



**ALBION SQUARE CANOPY
ASSOCIATED TRAFFIC ORDERS**

**LOCAL COMMITTEE FOR WOKING
6 APRIL 2005**

KEY ISSUE:

To advertise the necessary Traffic Orders to facilitate the Albion Square Canopy development, Woking.

SUMMARY:

The report sets out the background of the planning permission which has been granted by Woking Borough Council for the Albion Square Canopy development and some of the mechanisms through which the proposals have been considered by the County Council's Transportation Development Control Team.

The report concludes that the necessary Traffic Orders need to be advertised to facilitate the consented development.

CONSULTATIONS:

- 1) Woking Borough Council's statutory consultees via the normal planning process before granting consent.
- 2) Transportation Development Control normal internal consultees in response to the planning application including:
 - Surrey Safety Audit
 - Surrey Passenger Transport
 - Surrey Structures
 - Surrey Traffic Signals
 - Local Transportation Service, Woking.
 - ii. Divisional Member

OFFICER RECOMMENDATIONS:

The Committee is asked to agree

- (i) **to advertise the following traffic orders:**
 - a) **introduction of the raised table as set out at drawing WBCSTN/LCR/Figure2 under Sections 90a to i (inclusive) of the Highways Act 1980, and;**
 - b) **the removal of the pelican crossing as identified at drawing WBCSTN/LCR/Figure3 under Section 23 of the Road Traffic regulation Act 1984, and;**
 - c) **the amendment to the existing traffic regulation orders on Chertsey Road to allow short-term waiting in the proposed lay-by as set out on Drawing WBCSTN/LCR/Figure4A under Section 1(1) and 2(2) to (3) and 4(2) and Part IV of Schedule 9 of the Road traffic Regulation Act 1984, 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 orders.**

INTRODUCTION and BACKGROUND

1. The proposed enhancements of Albion Square Canopy forms part of the Borough Council's Woking town centre improvements to create a new entrance to Woking Station and help with the integration of key nodes with the town centre.
2. The proposal will take the form of the erection of a steel/glazed canopy over Albion Square, together with associated external works and landscaping.
3. The proposed improvements have been the subject of a full detailed planning application, which was granted permission by Woking Borough Council in February 2004.
4. As part of the planning process, the County Council's Transportation Development Control were consulted on the proposals, who in turn consulted various parties within the County Council and concluded that, on balance, Surrey County Council would support the application.
5. The resulting consented scheme requires several Traffic Orders, which the County Council is obliged to advertise and this report considers, including:
 - a) the provision of a raised table,
 - b) the removal of a pelican crossing, and
 - c) the amendment to the TRO on Chertsey Road to allow kiss and ride trips to occur.

ANALYSIS AND COMMENTARY

6. The development proposals have been the subject of a full detailed planning application, which was approved by Woking Borough Council in February 2004.
7. As part of the application process, Woking Borough Council had an obligation to invite comment from a list of statutory consultees, which includes Surrey County Council. The County Council's Transportation Development Control responded to these consultations (on behalf of the County Council).
8. In turn, Transportation Development Control consults internally with: Safety & Education Team, Structures, Traffic Systems, Passenger Transport and Local Transportation services.
9. Transportation Development Control consultations resulted in an independent Stage 1 Road Safety Audit being prepared on the proposals by the County Council's Safety Team.
10. The safety audit identified a series of issues relating to ramp gradients, cycle parking, landscape planting, bollard positions, general clearance and the

removal of the pelican crossing.

