



## OFFICER REPORT TO LOCAL COMMITTEE (Surrey Heath)

### Yorktown traffic management update

16<sup>th</sup> October 2008

#### KEY ISSUE

To update the Committee on progress with proposals for traffic management measures in the residential area of Yorktown.

#### SUMMARY

The report updates members on the current position of the work in the Yorktown residential area and the reason for a delay in progress. It highlights the consultative work already done and what issues will need to be considered before the proposals can be taken forward for approval by members.

#### OFFICER RECOMMENDATIONS

That the Local Committee (Surrey Heath) notes the current position with regard to the proposals for traffic management measures in the residential area of Yorktown.

#### INTRODUCTION AND BACKGROUND

1. A public consultation was undertaken in September 2007 advising residents that Surrey intended to carry out a study in to traffic management and parking problems and seeking views to their current problems in the residential area of Yorktown.
2. The consultation was to help develop ideas prior to further consultation on specific proposals. Regrettably, due to a vacancy, since December 2007, in the Surrey Heath team there has been no further progress developing this work. However, resources will shortly become available when progress can again be made.

#### ANALYSIS AND COMMENTARY

3. Initial analysis of the consultation gives a general impression of the problems encountered by residents and businesses alike. Whilst the problems impact differently on both the problems experienced and identified by each are largely similar.
4. Providing effective, whilst practicable, solutions covering the varied range of issues raised and those already known will be difficult particularly as the issue of traffic is so emotive for people. However, amongst all the personal preferences and desires any proposals must keep in mind the reduction as

much as is practical, the unnecessary traffic impacts in the residential area, whilst ensuring that the business park remains accessible for its occupants and visitors so as to conduct its business.

5. The proposal to provide traffic management in the residential area forms part of the Yorktown strategy, last reviewed in 2002. This seeks the eventual closure of routes between the residential and business areas but improved or alternative access to and from the business park has always been seen to be a requirement in the first instance.
6. The study will consider further:
  - In greater detail the issues already raised by residents and local business.
  - Unnecessary traffic movements through the residential and Business Park and how best to manage this in line with the overall aims.
  - The impacts on displacing any unnecessary traffic.
  - The ability to improve capacity of the A30 corridor between Frimley Road and The Meadows.
  - How various measures would impact on road safety in the Yorktown area.
  - The impact on the area with regard to measures contained in the Yorktown strategy and how these may influence future traffic movements.
  - Traffic modelling and the consideration of experimental traffic management schemes to evaluate traffic problems in 'real life'.
  - Traffic calming options in residential areas to help mitigate traffic impact.
  - Speed management.
7. As part of Surrey's consultation, concerns about parking were also sought. A recent Borough- wide parking review considered these and has recently recommended some changes to parking restrictions in the residential area. These will be advertised in due course and subject to no maintained objections will be implemented before the end of the year.

## **CONSULTATION**

- 8 Further consultation will be required to inform residents and local businesses of any proposals, their reasons for inclusion and overall impacts.

## **FINANCIAL IMPLICATIONS**

- 9 Funding is currently available from the 2008/09 devolved LTP budget to continue development of the scheme. However, it is unlikely that the entire budget could be spent in the current financial year given that any scheme approval cannot now be made until the March 2009 Committee meeting.
- 10 A report to the Committee on 10<sup>th</sup> July 2008 outlined the 2007/08 financial outturn and how this would impact on the 2008/09 budget. This predicted that the 2008/09 outturn would be in a deficit position due to the over commitment of projects and additional project costs. The report also indicated that further consideration of the scheme budget for Yorktown would need to be made at a time when actual scheme proposals had been developed. The Committee gave approval to continue with development of the scheme but a further funding commitment in 2009/10 may be required to implement or complete the scheme.

## **SUSTAINABLE DEVELOPMENT IMPLICATIONS**

- 11 Surrey has embraced the concept of sustainable development, which is the foundation of the County Council's Local Transport Plan, and it is committed to the vision of making Surrey a better place. The proposed Speed Management Programme will contribute towards making Surrey's roads safer for all users.

**EQUALITIES IMPLICATIONS**

- 12 Across the range of transportation issues and problems to be addressed the needs of all highway users require equal consideration. Proposals may benefit a particular group or individuals but it is important to consider and address how one impact may worsen others.

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