



**PROPOSED WAITING RESTRICTIONS
ARTHURS BRIDGE ROAD AND
HORSELL MOOR, HORSELL AND
HOOK HEATH AVENUE, HOOK
HEATH**

**LOCAL COMMITTEE FOR WOKING
6 APRIL 2005**

KEY ISSUE:

To consider proposals for additional waiting restrictions in Arthurs Bridge Road and Horsell Moor, and Hook Heath Avenue.

SUMMARY:

Changes to waiting restrictions in Arthurs Bridge Road and Horsell Moor are proposed to improve road safety and to reduce the possibility of obstruction taking place.

A new waiting restriction is proposed in Hook Heath Avenue, which will be introduced if a problem arises following completion of the development, to maintain the free flow of traffic and reduce the

possibility of congestion.

CONSULTATIONS:

The Divisional and Borough Members were consulted during the preparation of this report.

The Police have also been consulted. (See paras. 6 and 8 below).

Horsell Residents' Association have been consulted.

The public will be consulted as part of the legal process when the proposals are advertised in the local press, on street and on the Council's website.

OFFICER RECOMMENDATIONS:

The Committee is asked to agree

- (i) to advertise a Traffic Regulation Order under the Road Traffic Regulation Act 1984 to:**
 - a. amend the waiting restrictions in Arthurs Bridge Road and Horsell Moor, as shown on Drawing No. 11905**
 - b. introduce waiting restrictions in Hook Heath Avenue, if a problem arises following completion of the development, as shown on Drawing No. 11906**
- (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. Arthurs Bridge Road is an unclassified, predominantly residential road linking Brewery Road and Lockfield Drive, but also contains a large gym and fitness centre. It forms part of bus route 601 (Thursdays only), which runs between Woking and Horsell. It forms a junction with Horsell Moor approximately half way along its length. Horsell Moor is narrow, and contains a builders' merchants and a laundry.
2. Many residents in Arthurs Bridge Road have no off-street parking facilities, and therefore have to park on street. Some users of the fitness centre appear to park on street, although a car park is available. There may also be a number of commuters who park on-street and walk into Woking. There is, therefore, quite a high level of on-street parking. Generally, this parking does not cause a problem for other road users, and it can have a traffic calming effect by restricting available road width.
3. There are daytime parking restrictions in Horsell Moor (8.30am – 6pm), between the builders' merchants' access and Arthurs Bridge Road, and at the Horsell Moor/Arthurs Bridge Road junction. However, cars are regularly parked in Arthurs Bridge Road close to the junction, obstructing sightlines for drivers emerging from Horsell Moor, and also forward sightlines for southbound drivers on Arthurs Bridge Road. Vehicles parked in Horsell Moor between 6pm and 8.30am can make access and egress difficult for large commercial vehicles, which have to use Horsell Moor. (There is a 7.5 tonne lorry ban in Horsell, which means that heavy lorries entering and leaving the builders' merchants premises must do so via Horsell Moor, Arthurs Bridge Road and Brewery Road).
4. Hook Heath Avenue is a "C" classified, predominantly residential road linking St Johns village and the A320. Between Mile Path and Hook Heath Road, on street parking takes place on the north side of the road. Some of the parked vehicles belong to nearby residents who have no off-street parking. A development of some ten flats is underway at this location. This may lead to an increased demand for on-street parking, with vehicles being parked on both sides of the road. This in turn could impede the free flow of traffic.

ANALYSIS AND COMMENTARY

5. It is proposed to change the daytime waiting restriction in Horsell Moor and at the Horsell Moor/Arthurs Bridge Road junction to "no waiting at any time". At the same time it is proposed to extend the restriction southward on Arthurs Bridge Road. This will improve sightlines for drivers emerging from Horsell Moor, improve forward sightlines for southbound drivers on Arthurs Bridge Road and improve access for large vehicles entering and leaving Horsell Moor. In order to avoid displaced vehicles being parked on the inside of the bend, a short length of waiting restriction is proposed on the north-west side of Arthurs Bridge Road. Drawing No. 11905, Annex A, shows the proposals. It is not proposed at this stage to introduce further waiting

restrictions in Arthurs Bridge Road, although this suggestion has been made; this could cause inconvenience for residents, and may result in vehicles being parked in less suitable locations, as well as increasing vehicle speeds. The proposals are shown on Drawing No. 11905, Annex A.

6. The Police have been consulted on these proposals and support them.
7. It is proposed to introduce a waiting restriction between the hours of 8.30am and 6pm on the south side of Hook Heath Avenue, between Mile Path and Hook Heath Road, as shown on Drawing No. 11906, Annex B. This will help to maintain the free flow of traffic during the day, but will not prevent local residents parking on-street overnight.
8. The Police have been consulted on these proposals, and while not objecting to them, have suggested that the site be monitored, and the proposals introduced only if a problem materialises. Therefore regular monitoring of the site will take place over a number of weeks once the new flats are occupied and if a problem is identified the waiting restrictions will be advertised.

FINANCIAL IMPLICATIONS

9. The cost of advertising and making the traffic order is estimated to be £1,000 and can be funded from the Signs and Aids to Movement budget for 2005/6.

SUSTAINABLE DEVELOPMENT IMPLICATIONS

10. The proposals are expected to improve road safety in Arthurs Bridge Road, Horsell Moor and, if parking takes place on both sides of the road, alleviate congestion in Hook Heath Avenue.

CRIME & DISORDER IMPLICATIONS

11. There are no crime and disorder implications.

EQUALITIES IMPLICATIONS

12. There are no equalities implications.

CONCLUSIONS AND REASONS FOR RECOMMENDATIONS

13. Parking currently takes place in Arthurs Bridge Road, close to its junction with Horsell Moor. This can affect sightlines for drivers emerging from Horsell Moor and also for southbound drivers on Arthurs Bridge Road. Parking in Horsell Moor between the hours of 6.30pm and 8am may cause access problems for large vehicles. The proposals are intended to alleviate these problems.
14. Parking currently takes place on the north side of Hook Heath Avenue, between Mile Path and Hook Heath Road. Should parking also take place on the south side, the free flow of traffic would be impeded. Should this parking take place as a result of occupation of the development currently

under construction, the proposals will alleviate this problem and maintain the free flow of traffic.

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BACKGROUND PAPERS: None

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