



York Road, Woking Crossing Improvements at Row 68

**Local Committee (Woking)
28 February 2007**

KEY ISSUE:

To consider changes to the bus stop and parking bay layout, and dropped kerbs and tactile paving where Right of Way No. 68 crosses York Road in Woking

SUMMARY:

This report recommends changes to the layout of dropped kerbs, tactile paving and bus stops where Right of Way 68 crosses York Road, Woking, in order to improve accessibility for pedestrians and bus passengers, and enhance road safety.

CONSULTATIONS:

Surrey Police

Surrey County Council Passenger Transport

Relevant Divisional Member

Woking Borough Council

Local residents

OFFICER RECOMMENDATIONS:

The Committee is asked to agree

- (i) That the proposals shown on Drawing No. 12336 be approved for construction;**
- (ii) That the necessary amendments to the Controlled Parking Zone Order are advertised, and**
- (iii) That authority be delegated to the Local Transportation Manager, in consultation with the Chairman and Divisional Member, to consider and determine any objections.**

INTRODUCTION and BACKGROUND

1. York Road is a residential Road linking Wych Hill Lane and the A320 Guildford Road. (See Location Plan attached at Annex A). It is within the Woking Controlled Parking Zone (CPZ) and is used by bus route 35. (Guildford to Camberley via Woking).
2. Right of Way (ROW) 68 is a public footpath which passes over the railway line and links York Road and Mount Hermon Road with Goldsworth Road and Morrison's supermarket. However, crossing facilities where the ROW meets York Road are poor; there is no tactile paving, and on the south side of the road the presence of a CPZ parking bay means that cars are often parked across the dropped kerb. When this happens, pedestrians cannot use it, and have to emerge between parked cars to cross the road, which is potentially dangerous. Furthermore, there is a bus stop located within the parking bay which means that buses must often stop in the middle of the road to let passengers on and off.

ANALYSIS AND COMMENTARY

3. It is proposed to widen the dropped kerbs and provide tactile paving, as shown on Drawing No. 12336 attached at Annex B. At the same time, the parking bay will be shortened and the westbound bus stop relocated, with a bus stop cage and bus stop clearway marked on the carriageway as shown. This will ensure that buses will be able to pull up by the kerb, instead of having to stop in the middle of the road. Pedestrians wishing to use the ROW will not have their crossing obstructed by parked vehicles. (On the rare occasions when pedestrians emerge from the ROW to find a bus waiting at the stop, they will only be delayed by a few seconds before the bus moves off).
4. An amendment to the CPZ order will be necessary in order to shorten the parking bay. As there is high demand for on-street parking in York Road, additional parking bays will be provided elsewhere in the road – a single bay outside No. 35 and a double bay outside Nos. 137/139. This will ensure that, overall, there will be a slight increase in on-street parking provision.

FINANCIAL IMPLICATIONS

5. The sum of £9000 has been set aside within the LTP programme for the implementation of this scheme during 2007/8.

SUSTAINABLE DEVELOPMENT IMPLICATIONS

6. The proposal will have the twin advantages of improving both local accessibility for pedestrians and accessibility for bus passengers. Road safety will also be enhanced because bus passengers will not need to walk out into the road to board the bus, and pedestrians will not have to step out between parked cars to cross the road.

CRIME & DISORDER IMPLICATIONS

7. There are no crime and disorder implications.

EQUALITIES IMPLICATIONS

8. The proposals will improve accessibility for visually impaired and disabled pedestrians and bus passengers.

CONCLUSIONS AND REASONS FOR RECOMMENDATIONS

9. The current layout of the bus stops and dropped kerbs, where ROW 68 crosses York Road, is poor. The proposals will improve accessibility for pedestrians and bus passengers alike, and will enhance road safety.

Responsible (Lead contact): John Masson, 08456 009 009

Accountable: Paul Fishwick, Local Transportation Manager

Background Papers: None

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