



**ALBERT DRIVE, SHEERWATER
IMPROVED TRAFFIC CALMING
MEASURES**

**LOCAL COMMITTEE FOR WOKING
20 OCTOBER 2005**

KEY ISSUE:

To consider the improvement of existing traffic calming measures in Albert Drive.

SUMMARY:

The existing traffic calming measures in Albert Drive, Sheerwater, were introduced in August 1991, in response to an accident problem largely associated with excessive speed. The design of the chicanes influenced driver behaviour to the benefit of the community. The chicanes also help self-regulate the 18 tonne weight limit restrictions.

Albert Drive is a bus route forming part of the East Woking Quality Bus Partnership. Modern buses using Albert Drive are having problems negotiating the chicanes and the bus operating companies have expressed concern over damage to vehicles.

The aim is to keep the traffic calming measures, as they are still required, and the self-regulation of the 18 tonne weight limit.

The proposals described within the report achieve the above aim by overhauling and modernising the traffic calming measures, making allowance for new buses, whilst also restricting the passage of large goods vehicles.

CONSULTATIONS:

The following have been consulted:

The County Divisional and Borough Ward Members.

Surrey Police.

The Bus Operators affected.

OFFICER RECOMMENDATIONS:

The Committee is asked to agree:

- (i) that the proposals shown on Drawings 12010,12011, 12012 and 12013 be approved for construction**
- (ii) that the necessary Notices be published**
- (iii) that authority be delegated to the Local Transportation Director, in consultation with the Chairman and Divisional Member, to consider and determine any objections**

INTRODUCTION and BACKGROUND

1. The existing traffic calming measures in Albert Drive were introduced in August 1991 in response to an accident problem largely due to excessive speed. The measures comprise a chicane for westbound traffic in the vicinity of No. 325 Albert Drive, two further chicanes before the junction of Devonshire Avenue and a chicane for west bound traffic in the vicinity of River Court, within the industrial area. The chicanes have been formed by widening the carriageway locally, constructing a central traffic island, with a small kerb build-out on each approach to and each exit from the chicane. The design has remained unchanged in the intervening years.
2. Albert Drive is used by buses serving four routes with 100 bus movements taking place between 0700 and 1900, Monday to Saturday. The bus network must provide a flexible and convenient service tailored to local needs and offer a reliable way to travel to and from work, schools and shops and other services. The design and more importantly the length of buses have increased since 1991, making the negotiation of the chicanes in Albert Drive more difficult. Albert Drive is part of the Proposed Quality Bus Corridor and the bus operators have expressed concern at increased damage to their vehicles resulting from collisions with the kerb build outs. It has therefore become apparent that the design of the chicanes should be revised.

ANALYSIS AND COMMENTARY

3. The four sites as outlined on Attached Location Plan, at **Annexe A** have been independently assessed for improvements.

At the site opposite No. 45, it is proposed to construct a raised table of 8 metres in length, with 1.5 metre ramps and a pedestrian refuge in the centre of the table, as depicted by **Drawing No.12010, Annexe B**.

At the site opposite No.226/228, it is proposed to extend the existing kerb line from the start of the kerb build outs and create a “softer” angled chicane, as depicted by **Drawing No.12011, Annexe C**. The new central refuge will also be at an angle to dissuade motorists from “straight-lining” the chicane.

At the site opposite No. 264, it is proposed to construct a similar chicane to that at No. 226/228, as depicted by **Drawing No. 12012, Annexe D**.

At the site opposite No.325, it is proposed to construct a raised table, 8 metres long with ramps 1.5 metres each side, with a pedestrian refuge in the centre of the table, as depicted in **Drawing No. 12013, Annexe E**.

4. The introduction of raised tables in the vicinities of Nos. 45 and 325 has been proposed to draw attention and increase awareness that the area is primarily a residential estate, subject to a 30 mph speed restriction. Speed surveys were carried out during September 2004 at three sites along Albert Drive and the 85% speed was 38 mph. Approximately 7.5% of the total exceeded 40 mph. The existing chicane for Woking bound traffic at the site opposite No.45

does reduce the speed of vehicles, if negotiated correctly, however, on occasions vehicles have been seen to pass on the offside of the chicane, failing to conform to the “keep left” bollards, with no appreciable reduction in speed, and total disregard for the safety of pedestrians and other road users. At present there is no deterrent for eastbound traffic to reduce speed. This situation is not acceptable and must be addressed. The raised table opposite 325 is located at the entrance to the estate and will act as a “Village Gate” along with existing signing and the 18 Tonne weight restriction.

5. The 8 metre raised tables with 1.5 metre ramps will allow a 12 metre bus, with a wheelbase of 6 metres to traverse it with the whole of the vehicle level on the table. This is in line with the County Council’s policy and accepted good practice and will reduce discomfort to the driver and passengers. The pedestrian refuges are retained and widened to enhance the safety of pedestrians.
6. The two chicanes have been designed, following trials off-road, to allow larger specification buses to negotiate them at an acceptable speed, without striking the kerbs. It is necessary to retain a speed deterrent measure, which has been incorporated in the angled central refuges. The refuges have also been widened to enhance the safety of pedestrians. The view of approaching traffic when waiting in the central refuge should not be compromised, as forward sight lines are good in both directions.

FINANCIAL IMPLICATIONS

7. The cost of these improvements is estimated to be £100,000, to be funded from the Committee’s Local Transport Plan allocations.

SUSTAINABLE DEVELOPMENT IMPLICATIONS

8. The proposals are in line with the Local Transportation Plan strategies for road safety, speed management and encouraging greater use of public transport.

CRIME & DISORDER IMPLICATIONS

9. These proposals will highlight the residential nature of Albert Drive and address the problems of the continuing abuse of speed limits within the estate, increasing safety for all road users.

EQUALITIES IMPLICATIONS

10. There are no equalities implications.

CONCLUSIONS AND REASONS FOR RECOMMENDATIONS

11. The proposed improvements if approved, will address both the ongoing issue of excessive speed on Albert Drive and the necessity to improve the design of the existing traffic calming measures to enhance the bus network.

Report by: Geoff Wallace, Local Transportation Director, Woking

LEAD/CONTACT OFFICER: John Masson

TELEPHONE NUMBER: 01483 518314

BACKGROUND PAPERS: None

Version No. 1 Date: 3/10/05 Time: 1300 Initials: JM No of annexes:5