by through-drivers towards such residents. Drivers travelling westwards, away from the town centre, face the prospect of encountering those coming in the opposite direction at excessive speed and on the wrong side of the road.
- 3.16 Three separate horizontal speed control projections could be constructed, at intervals on the bend, so that vehicles going downhill would be required to give way to those coming the other way and so would be obliged to slow down markedly. Such projections, if introduced, should be on the inside of the bend and positioned at or near No. 106 and No. 94 and opposite No. 101, or nearby. The projections would require signs to indicate that priority is accorded to the oncoming traffic travelling westwards. There would be a reduction of around three parking spaces. There are examples of such controls elsewhere in Guildford (e.g. in Trodds Lane). **(RECOMMENDATION 2)**

**That part adjacent to the doctors' surgery and near to Annandale Road.**

- 3.17 Here, traffic is able to speed at will and to pose a hazard to those visitors to the doctors' surgery, who choose to park, or have to park, on the other side of the road from the surgery. Projections, suggested for the long left-hand bend would control speed but there would still be an opportunity for traffic to accelerate towards the central section of Wodeland Avenue.
- 3.18 There should be a change of traffic priorities, so that traffic coming down from the western extremity of Wodeland Avenue at Farnham Road has to give way to traffic exiting or entering Annandale Road. This is a particularly low-cost high-effectiveness option, requiring only Give-Way signs and priority road markings. Such a method of restricting the passage of through traffic in a residential area is already in use in other parts of Guildford (e.g. the Wood Rise area of Park Barn, Larch Avenue/Hazel Avenue in Bellfields). **(RECOMMENDATION 3)**

**The central section between Annandale Road and Wherwell Road**

- 3.19 The changes in priorities set out in paragraph 3.18 above would impact on the central section. Traffic entering the central section of Wodeland Avenue from the western section would be obliged to give way to traffic turning left into Wodeland Avenue from Annandale Road and turning right from Wodeland Avenue into Annandale Road. At the junction of Wodeland Avenue with Wherwell Road there should be a similar change. Traffic exiting the central section would be obliged to give way to traffic entering Wodeland Avenue from Wherwell Road. **(RECOMMENDATION 4)**
- 3.20 Creation of a U-configuration, comprising Annandale Road, the central section of Wodeland Avenue and Wherwell Road would give a single continuous entity. Wodeland Avenue at the doctors' surgery and beyond, at the western end, and Wodeland Avenue at the eastern end, would become subordinate to the U-section roads. The overall outcome should be one of traffic calming for all the roads.
- 3.21 There is scope for horizontal speed control projections in the central section, especially as it suffers greatly from through-traffic travelling at excessive speed. There could be a projection to the east of Annandale Road, on the north side of Wodeland Avenue (approximately at No. 78), showing priority to traffic exiting the central section westwards. There could be a similar projection to the west of Wherwell Road, on the south side of Wodeland Avenue, at the limit of the double yellow lines (approximately at No. 27), with a sign showing priority to traffic exiting the central section eastwards. **(RECOMMENDATION 5)**
- 3.22 Each proposal in paragraphs 3.18 – 3.21 above could contribute to traffic calming in the immediate vicinity of Wherwell Road and Annandale Road. However, there would remain an opportunity for vehicles to see a clear run and to speed through the middle of the central section. Introduction of a raised table (not a speed bump) at the mid-section (possibly between No. 48 and No. 55) could act as a deterrent to speeding. There are examples

elsewhere in Guildford (e.g. in Southway). Also, to reduce the number of passing places for through-drivers, and so increase the deterrent effect, it is feasible to introduce one or two additional parking places at or near No. 63. **(RECOMMENDATION 6)**

