



**PEAK HOUR TRAFFIC RESTRICTIONS  
- CHERTSEY ROAD/OYSTER LANE**

**LOCAL COMMITTEE FOR WOKING  
22 OCTOBER 2003**

**KEY ISSUE:**

To assess the results of public consultation and consider proposals to introduce peak hour traffic restrictions in Chertsey Road and Oyster Lane, Byfleet.

**SUMMARY:**

It was proposed that rising bollards are placed in Chertsey Road and Oyster Lane, Byfleet to prevent "rat running" during the morning and evening rush hours and improve the environment for residents.

An extensive survey of those living within the affected area has shown that the majority of those responding do not want the proposal to be implemented.

The Committee is asked to confirm that the resident's view is

recognised and the scheme does not proceed

**CONSULTATIONS:**

County and Borough members for the area. Councillor Marlow was consulted further having requested that the residents be surveyed by questionnaire.

Police, Fire and Ambulance services.

The residents in 656 properties directly affected were consulted by an initial letter explaining the scheme then by questionnaire.

**OFFICER RECOMMENDATIONS:**

**The Committee is asked to agree:**

**that the proposal should not proceed at present but be the subject of future review.**

## **INTRODUCTION and BACKGROUND**

1. There was a proposal to put rising bollards in the present width restrictions of Chertsey Road and Oyster Lane. These would operate to prevent through traffic during prescribed hours and thus remove “rat running”. Currently motorists approaching the area from the west can travel a shorter distance and avoid high traffic volumes by travelling up Chertsey Road or Oyster Lane rather than using the A318, Sopwith Drive and Barnes Wallis Drive.
2. The section of Oyster Lane from Parvis Road to Barnes Wallis Drive was originally designated the A318. This was amended and Sopwith Drive and Barnes Wallis Drive became the A318, with that section of Oyster Lane becoming a residential road with a ‘D’ classification.
3. Whilst the intention was that Oyster Lane and Chertsey Road should be residential roads there was an awareness that “rat running” would occur, in particular by goods vehicles, seeking to access the estates to the north of the area. Width restrictions (6’5 feet) were introduced on both roads with physical measures to ensure compliance.
4. The second phase in reducing “rat running” by non-essential traffic was intended to impose morning and evening rush hour restrictions (0700-0900/1600-1800) – the subject of this report. The proposal was to place rising bollards at the width restrictions, which would only be raised at prescribed times. They would prevent all vehicle movement during the restricted hours through the barriers (location shown at Annex A).
5. The fundamental aim of both measures is to remove non-essential traffic from residential roads, one of which had previously been ‘A’ classified. In this manner it was thought that the residents’ local environment would be improved. It would also remove the conflict between through traffic and parents taking children to the school in Kings Head Lane. If the closures proved successful, consideration could be given to their operation being extended to 24 hours.

## **ANALYSIS AND COMMENTARY**

6. The proposal was sent to the County and Borough Councillors for the area and 656 residences for comment (Annex B). Initial response to the Local Transportation Office and the County Member showed that an in-depth survey of residents views would be appropriate. The 656 residences were therefore sent a questionnaire (Annex C).
7. There were 336 responses - 121 (36%) approved the scheme whilst 209 (63%) disapproved of the scheme. Six replies were neither for nor against the proposal (Annex D).
8. A breakdown of the replies by road showed that a majority of recipients in Chertsey Road and York Close were for the proposal whilst in all other roads including Oyster Lane the majority were against the scheme (Annex E).

9. Residents were asked whether they were drivers or non drivers. Of the drivers 98 approved and 192 disapproved. Of the non drivers 23 approved and 17 disapproved (Annex F).
10. A further question asked whether any member of the household drove and used Chertsey Road and Oyster Lane during the proposed restricted hours. Of those who used these roads 89 approved and 186 disapproved. Of those who did not use these roads 32 approved and 23 disapproved (Annex G).

### **FINANCIAL IMPLICATIONS**

11. The Local Transport Plan Programme had allocated £30,000 to this proposal. These funds will be available for other schemes if the proposal is deferred to a future review.

### **SUSTAINABLE DEVELOPMENT IMPLICATIONS**

12. If confirmed the proposal would improve the residential environment.

### **CRIME & DISORDER IMPLICATIONS**

13. There are no crime and disorder implications.

### **EQUALITIES IMPLICATIONS**

14. There are no equalities implications.

### **CONCLUSIONS AND REASONS FOR RECOMMENDATIONS**

15. Residents of half the properties consulted responded and a clear majority of these do not want the proposal to proceed. These are residents who would be directly affected were the bollards installed. The recommendation is that no further action is taken at present but the matter is subject of review in the future.

**Report by: Stephen Child, Local Transportation Director, Woking**

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**LEAD/CONTACT OFFICER: David Durrant**

**TELEPHONE NUMBER: 01483 518300**

**BACKGROUND PAPERS: Nil**

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