



**BOUNDARY ROAD  
RESPONSE TO PETITION**

**LOCAL COMMITTEE FOR WOKING  
18 JULY 2005**

**KEY ISSUE:**

To inform the Committee of progress with an investigation of traffic conditions in Boundary Road following receipt of a petition from residents and recommendations for action.

**SUMMARY:**

The Committee received a petition from residents of Boundary Road requesting that action be taken to curb the number and speed of vehicles in the road.

Surveys were carried out in April 2005 of vehicle speed and volume, pedestrian movement and businesses in Monument Way West. These revealed that although actual speed of vehicles were not high vehicle volume was significant in a residential road.

Residents do not want physical calming methods or measures, which would reduce on street parking. A package of measures is proposed to alter driver behaviour and make them more conscious of the residential nature of Boundary Road.

**CONSULTATIONS:**

Residents of Boundary Road including a public meeting on 23 June to explain the outcome of surveys and future proposals.

The Divisional and Ward members

Surrey Police

**OFFICER RECOMMENDATIONS:**

**The Committee is asked to agree: -**

- (i) that the proposals are sent to all the residents of Boundary Road for consideration**
- (ii) subject to the majority of the respondents being in favour the traffic calming measures shown in Diagram's 11978 to 11980 they be approved for construction.**

## INTRODUCTION and BACKGROUND

1. At its meeting of 14 July 2004 the Local Committee received a petition from the residents of Boundary Road and surrounding streets requesting that Surrey County Council:
  - a. Put measures in place to reduce the speed of vehicles using Boundary Road
  - b. Divert lorries away from Boundary Road
  - c. Reduce the number of commuters using Boundary Road as a rat run.”
2. The petition is attached at Annex A with the Local Transportation Director’s response that subject to the work programme a further report would be brought to this Committee in April 2005. Officers had to report that due to extended work within Boundary Road by Transco, following the closure of their depot, surveying had to be delayed and a report made to this Committee today.

## ANALYSIS AND COMMENTARY

3. Any analysis of traffic flows in Boundary Road cannot be considered in isolation. It is the major west to east route in the area with two way traffic compared with Walton Road having physical traffic calming and one way traffic running west to east and Maybury Road with traffic running east to west. Any change in traffic patterns within Boundary Road may cause additional traffic in the residential roads between Boundary Road and Walton Road and additional traffic running down Walton Road.
4. Several categories of highway user were surveyed during the 7 days commencing 19 April 2005.
5. **PEDESTRIANS** - A survey was conducted between 0700 and 1900 on one weekday when 368 persons were observed to cross Boundary Road in either direction between Chertsey Road and Omega Road (full survey at Annex B). The survey reveals significant numbers of pedestrians crossing to and from the recreation and skate board park area a quarter being young persons under 16 years.
6. **VEHICLE SPEED** – Checks were carried out at three locations in Boundary Road.

85%ile speeds	Eastbound	Westbound
Between Chertsey Road and North Road	32	30
Close to Delta Road	27	24
East of Omega Road	35	34

7. **VEHICLE VOLUME** – Checks were carried out at three locations in Boundary Road.

Total vehicle movements in one week	Eastbound	Westbound
Between Chertsey Road and North Road	19,979	9,107
Close to Delta Road	15,712	4,943
East of Omega Road	15,439	3,820

8. **MONUMENT WAY WEST BUSINESSES** – a survey by questionnaire was conducted of the 32 businesses currently occupying the site. 18 responses were received. These revealed 367 employees who came to the area in the following manner: -

Car: 262      Motor Cycle: 8      Public Transport: 7  
 Cycle: 14      Pedestrian: 52

The respondees had 119 vehicles of various types operating from the site. An attempt to assess the number of vehicles, which visit the site servicing the units, was not pursued as there was variance week on week and the information supplied could not be relied upon.

9. One Business Director with knowledge of the entire site has estimated total employee numbers as 500. This appears a reasonable projection when considering the 14 non-responses and the fact that the two major employers in the area did respond. The additional employees would clearly generate additional traffic to the site.

10. Surveys have not shown that the greater number of vehicles identified by the 85%ile method were travelling at a speed where intervention would normally be considered. Higher speeds were recorded between Omega Road and Walton Road but the road is much wider in this section. Boundary Road between Chertsey Road and Omega Road is much narrower and lower speeds are recorded. Resident parking on the south side means that whilst two cars can pass with care in opposite directions larger vehicles have to stop or be given way to by other drivers. This in itself acts as a traffic calming device although residents do report damage occurs to the wing mirrors on their parked vehicles.

11. Clearly the residents are concerned about the number of vehicles travelling along their residential road. During the 7 day survey almost 20,000 vehicles entered Boundary Road at Chertsey Road but after North Road this figure had decreased to almost 16,000. In the opposite direction towards Chertsey Road vehicle volume increased from almost 5000 to 9000 at the North Road junction. This suggests drivers using Boundary Road as an entry point to the

residential roads bordering Boundary Road to the south through North Road.

