



ANCHOR HILL – TRAFFIC SURVEY

LOCAL COMMITTEE FOR WOKING

22 OCTOBER 2003

KEY ISSUE:

This report seeks Committee endorsement for improved signing and pedestrian facilities on Anchor Hill and Barnby Road.

SUMMARY:

Following requests from a number of residents traffic speed, volume and pedestrian crossing movements were surveyed on Anchor Hill and Barnby Road.

Analysis of these surveys and injury accidents over three years does not warrant intervention by installing a pedestrian crossing or physical calming measures.

It is proposed that improved signing and crossing points are introduced on Anchor Hill and Barnby Road.

CONSULTATIONS:

Residents of Anchor Hill have provided their perceptions of the current situation through letter and pro forma. They will be informed of the outcome of the Local Committee meeting.

County and Borough members have received a copy of this paper.

The police are aware of the survey outcome and proposed actions.

OFFICER RECOMMENDATIONS:

The Committee is asked to agree:

that improved signing and pedestrian facilities be introduced on Anchor Hill and Barnby Road in accordance with Diagram 11632 Annex D.

INTRODUCTION and BACKGROUND

1. The Local Committee received a report on Agency Transfer Work at their meeting of 22 January 2003 that included Anchor Hill but made no specific recommendation.
2. Nineteen residents wrote to the Local Transportation Director expressing their view on traffic conditions. The majority used a pro-forma the origin of which is unknown to the Local Transportation Office. A copy is at Annex A. Residents requested that action be taken to deal with their perception of “dangerous road traffic conditions” – “ speeding, parking and excessive volume of traffic” on Anchor Hill.
3. The Local Transportation Office arranged surveys and analysis of the situation on Anchor Hill to assist in compiling this report for the Local Committee.
4. Woking Borough Ward Councillors Tony Hayes–Allen and Neville Hinks have requested that a pedestrian crossing be considered for children and families crossing Anchor Hill. Councillor Hayes-Allen suggested this be positioned East of Barnby Road.

ANALYSIS AND COMMENTARY

5. Traffic speed and volumes were assessed at three locations (Diagram 11631 - Annex B). The surveys were conducted between the 15 March and 22 March 2003.

Direction of Travel	85 th Percentile speed	Volume (24 hour average of survey period).
A. Anchor Hill West	36 mph	7331
A. Anchor Hill East	34 mph	7562
B. Anchor Hill West	36 mph	6550
B. Anchor Hill East	34 mph	7004
C. Barnby Road North	35 mph	1533
C. Barnby Road South	34 mph	1537

6. Pedestrian Crossing movements on Anchor Hill were surveyed between 0700 and 1900 on Tuesday 9 September 2003 in two sectors. (Diagram 11631 - Annex B). Sector A between Barley Mow Lane and Chandler House recorded 95 North to South movements (12 children) and 118 South to North movements (36 children). Sector B between Chandler House and Robin Hood Road recorded 28 North to South movements (1 child) and 30 South to North movements (5 children). The returns for the South to North sector in Sector A were distorted between 1730 and 1900 due to a number of pedestrians attending the fun fair in Waterers Park. The results are itemised at Annex C.
7. Anchor Hill was not thought suitable for traffic calming before these surveys. It has a steep gradient in the section from the traffic lights at Lower Guildford Road to Barley Mow Lane, is a bus route and used by goods vehicles. The results of the surveys do not suggest that this type of intervention is necessary. Whilst the 85th percentile speed is above the current limit it is not within a range where action would be taken to alter drivers' behaviour using physical measures. Interactive signs and police enforcement will be used to remind drivers of the speed limit.
8. During the last three years two slight injury accidents are recorded in the area, one where a cyclist ran into a vehicle emerging from a lay-by, the other where a young pedestrian ran into the path of a vehicle. In the first case the cyclist's speed was a factor, in the second the vehicle speed was not an issue.
9. The results of the pedestrian survey do not reveal large numbers of pedestrian crossing movements. The majority of persons crossing are adults and numbers are minimal between Barnby Road and Robin Hood Road. There is no single criterion for installing a pedestrian crossing and each site is assessed independently. Currently the circumstances on Anchor Hill would not warrant installation of a crossing. The only appropriate location for a crossing between Barnby Road and Barley Mow Lane would be at Barley Mow Lane. Any facility closer to Barnby Road would significantly reduce the availability of parking in the lay-by and carriageway on the Northern side of Anchor Hill affecting the businesses in the area. Yellow lines control the southern side during business hours.
10. Officers have carried out observations of parking in Anchor Hill over the two months prior to the 30 September. At no time did they note vehicles parked in a manner that would suggest an extension of current waiting restrictions or physical intervention was required. The majority of properties between Barnby Road and Robin Hood Road have off road parking. A lay-by provides parking for the shops between Barnby Road and Barley Mow Lane. There had been an issue with vehicles parking on the footpath opposite Barnby Road at an entrance road to Cresswell Corner and pedestrian access to Waterers Park. This was addressed by placing additional concrete bollards at the location removing the possibility of drivers parking on the footway.

11. It is proposed that the following measures are introduced to highlight the position of the Anchor Hill/Barnby Road junction and provide improved crossing facilities. (The location of these facilities are shown in Diagram 11632 - Annex D.)
- a. Install additional signs on Anchor Hill with yellow backing boards advising motorists of the junction. The carriageway would be treated with a red surface and the words SLOW, adjacent to these signs.
 - b. Install dropped crossing facilities with a tactile surface in Anchor Hill on either side of Barnby Road and in Barnby Road itself. The facility in Anchor Hill on the Western side will be located close to Barley Mow Lane as the first available location due to the lay by in front of the shops. Similar crossings will be installed at Creswell Corner, between 5 and 6, where an access road leads to the rear of the shops.

FINANCIAL IMPLICATIONS

12. Members allocated £2,500 from local capital allocation for the safety review at Anchor Hill. In addition the proposed works are estimated to cost £3,000 that will be found within the LTP.

SUSTAINABLE DEVELOPMENT IMPLICATIONS

13. These measures will improve facilities for all pedestrians and therefore contribute to the walking strategy.

CRIME & DISORDER IMPLICATIONS

14. There are no crime and disorder implications.

EQUALITIES IMPLICATIONS

15. This proposal will provide better crossing facilities for mobility impaired users of Anchor Hill and Barnby Road.

CONCLUSIONS AND REASONS FOR RECOMMENDATIONS

16. Surveys of vehicle and pedestrian movements and vehicle parking do not suggest the introduction of a pedestrian crossing or physical calming measures is necessary. However the introduction of measures to highlight the Anchor Hill and Barnby Road junction and improved crossing points will provide a positive improvement for both residents and other users.

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BACKGROUND PAPERS: Nil

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