



**A 324 CONNAUGHT ROAD,
BROOKWOOD**

**LOCAL COMMITTEE FOR WOKING
28 JANUARY 2004**

KEY ISSUE:

To consider proposals for the introduction of various safety measures on Connaught Road, Brookwood.

SUMMARY:

The A324 Connaught Road bisects Brookwood village and carries a high volume of traffic. Vehicles conflict with pedestrian movements in the vicinity of the Primary School and the village centre. There are local concerns as to excessive speed of vehicles in the road and access and egress problems at Brookwood Station. It is proposed to introduce pedestrian crossings in the vicinity of the School and the village centre and speed reduction measures at various points along its length.

CONSULTATIONS:

Consultation commenced following a speed reduction petition and a Local Community Forum meeting, held in September 2003. There has also been ongoing liaison with Brookwood Village Association. As a result, a package of safety measures was prepared. A letter explaining the proposals, together with a questionnaire seeking residents' views was delivered to all properties in Connaught Road and adjoining roads. A further meeting was convened to discuss their views.

Discussions have been held with the Head teacher and staff at the Primary School.

County and Borough Councillors for the area received a presentation on the scheme and have supported the measures proposed.

The emergency services have been consulted. The Surrey Ambulance Service at Knaphill has been visited specifically to address the introduction of speed cushions. No objections to the proposals have been raised. Woking Borough Council have been consulted in relation to the parking restrictions within the village.

An initial meeting has been held with South West Trains in relation to improvements at the Station. The County Passenger Transport Group and local bus operators have also been made aware of the proposals.

OFFICER RECOMMENDATIONS:

The Committee is asked to agree:

- i) that the proposals shown on Drawing Nos. 11661 & 11662 in relation to traffic calming at the western end of Brookwood Village be approved for construction.**
- ii) that the proposals shown on drawing No.11671 in relation to improvements in the centre of the Brookwood Village, be approved for construction.**
- iii) that the proposals shown on drawing 11652 & 11661A in relation to improvements in the vicinity of the Primary School, be approved for construction.**

INTRODUCTION and BACKGROUND

1. The A324 Connaught Road is a recognised major through route from Woking to Camberley and Aldershot, as outlined in the location plan at Annex "A". It is recognised that the road carries a high volume of traffic.
2. Concern has been expressed as to the volume and speed of vehicles through Brookwood and the resultant effect on village life. These proposals are a response to those concerns. Frontages to the highway are made up of residential and industrial properties, with a church, several shops and the primary school. It is subject to a 30 mph speed restriction.
3. Concern has also been expressed about access and egress problems at Brookwood Station. Initial consultation has taken place with South West Trains. It is intended to progress this matter with all interested parties as part of an ongoing programme to improve facilities at all the stations within the Borough, as outlined in the long term Local Transportation Plan Programme presented to the Committee at its meeting on 22 October 2003.

ANALYSIS AND COMMENTARY

4. Traffic volume and speed surveys have been carried out and the results are shown at Annex "B". Analysis has shown a differential in 85%ile speeds between the western, central and eastern sections of the road. As a result, a package of improvements for the area was proposed as listed below:
 - The installation of speed cushions in the vicinity of the existing "Brookwood Village" sign at the western entrance to the village.
 - The installation of speed cushions in the vicinity of the junction with Church Close.
 - The installation of a "Zebra" crossing in the vicinity of St. Saviour's Church.
 - The installation of a mini roundabout at the junction of Connaught Road and Station Approach and Sheets Heath Lane. Four additional parking bays to be introduced between 94 & 100 Connaught Road. Within the private area of Brookwood Station, the removal of the existing parking bays in Station Approach and the introduction of two - way traffic. The closure of the existing exit road and improvements to the station forecourt area.
 - The installation of speed cushions in the vicinity of 79 Connaught Road.
 - The removal of the existing bus lay-by outside nos. 69-79 Connaught Road, replaced with parallel and raised "Bus Boarder" kerbs.
 - The installation of a "Zebra" crossing on a raised table in the vicinity of the County Primary School. The footway outside of the school will also be widened.

- The installation of speed cushions in the vicinity of 43 Connaught Road.
5. A total of 600 consultation letters and questionnaires were delivered by the Brookwood Village Association to the residents of Connaught Road and adjoining roads. A copy is attached at Annex “C”.

Questionnaire analysis

The proposals were grouped into three options:

Option 1: The introduction of speed cushions at the western end of the village.

Option 2: The installation of a “Zebra” crossing in the vicinity of St.Saviour’s Church, a mini roundabout at the junction of Station Approach and associated improvements in the station area.

Option 3: The installation of a “Zebra” crossing in the vicinity of the Primary School and the improvements to the bus stop, west of the school.

83 Questionnaires have been returned (13.8%). 39 were from Connaught Road and 44 from adjoining roads. The results are as follows:

OPTION	% IN FAVOUR	% AGAINST	% UNDECIDED
1	67	28	5
2	36	40	24
3	60	20	20

The majority who were undecided in relation to **Option 2**, were in favour of the Zebra crossing but not the mini roundabout, the changes to the Brookwood Station area and the installation of extra parking bays.

The majority who were undecided in relation to **Option 3** were in favour of the Zebra crossing but some expressed concern as to the removal of the bus lay by.

At the public meeting following the delivery of the questionnaire, all the proposals outlined were discussed. The expressions of support were in line with the questionnaire results. The main issues raised were safety, parking and the effect of the measures on the local economy. The reasons for consideration of the removal of the bus bay west of the Primary School were outlined in that it is in line with Surrey County Council policy to improve access for disabled persons and the free movement of bus operations.