11. Woking Borough Council's consultant responded to the Safety Audit, accepting a number of matters raised and revised the scheme accordingly. Where the consultant did not accept the observations made by the Safety Audit Team they prepared an Exceptions Report, which was submitted to Transportation Development Control.
12. In relation to the removal of the pelican crossing, the consultants responded that through the use of innovative design, different materials and the creation of a canopy, the proposals completely change the environment of Albion Square to deter through traffic and to create a traffic calmed zone. In this area vehicle and pedestrian priority will be equal and will be very similar to the environment that already exists along Chertsey Road. The consultants stated that there is currently no accident problem in the area outside the station entrance, despite the fact that a large proportion of pedestrians currently cross the carriageway without using the pelican crossing. Furthermore there is also no speeding problem in this location.
13. The response from the consultants was considered to be reasonable by Transportation Development Control and the proposals were given the support of Surrey County Council subject to a number of conditions, which were supplied formally to Woking Borough Council.
14. Transportation Development Control also advised Woking Borough Council of other community groups who may have an interest in the application. It is understood that Woking Borough Council normally consult widely on such applications before considering them at committee and therefore the Borough Council probably exceed its statutory obligations to consult as part of the planning process.
15. Woking Borough Council's Planning Committee met on the 24 February 2004 and debated a detailed report prepared by the Borough Planning Officer relating to the development, the outcome of which resulted in planning permission being granted by Woking Borough Council, subject to a number of conditions and informatives.
16. Although the development has planning consent, before implementation of the scheme can proceed a number of agreements are necessary to facilitate the work, including a Section 278 agreement (Highways Act 1980) and additionally a number of Traffic Orders must be advertised related to the various elements of the proposal.
17. As Woking Borough Council has granted planning consent for the proposals in consultation with the County Council, the Committee is under an obligation to advertise the necessary Traffic Orders described in this report.
18. The County Council is therefore responsible for advertising the following orders:
 - a) a public notice for the proposed vertical traffic calming in High Street,

- b) a public notice for the removal of the existing High Street pelican crossing,
- c) an amendment to the waiting restrictions on Chertsey Road to allow the proposed layby to be used for 'kiss and ride' trips.

- 19. An overview of the scheme can be found at drawing WBCSTN/LCR/Figure1.
- 20. The proposed traffic calming takes the form of a raised table, which will be provided over the whole length of the proposed canopy, providing an at-grade facility for pedestrians between the town centre and the Woking Station, eliminating the existing steps. The extent of the table is illustrated at drawing WBCSTN/LCR/Figure2.
- 21. The removal of the pelican crossing to enable a significantly wider, informal, pedestrian route to Woking Station will maintain the pedestrian priority environment, as indicated at drawing WBCSTN/LCR/Figure3.
- 22. A 'Kiss and Ride' short stay drop off area is provided within Chertsey Road near Woking station. The lay-by provides for a 5 minute waiting time between 7.00 am to 7.00 pm with no return within 1 hour. In addition, to avoid loading occurring in this lay-by, a loading restriction is also proposed. The lay-by area is identified at WBCSTN/LCR/Figure4A.
- 23. In addition to the Traffic Orders proposed by the County Council, Woking Borough Council is also promoting Orders associated with the minor reduction in the length of the taxi rank and for the revocation of parking within Albion Square.

FINANCIAL IMPLICATIONS

- 24. There are no financial implications for the County Council; Woking Borough Council will meet the cost of advertising and making the orders.

SUSTAINABLE DEVELOPMENT IMPLICATIONS

- 25. The Albion Square Canopy proposals seek to meet the overall aims and objectives of creating a better town centre environment.

CRIME & DISORDER IMPLICATIONS

- 26. The overall design and philosophy for the development should contribute towards a reduction in illegal vehicle movements through the area.

EQUALITIES IMPLICATIONS

- 27. The provision of the raised table will facilitate a completely at-grade area for pedestrians and provide a wider crossing area for pedestrians to pass between the town centre and Woking station.

CONCLUSIONS AND REASONS FOR RECOMMENDATIONS

28. The Committee is obliged to advertise the necessary Traffic Orders associated with the grant of planning consent by Woking Borough Council for the Albion Square Canopy development
29. The Committee is responsible for advertising three Traffic Orders and these are listed in the recommendations to this report.

Report by: Geoff Wallace, Acting Local Transportation Director, Woking

LEAD/CONTACT OFFICER: Geoff Wallace

TELEPHONE NUMBER: 01483 518 300

BACKGROUND PAPERS: None

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