



OFFICER REPORT TO LOCAL COMMITTEE (WOKING)

OLD WOKING AREA – TRAFFIC CONDITIONS

23 JUNE 2008

KEY ISSUE

To consider the results of vehicle speed and classification surveys carried out in the Old Woking area, and of a public consultation exercise on the provision of parking bays, partially on the footway, being marked out on the south side of High Street Old Woking.

SUMMARY

Traffic surveys have indicated that neither a 20mph speed limit, nor a 7.5 tonne lorry ban could be justified in the Old Woking area.

The results of a consultation exercise on the possible provision of parking bays partly on the footway was inconclusive. The Committee is recommended not to proceed with such a proposal, and to remove the existing white line, which has been painted along the footway on the south side of High Street, Old Woking.

OFFICER RECOMMENDATIONS

The Local Committee (Woking) is asked to agree that:

- (i) The scheme to introduce parking bays in High Street Old Woking, partly on the footway and partly in the carriageway, as shown on Drawing No. 12654, should not be proceeded with;**

- (ii) The existing white line along the footway on the south side of High Street, Old Woking be removed, and**
- (iii) Residents be informed of the Committee's decision.**
- (iv) Not to introduce a 20mph speed limit and 7.5 tonne lorry ban for Old Woking.**

1 INTRODUCTION AND BACKGROUND

- 1.1 Old Woking is a self-contained, predominantly residential area, bordered to the south-west and south by the A247 Kingfield Road and High Street Old Woking. (See location plan attached at Annex A). Only three roads, all forming a junction with the A247, give access to the area, namely Elmbridge Lane, Shackelford Road and Gloster Road. The area also contains a secondary school and Sixth Form college.
- 1.2 An investigation into traffic conditions was included on the five year LTP rolling programme in June 2006, following a request from the then Borough Councillor for the area for a 20mph speed limit and a 7.5 tonne lorry ban to be introduced in the area. Traffic conditions on the A247 itself have not been studied in detail, as this road forms part of the Council's strategic network of principal roads
- 1.3 The Committee had previously agreed, at its meeting on 28 February 2007, to paint a white line along the footway on the south side of High Street Old Woking, in an attempt to discourage obstructive footway parking, and to consider making a Traffic Regulation Order to introduce parking bays partially on the footway if this measure proved ineffective.

2 ANALYSIS

- 2.1 Vehicle speed and classified surveys in the major residential roads were conducted during January, February and March 2008. A summary of the results is shown in Annex B.
- 2.2 For a 20mph speed limit to be introduced, average speeds in all the roads within the proposed limit must be at or below 20mph. The recorded speeds indicate that a 20mph speed limit could not be introduced in the Old Woking area. However, average speeds are, encouragingly, generally well below 30mph, so there is no current speeding problem.
- 2.3 Volumes of lorry traffic are very low. This is to be expected, as through traffic does not use the area. These lorries are therefore likely to have legitimate business within the area (e.g. making local deliveries). If a lorry ban were to be introduced, there would be an exemption in the order to allow lorries with legitimate business to enter the area. Therefore, those lorries recorded in the survey would be exempt, so a lorry ban would serve no useful purpose. It is not therefore proposed to introduce a lorry ban at this time.
- 2.4 It should be noted that in July 2007, a "No through road" sign was erected in Rydens Way, immediately to the east of Gloster Road. This seems to have been effective in preventing lorry drivers, who are unfamiliar with the area, from assuming they can leave the area by driving along Rydens Way, only to find that they have to turn round and retrace their steps.

- 2.5 The white line on the footway on the south side of Old Woking High Street was laid in March 2008. The Committee had previously agreed to this line being laid to encourage residents to allow sufficient room for pedestrians when parking partially on the footway. Although this line seems to have been reasonably successful in achieving its objective, Surrey Police have pointed out that it could be misinterpreted as an off-road cycle route and, where it lies close to the kerb, as an edge of carriageway marking in dark conditions.
- 2.6 An alternative measure would be to provide marked and signed parking bays instead. The bays would be sited partially on the footway and partially on the carriageway. A minimum width of footway of 1500mm would need to be left for pedestrians. Therefore, bays could not be marked out where a 1500mm footway width could not be maintained, or where there are vehicular accesses. It would be necessary to make a Traffic Regulation Order before these bays could be introduced.

3 CONSULTATIONS

- 3.1 Consultation letters were sent to all properties on the south side of High Street, Old Woking, between the former Queen's Head public house and The Crown and Anchor public house. (26 properties). A copy of the letter, questionnaire and plans are attached at Annex C.
- 3.2 The results of the consultation exercise were inconclusive. A total of 11 responses were received. 5 respondents were in favour of the proposal. 4 respondents were against it. 2 respondents were undecided, and were concerned about potential loss of parking spaces. In order to ensure that residents parked only within the bays, it would be necessary to introduce waiting restrictions between the bays, and this would certainly lead to an overall loss of parking space. If such a Traffic Regulation Order were formally advertised, it is likely that the Council would receive a number of objections, and these would be difficult to resolve.
- 3.3 On balance, the best course of action is considered to be simply to remove the existing white line and allow the parking situation to return to the way it was before March 2008. The decision on how and where to park will then be the responsibility of individual drivers. Should obstruction of the footway occur, the Police would be able to take appropriate action.
- 3.4 It is further suggested that residents be notified of the current position, and reminded that the footway should not be obstructed by parked vehicles.

4 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

- 4.1 The cost of removing the existing white line is estimated to be £1500. However, no funding is available this financial year from the Local Transport Plan (LTP) or Local Allocation (LA). Therefore, for these works to go ahead, either they must wait until 2009/10 financial year for LTP or LA funding or be funded by another budget, yet to be determined.

5 EQUALITIES AND DIVERSITY IMPLICATIONS

- 5.1 There are no equalities and diversity implications.

6 CRIME AND DISORDER IMPLICATIONS

- 6.1 There are no crime and disorder implications.

7 CONCLUSION AND RECOMMENDATIONS

- 7.1 Although average speeds in the residential roads are well below 30mph, in some roads the average speed is above 20mph, and this would preclude the introduction of an overall 20mph speed limit.
- 7.2 Heavy goods vehicle flows are very low, and given that the area is not used by through traffic, a lorry ban could not be justified.
- 7.3 Surrey Police are concerned that the white line laid along the footway on the south side of Old Woking Road could be misinterpreted as a cycle path or edge of carriageway marking. Therefore, it is recommended that the line be removed, with the residents being informed accordingly.

8 WHAT HAPPENS NEXT

- 8.1 If the Committee agrees with the recommendations, the existing white line will be removed as soon as possible, and residents will be reminded not to park in an obstructive manner.

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