### **The eastern section of Wodeland Avenue**

- 3.23 From the junction with Wherwell Road to the junction with Mareschal Road, Wodeland Avenue is a steep incline. It has parking on the north side, with single yellow lines on the road between No. 4 and No. 12 and double yellow lines around a right-hand bend down an incline to the junction with The Mount. The junction with Mareschal Road is at the brow of the two inclines. Wodeland Avenue has double yellow lines along the whole of its south side in the eastern section.
- 3.24 At present, through-traffic builds up to form a traffic jam at morning rush hour. From a survey carried out in May 2004 by Wodeland Avenue residents, it emerged that 50% of through-traffic was using Wodeland Avenue to approach the town centre by way of The Mount and 50% to approach Portsmouth Road by way of Mount Pleasant.
- 3.25 Because of extreme pressure on parking spaces, there is no opportunity to introduce speed control projections in line with those suggested for the central and western sections of Wodeland Avenue.
- 3.26 There should be a change in traffic priorities so that traffic coming down the hill from the junction with Mareschal Road towards Wherwell Road has to give way to traffic turning right into the central section of Wodeland Avenue from Wherwell Road. These proposals align with those already made for the central section, whereby traffic priorities would be changed, so that Wherwell Road and the central section of Wodeland Avenue become the major roads.
- 3.27 At its junction with Mareschal Road, Wodeland Avenue widens for a short distance around the bend. Vehicles approaching the brow of the two inclines, in spite of having a restricted view of the road ahead, are tempted to speed up. It could be beneficial for a SLOW to be painted on the road shortly before the junction (i.e. on the approach to the brow of the hill) in each direction. **(RECOMMENDATION 7)**

### **The Mount**

- 3.28 The Mount (running from its junction with Portsmouth Road to the Hog's Back) is currently two-way, running downhill from its junction with Wodeland Avenue. It is understood that, from early 2006, this lower section below the junction with Wodeland Avenue will become, temporarily, one-way up as part of a short-term scheme to move the bus station to the car park next to the George Abbot public house.
- 3.29 A made-to-measure solution could be in place to reduce traffic flow in the context of the proposed temporary one-way arrangements up The Mount. If found to be beneficial, such an arrangement could be made permanent.

## Mount Pleasant

- 3.30 Currently, Mount Pleasant is a two-way road running downhill from its junction with The Mount and Wodeland Avenue. In the past, there have been proposals from local Councillors to make it one-way but there has not been agreement as to the direction of flow. Mount Pleasant is narrow and has limited space for pedestrians to walk in safety. At its narrowest it is around 280cm wide. At the bottom of the hill to the south side there is an entrance to St Nicolas' Infant School. The road at the bottom is wide enough to cater for two cars' width. Elsewhere, vehicles have to give and take to ensure traffic flow.
- 3.31 In tandem with the above proposals for The Mount, it is open for there to be one-way traffic down Mount Pleasant. With no need to provide for a give-and-take approach for two-way traffic it would be possible to arrange for pavements to be markedly wider for much of the road and for a pavement to be constructed near the access to the school.

## 4.0 CONCLUSIONS

- 4.1 Two road traffic features - those of high volume and excessive speed of through-traffic – are adversely affecting the quality of life for residents of Wodeland Avenue and adjoining communities.
- 4.2 Wodeland Avenue, over the years, has become:
- in the morning, effectively an extra traffic lane of Farnham Road for vehicles travelling eastwards to approach the town centre and to use as a short cut towards the south of Guildford and beyond;
  - in the evening, a way of avoiding the town centre for traffic travelling westwards towards the Hogs Back (A31).
- 4.3 Wodeland Avenue is an opportunity for reckless through-drivers to travel at excessive speed.
- 4.4 It is time for planners and legislators to bring forward and implement proposals for change as set out in this document.
- 4.5 In particular, creation of a 20-mph zone for the whole residential area bounded by Portsmouth Road and Farnham Road needs to be treated as a high priority.
- 4.6 Many of the recommendations set out in this document are low-cost and high-effectiveness solutions – notably changes to junction priorities and “SLOW” markings. Others, such as road narrowing, could be introduced on an experimental basis at low cost.