



**ARTHURS BRIDGE ROAD JUNCTION
WITH WELL LANE, HORSELL –
PROPOSED SAFETY
IMPROVEMENT**

**LOCAL COMMITTEE FOR WOKING
6 APRIL 2005**

KEY ISSUE:

To consider a modification to the kerblines at the junction of Arthurs Bridge Road and Well Lane in order to improve pedestrian access and compliance with a banned right turn.

SUMMARY:

A modification to the kerblines at the junction of Arthurs Bridge Road and Well Lane is proposed. This improvement will make illegal right turn movements much more difficult physically and will improve pedestrian access by shortening the crossing distance on the east-west arm of Arthurs Bridge Road.

CONSULTATIONS:

Surrey Police

County Council Divisional Member

Borough Council Ward members

Residents directly affected

Car repair premises, Well Lane

Horsell Residents' Association

Woking For Pedestrians

OFFICER RECOMMENDATIONS:

The Committee is asked to agree

- (i) that the kerb build-out shown on Drawing No. 11904 be approved for construction**

INTRODUCTION and BACKGROUND

1. Arthurs Bridge Road forms a junction with both Well Lane and Lockfield Drive, the two junctions being in close proximity. The right turn from the south-east to north-west section of Arthurs Bridge Road into the south-west to north-east section of Arthurs Bridge Road is banned. This movement was banned a number of years ago to help prevent shunt type accidents, where drivers waiting to perform this manoeuvre were struck by vehicles turning left off Lockfield Drive. The right turn out of Arthurs Bridge Road into Well Lane is also banned for safety reasons, being very close to the Arthurs Bridge Road/Lockfield Drive junction.
2. A central island helps to physically prevent these manoeuvres, but there is still sufficient room for car drivers to make the illegal right turns. Incidents of non-compliance are commonplace, and these in turn have elicited complaints from local residents. Unfortunately, the central island cannot be extended further as this will interfere with access to a nearby car service and repair establishment.

ANALYSIS AND COMMENTARY

3. As an alternative to extending the island, it is proposed to build out the kerbline on the northern corner of the Arthurs Bridge Road/Well Lane junction, as shown on Drawing No. 11904 attached at Annex A. This will make it much more difficult for car drivers to carry out the illegal manoeuvres. At the same time, it will assist pedestrians crossing the south-west to north-east arm of Arthurs Bridge Road by shortening the crossing distance. Dropped kerbs and tactile paving will be provided, and bollards will be erected to prevent vehicles from overrunning the footway.

FINANCIAL IMPLICATIONS

4. The cost of the improvement is estimated to be £6,000 and can be funded from various revenue maintenance budgets for 2005/6.

SUSTAINABLE DEVELOPMENT IMPLICATIONS

5. The proposals are expected to improve road safety, and assist access for pedestrians, in line with LTP targets.

CRIME & DISORDER IMPLICATIONS

6. The proposal will help to prevent illegal right turn manoeuvres from taking place.

EQUALITIES IMPLICATIONS

7. The proposal will assist wheelchair users who wish to cross the mouth of the east-west arm of Arthurs Bridge Road.

CONCLUSIONS AND REASONS FOR RECOMMENDATIONS

8. The current layout of the Arthurs Bridge Road/Well Lane junction enables car drivers to carry out illegal right turn manoeuvres. The proposal will make these manoeuvres much more difficult, and will also improve pedestrian access.

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BACKGROUND PAPERS: None

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