6. In response to the questionnaire results and the public meetings, the following is therefore now proposed :

Installation of speed cushions at the western end of the village and in the vicinity of Church Close. This will reduce vehicle speeds and raise awareness of the village environment. **Drawings 11661 and 11662 refer.**

Installation of a Zebra crossing in the vicinity of St. Saviour's Church. During the consultation process, consideration was given to locating the crossing in the vicinity of 149 Connaught Road and the "Orchard House" shopping area as it would lessen the access and parking problems for the church and give improved visibility towards Knaphill. However, residential accesses to houses 149 & 147 would present a clear conflict between pedestrians waiting to cross the road and emerging vehicles from the properties. Other sites were considered but none were viable. It was therefore concluded, on balance, that the original location was, the most favourable. The crossing will provide pedestrian facilities for the church, the station and local shops. Following liaison with the Rev. D Minns, the associated "Zig zag" markings for the crossing will be kept to a minimum to assist wedding and funeral cars attending the church. In order to provide a speed reducing measure on approach to the crossing, it is proposed to install speed cushions between Station Approach and the exit from Brookwood Hotel, in the vicinity of 114 Connaught Road. These will be removed if further improvements are agreed for the Station area. Warning signs to design 544 will be placed on approach to the crossing, in both directions. **Drawing No. 11671 refers.**

Installation of a Zebra crossing, on a raised table, in the vicinity of the Primary School. The package will include a kerb build out on the school side of the carriageway, the locating of a single bus cage and parking bays to the east of the school entrance with the installation of speed cushions on each approach, as well as the removal of the bus lay by to the west of the School. This package of measures will provide a pedestrian facility for residents at the eastern end of the village and those attending the school. It will also raise awareness of the proximity of the school and the village environment. The improvements to the bus stop should assist boarding and alighting, especially for disabled persons. **Drawing Nos. 11652 & 11661A refer.**

FINANCIAL IMPLICATIONS

7. At their meeting on 22 October 2003, the Committee's outline Local Transport Plan programme identified a sum of £60,000 to this proposal, to be funded out of the 2004/2005 budget.

SUSTAINABLE DEVELOPMENT IMPLICATIONS

8. Provision of these measures will bring improvements in road safety, the passenger transport infrastructure and traffic and speed management, as well as providing a safe route to the Primary School, all in line with Local Transportation Plan targets.

CRIME & DISORDER IMPLICATIONS

9. The introduction of traffic calming measures should result in a reduction of non - conformance to speed limits.

EQUALITIES IMPLICATIONS

10. The crossings will have dropped kerbs and tactile paving to assist those with mobility impairment, as will the new parallel and "Bus Boarder" kerbs at the bus stop. They will assist people attending the School, Church, Station and local business and it is anticipated that the reduction in vehicle speeds will improve the village environment.

CONCLUSIONS AND REASONS FOR RECOMMENDATIONS

11. There have been considerable local concerns expressed about the speed and volume of vehicles and the lack of pedestrian facilities, throughout the length of Connaught Road. It is recognised that the various aspects of the proposed measures will not suit some road users, however, following consultation, the package is recommended for approval in order to address the concerns raised.

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BACKGROUND PAPERS: None

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SPEED AND VOLUME SURVEYS.

Two surveys have been carried out in Connaught Road, resulting in data from four sites.

JULY 2002		
OPPOSITE 49, CONNAUGHT ROAD, BROOKWOOD		
AVERAGE 24 HR. TRAFFIC VOLUME	EASTBOUND	4030 VEHICLES
AVERAGE 24 HR. TRAFFIC VOLUME	WESTBOUND	3708 VEHICLES
AVERAGE 85%ile SPEED (24 HRS)	EASTBOUND	39.1 MPH
AVERAGE 85%ile SPEED (24 HRS)	WESTBOUND	39.7 MPH

SEPTEMBER 2003		
BETWEEN A322 & J/W LOCKSWOOD		
AVERAGE 24 HR. TRAFFIC VOLUME	EASTBOUND	4034 VEHICLES
AVERAGE 24 HR. TRAFFIC VOLUME	WESTBOUND	3823 VEHICLES
AVERAGE 85%ile SPEED (24 HRS)	EASTBOUND	39 MPH
AVERAGE 85%ile SPEED (24 HRS)	WESTBOUND	36 MPH

SEPTEMBER 2003		
AT J/W SHEETS HEATH		
AVERAGE 24 HR. TRAFFIC VOLUME	EASTBOUND	3818 VEHICLES
AVERAGE 24 HR. TRAFFIC VOLUME	WESTBOUND	3814 VEHICLES
AVERAGE 85%ile SPEED (24 HRS)	EASTBOUND	30 MPH
AVERAGE 85%ile SPEED (24 HRS)	WESTBOUND	31 MPH

SEPTEMBER 2003		
BETWEEN ST. JOHN'S COURT & BOROUGH BOUNDARY		
AVERAGE 24 HR. TRAFFIC VOLUM	EASTBOUND	3665 VEHICLES
AVERAGE 24 HR. TRAFFIC VOLUM	WESTBOUND	3552 VEHICLES
AVERAGE 85%ile SPEED (24 HRS)	EASTBOUND	35 MPH
AVERAGE 85%ile SPEED (24 HRS)	WESTBOUND	35MPH