12. The majority of through traffic is eastbound and the survey reveals that a significant number of drivers pass down Boundary Road into Walton Road and therefore to the junction with Monument Road. The Business survey suggests around 2000 vehicle movements originating from employees gaining access or leaving the site. The flow in the opposite direction is much lower but clearly those who have used Boundary Road to gain access to Monument Road cannot make the reverse journey, as Walton Road is one way. The position of Monument Way West Business Park when considering the existing road configuration requires drivers to approach the site from the West either through Boundary Road or Walton Road.
13. The petition sought a reduction in the number of vehicles travelling within Boundary Road. This request has to be considered against the alternative routes and the presence of a large commercial unit within the road. The obvious eastbound alternative route would be Walton Road. It was surveyed in the same period when over 7 days 28,304 vehicles were recorded. The argument can be made that some of the drivers travelling directly through Boundary Road are avoiding traffic calming tables installed along Walton Road. Clearly a majority of the vehicles going to or from the commercial units will use Boundary Road. It is a major source of employment within the Borough and has been in this location for a number of years. However the survey revealed that a relatively small number of the vehicles within Boundary Road are larger goods vehicles (169) of which 36 in the survey period were articulated.
14. The petition canvassed and collected signatures from a broad area not only the residents of Boundary Road. Subsequent discussion with the Boundary Road residents, who would be directly affected by any measures, has revealed a reluctance to have physical means of calming such as speed tables. The surveys revealed a number of goods vehicles using the road. These could cause unacceptable noise for the nearby residences as they pass such features. Other physical features such as chicanes would reduce the number of parking bays available to residents. Parking is at a premium and residents would not want any spaces to be removed even for the installation of traffic calming.
15. A consultation meeting was held with residents of Boundary Road on Thursday 23 June following invitations being sent to 134 residential properties fronting onto Boundary Road. Eight residents attended the meeting. They confirmed that physical traffic calming and the loss of parking bays were not acceptable. They also revealed that a number of drivers when turning from Chertsey Road into Boundary Road straight line across the painted hatching. Due to the relatively small number of residents attending this meeting the Committee are asked to approve the proposed measures for construction subject to all residents being circulated with the proposals and agreement of a majority of the respondents achieved.

16. The proposals which follow attempt to alter the appearance of Boundary Road and remind drivers of the need to adopt an appropriate speed for the conditions: -
- a. Junction of Chertsey Road (A320) and Boundary Road to install a splitter island with Keep Left bollards and build out the kerb on the Northern side. This will support the No Right Turn restriction turning out of Boundary Road, which is disobeyed on occasions. It will prevent drivers from straight lining the turn in from Chertsey Road and therefore reduce their speed on entry to the road. The current left turn into Boundary Road will be prohibited to accommodate the splitter island. In the current configuration vehicles turning left cross the centre of Boundary Road before completing the turn coming into conflict with vehicles in the opposite direction. The alternative route for those prohibited is to go to the nearby Brookhouse Roundabout and return turning right into Boundary Road. (Annex C)
  - b. The availability of Highway land restricts the desire to provide a gate entry effect at the junction of Chertsey Road and Boundary Road. A sign will be placed at this location on the nearside of the road reminding drivers they are entering a residential road. The mouth of the junction will be red surfaced to emphasise the changed character as a residential road when leaving the A 320. The opportunity will be taken to rationalise the current signage at the junction. (Annex E)
  - c. An interactive sign placed at the junction with North Road will indicate the need for drivers to drive at an appropriate speed. Triggered by a passing vehicle it will operate at a pre set speed with the message "SLOW DOWN. (Annex E)
  - d. The central white line between Chertsey Road and Omega Road will be removed. Drivers use this as an aid to gauge width of road and available space. There is a tendency for drivers to see the line as a demarcation of available space and therefore assume ownership on "their side". In Boundary Road the parked cars on the south side of the road restrict width where as the north side is not hindered and observations show the majority of drivers in an easterly direction assume priority. Removing the line will require drivers to make their own decisions and show greater courtesy to other drivers. The traffic calming effect of the parked cars will be increased.
  - e. Travelling east the bend immediately before Omega Road is

constantly straight lined by drivers. A central red surface and hatching will be placed at the bend to emphasise its nature and increase compliance thus lowering vehicle speed. (Annex D)

- f. Although the residents do not want physical humps road markings imitating the appearance of humps will be placed at 4 locations between Chertsey Road and Omega Road. Whilst drivers using Boundary Road on a regular basis will be aware of the features reality, it is intended to give the impression of a physical feature and slow the unaware with a knock on effect for other following drivers. The current red surfacing through the area will be refreshed and the word SLOW painted on the surface at the junctions with North Road, Delta Road and Omega Road. (Annex E)

## **FINANCIAL IMPLICATIONS**

- 17. These works are not currently funded but will be placed on the future works programme. They are estimated to cost £15,000.

## **SUSTAINABLE DEVELOPMENT IMPLICATIONS**

- 18. There are no Sustainable Development Implications.

## **CRIME & DISORDER IMPLICATIONS**

- 19. The proposed measures aim to change driver behaviour and reduce conflict with residents.

## **EQUALITIES IMPLICATIONS**

- 20. There are no Equalities Implications.

## **CONCLUSIONS AND REASONS FOR RECOMMENDATIONS**

- 21. The surveys have shown that whilst the resident perception of vehicle speed is not reality the volume of vehicles travelling through Boundary Road is significant in a residential road.
- 22. Whilst it may seem desirable to divert or limit vehicles this is not an option when considering the effect this would have on other residential roads in the area and the Monument Way West Business park. Displaced traffic would use Walton Road as an alternative and this residential road already carries an equal volume to Boundary Road.

23. Residents do not want physical traffic calming measures or anything, which will reduce the current number of on street parking places. The package of low cost measures proposed aim to emphasise the residential nature of Boundary Road and achieve a change in driver behaviour. Despite all residents being invited to discuss the surveying and proposals only eight attended the meeting. It is appropriate to seek the views of all residents to the proposals before proceeding.

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

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**BACKGROUND PAPERS: Nil**

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Version No. One Date: 1 July No of annexes: Five