



White Rose Lane – Traffic Calming

**Local Committee for Woking
12 June 2003**

KEY ISSUE:

To receive the results of the public consultation exercise, carried out in April and May 2003, on the proposed traffic calming measures for White Rose Lane, and to consider their implementation in the autumn of 2003.

SUMMARY:

The Local Committee previously agreed a proposal for traffic calming in White Rose Lane subject to public consultation.

This consultation has shown a majority of the respondents are in favour of the scheme.

CONSULTATIONS:

Consultation packages were sent to 959 properties. 350 responses were received with 274 in favour.

The Police, Fire and Ambulance services were consulted and raised no objections.

Copies of the consultation package were sent to the relevant divisional Members and Ward Councillors for the area.

Woking for Pedestrians and Woking Cycle Users Group have also been consulted.

OFFICER RECOMMENDATIONS:

The Committee is asked to agree:

- a. that the traffic calming measures proposed for White Rose Lane be approved for detailed design, followed by implementation in the autumn of 2003.

Introduction and background

1. The Local Committee approved, at its meeting on 22 January 2003, proposals for traffic calming measures in White Rose Lane, subject to public consultation.
2. This consultation was carried out in the period 23 April to 16 May 2003 with the consultation document (Annexe A) sent to 959 properties. The consultation area consisted of those properties having direct access to or from White Rose Lane (Annex B).

Analysis and commentary

3. From the 959 consultation packages 350 responses were received. Analysis of these returns revealed:

274 in favour without qualification

55 not in favour without qualification

21 were in favour of either cushions or narrowing but not both.

4. The proposal has been the subject of a safety audit, which advised that the narrowings at each end of White Rose Lane would be more effective if constructed on one side of White Rose Lane only (the side on which approaching vehicles must give way). This will be incorporated at the final design stage. The modified layout is shown at Annex C.
5. The audit also raised the question of whether spacing between each feature should be shortened by inserting additional tables or cushions. The proposal deals with three key areas rather than producing a continuous series of physical features throughout the lane. These key areas are the beginning and end of the traffic-calmed section of the lane, the entrance to Woking Park and Jack and Jill Steps. The scheme has been designed to reduce vehicle speeds at these points, rather than introducing a comprehensive traffic calming package for the whole length of the lane, which would be much more expensive and intrusive for regular users of White Rose Lane, in particular local residents. The proposed measures will be monitored to ensure they achieve the original objective of reducing vehicle speeds.
6. Analysis of the consultation replies revealed other issues of concern to residents, which will be examined by officers in due course:
 - Vehicle speed in White Rose Lane North of the proposed scheme, site lines at Ashwood Road junction and "rat running" on feeder roads to the area.
 - Difficulties encountered by pedestrians and the absence of footpaths in parts of the lane. However, resolving this issue would require a

protracted process in purchasing land from a number of different owners.

- Residents of Wendela Close experience difficulty turning onto White Rose Lane.
7. Working for Pedestrians were also concerned about vehicle speeds and the general lack of footways within the lane. They asked for consideration to be given to a 20mph speed limit, and for a defined area for pedestrians to be marked on the carriageway.
 8. All of these matters will be placed on the Integrated Transportation Team programme for future investigation.

Financial implications

9. The estimated cost of the proposals is £55,000 and the scheme is programmed for construction later this year. It will be funded from the Local Transportation Plan capital programme for 2003/4 as agreed by Committee on 19 March 2003.

Sustainable development implications

10. The proposals will enhance the quality of life for local residents and other road users who perceive the current uncontrolled use of White Rose Lane as dangerous and intimidating.

Crime & disorder implications

11. The measures are expected to reduce vehicle speeds along White Rose Lane.

Equalities implications

12. There are no equalities implications.

Conclusions and reasons for recommendations

13. The package of measures is designed to reduce vehicle speeds and improve road safety in White Rose Lane. A large majority of those responding to the questionnaire want the scheme to proceed.

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BACKGROUND PAPERS: Nil