



PEDESTRIANISATION OF CHERTSEY ROAD, WOKING

LOCAL COMMITTEE FOR WOKING 6 APRIL 2005

KEY ISSUE:

To consider a proposal to permanently pedestrianise Chertsey Road, Woking overnight at week-ends.

SUMMARY:

It is proposed to pedestrianise Chertsey Road, Woking at week-ends, from 8pm on Friday evenings until 4am on Saturday mornings, and from 8pm on Saturday evenings until 4am on Sunday mornings, following a successful trial in December 2004.

CONSULTATIONS:

The proposal has been developed in discussion with the Police, officers of Woking Borough Council and the Woking Town Centre Manager.

The Divisional Member has also been consulted.

OFFICER RECOMMENDATIONS:

The Committee is asked to agree

- (i) to advertise a Traffic Regulation Order under the Road Traffic Regulation Act 1984 to:**

Pedestrianise Chertsey Road, between High Street and Duke Street, from 8pm on Friday evenings until 4am on Saturday mornings, and from 8pm on Saturday evenings until 4am on Sunday mornings, and

- (ii) that authority be delegated to the Acting Local Transportation Director, in consultation with the Chairman and Divisional Member, to consider and determine any objections and to make the order.**

INTRODUCTION and BACKGROUND

1. Chertsey Road, in the centre of Woking, contains numerous clubs, bars and restaurants, and is therefore a popular destination at night, particularly for young people. Consequently there is a great deal of pedestrian activity in the late evening and early hours of the morning, with potential for conflict between pedestrians and vehicles. The presence of vehicular traffic also makes the job of the Police more hazardous, should they need to attend incidents in the area.
2. In December 2004, at the request of the Police, Chertsey Road, between High Street and Duke Street was closed to vehicular traffic overnight at weekends. The hours of closure were from 8pm on Friday evenings until 4am on Saturday mornings, and from 8pm on Saturday evenings until 4am on Sunday mornings. Woking Borough Council made an order under the Town Police Clauses Act 1847 to enable the closure to take place. The road was physically closed by barriers manned by the Police.
3. The Police view is that these overnight closures were very successful in preventing pedestrian/vehicle conflict and in enabling Police to deal swiftly with incidents. Since the area is very busy on all week-ends, and not just at Christmas, the Police would like to extend the closures to every weekend throughout the year. This will require a permanent Traffic Regulation Order.

ANALYSIS AND COMMENTARY

4. It is proposed to make an order under the Road Traffic Regulation Act 1984 to close Chertsey Road, between High Street and Duke Street from 8pm on Friday evenings until 4am on Saturday mornings, and from 8pm on Saturday evenings until 4am on Sunday mornings. The proposal is shown on Drawing No.11918 attached at Annex A.
5. It will be necessary to erect signs in Chertsey Road to inform both drivers and pedestrians of the hours of pedestrianisation. In addition, signs will be erected on both the High Street and Broadway approaches to Chertsey Road, so that drivers are warned in advance. This is particularly important for westbound drivers, as advance warning signs will give them the opportunity to divert via Locke Way.
6. In December 2004, the Police used portable barriers to close Chertsey Road. Although this arrangement can be used in the short term, a preferable solution in the longer term would be to provide some sort of barrier. Further investigation of the best solution will be required, and funding will need to be identified.

FINANCIAL IMPLICATIONS

7. The cost of advertising and making the Order and erecting the necessary signs is estimated to be £2,000 and can be funded from the "Signs and Aids to Movement" budget for 2005/6.

SUSTAINABLE DEVELOPMENT IMPLICATIONS

8. The proposal will improve road safety by removing the conflict between pedestrians and vehicles during the hours when pedestrian activity is very high.

CRIME & DISORDER IMPLICATIONS

9. The proposal will enable the Police to deal more efficiently with incidents arising in the Chertsey Road area.

EQUALITIES IMPLICATIONS

10. There are no equalities implications.

CONCLUSIONS AND REASONS FOR RECOMMENDATIONS

11. A series of overnight closures at week-ends in December 2004 proved successful in removing pedestrian/vehicle conflict late at night and enabled the Police to respond to incidents more easily. A permanent arrangement whereby Chertsey Road is closed overnight every week-end is therefore proposed.

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BACKGROUND PAPERS: None

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