



OFFICER REPORT TO LOCAL COMMITTEE (WOKING)

LOWER GUILDFORD ROAD, KNAPHILL - SPEED LIMIT AND PEDESTRIAN CROSSING FACILITY

23 JUNE 2008

KEY ISSUE

To consider a proposal to close off the service road that provides access to Nos 74 – 100 Lower Guildford Road to prevent its use as a cut through by vehicles making their way to and from the Lansbury Estate. In addition, it is proposed to carry out further survey work in light of comments received from residents of these properties following consultation with them about a possible closure of the service road.

SUMMARY

A proposal to construct a pedestrian crossing on Lower Guildford Road, between Northwood Avenue and the Lansbury Estate was reported to the Local Committee (Woking) on 20 February 2008 and approval was given. However, Officers were tasked with canvassing the residents about whether they supported the closure of the service road and if so, which end. Also, the residents were asked what form of traffic calming they would prefer, if such engineering measures were to be considered.

Some comments were received suggesting that considerably more pedestrians crossed Lower Guildford Road at the roundabout junction with Hermitage Road and Redding Way. This information was not collected during the initial pedestrian survey, nor were such comments fed back from the survey team. It is proposed to carry out a further pedestrian survey, which may require a modification of the original proposal.

OFFICER RECOMMENDATIONS

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

- (i) A further pedestrian survey is carried out and if the results of this are likely to affect the original proposal for a crossing on Lower Guildford Road, a report is brought back to this Committee on 20 October 2008
- (ii) If the original proposal is adopted, its design should incorporate the closure of the service road at the Lansbury Estate end.
- (iii) The necessary Prohibition of Road Vehicle Order to allow the road to be closed off should be advertised.
- (iv) Any objection(s) will have to be considered by the Chairman of the Local Committee (Woking), the Divisional Member and the Local Highways Manager.

1 INTRODUCTION AND BACKGROUND

- 1.1 Lower Guildford Road is one of the main roads leading into Knaphill and directly connects the A324 Hermitage Road to the village. It is subject to a 40mph speed limit between its roundabout junction with the A324 to a point approximately 60m north of its junction with Northwood Avenue, where the limit becomes to 30mph. It forms a barrier for pedestrians yet there is no crossing point over the road apart from an uncontrolled refuge island immediately adjacent to the roundabout junction with Hermitage Road and Redding Way or the traffic signals at Anchor Hill.
- 1.2 A proposal to construct a pedestrian crossing on Lower Guildford Road, between its junctions with Northwood Avenue and the Lansbury Estate was reported to the meeting of the Local Committee (Woking) on 20 February 2008. Similarly, proposals to reduce the 40mph speed limit in the vicinity were presented. Drawings, numbered 12597 and 12602, outlining these proposals are attached at Annex A.
- 1.3 The residents of 74 – 100 Lower Guildford Road, who gain access to their properties from the service road, had previously expressed concerns about it being used as a cut through by vehicles making their way to and from the Lansbury Estate. Whilst the Members of the Local Committee approved the construction of the pedestrian crossing and reduction in speed limit, they tasked Officers with undertaking consultation with these residents about proposals to close off one end of the service road, or the introduction of some form of traffic calming and report back to this Committee.

2 ANALYSIS

- 2.1 Consultation letters were sent to the residents of 64 – 100 Lower Guildford Road, this being the extent of the original consultation, although some of these properties lie outside of the service road. A copy of this letter along with the pro-forma and plan number 12632 that were enclosed with it are attached at Annex B. This asked if the residents would like to see the road closed at one end and if so, which end. Similarly, it asked if they would like to see traffic calming and if so, whether they preferred road humps or road narrowings.
- 2.2 20 letters were sent out and 14 were returned. One of these responses was from outside the service road but because none of the boxes was ticked and there was no indication in the comments that were provided, this response was counted as a “No” to closing the service road and “No” to any traffic calming. One household responded twice, each identical and these were counted as a single response. Including these responses, the results are as follows;

Close the service road ?

No	2
Yes (Lansbury end)	12
Yes (Northwood Ave end)	0

Which type of traffic calming would you prefer ?

Road humps	5
Road narrowings	4
No preference specified, or "Neither"	5

- 2.3 It is clear that there is a preference for the service road to be closed at the Lansbury Estate end, although a couple of residents, albeit in the minority, are strongly opposed to any closure.
- 2.4 There is no clear preference for traffic calming. However, with such an evident preference for closure at the Lansbury Estate end, the need for traffic calming becomes redundant.
- 2.5 The full extent of the road's use as a cut through is unknown, although Officers have witnessed such instances. In addition, the sightlines at the Lansbury Estate end are poor when looking into the estate and traffic turning left into the estate from the main road effectively does so from behind (and to the right) of a vehicle in the service road. Closing the service road at this point would eliminate this awkward manoeuvre.

3 OPTIONS

- 3.1 The service road could be closed at the Lansbury Estate end, although it has not been designed in any detail. It is clear, however, that at least one tree would have to be removed to be able to provide a turning head that is shown on plan 12632.
- 3.2 The carriageway of the service road is made of concrete slabs and care would have to be taken with any construction alongside it, such as the construction of the turning head. The construction of traffic calming measures on top of such slabs can also be problematic, for which reason we would be reluctant to construct traffic calming in the road (although the need for this has been removed by the results of the consultation exercise).
- 3.3 A Prohibition of Motor Vehicles Order, made under the provisions of the Road Traffic Regulation Act 1984 will need to be made to allow the road to be closed off. It is intended to provide a footway, as shown on plan 12632, which will clearly have Highway Rights over it. As a result, a Stopping Up Order is not the appropriate legislation.

4 CONSULTATIONS

- 4.1 The residents of 64 – 100 Lower Guildford Road have been asked for their preferences.

5 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

- 5.1 As reported in February, based on recent, similar schemes, it is estimated that the proposal for the pedestrian crossing, including the VAS and the reduction in speed limit, will cost approximately £85,000 (construction). The construction of the turning head and footway at the closure of the service road could add in the region of £10,000. No budget has been allocated in the 2008/09 financial year for these works although detailed design of the scheme has been budgeted for in 2008/09 at £10,000 (subject to approval).

6 EQUALITIES AND DIVERSITY IMPLICATIONS

- 6.1 There are no equality and diversity implications.

7 CRIME AND DISORDER IMPLICATIONS

- 7.1 There are no crime and disorder implications.

8 CONCLUSION AND RECOMMENDATIONS

- 8.1 Lower Guildford Road presents a barrier for pedestrians, many of whom are children making their way to or from school. The proposal will provide a controlled crossing point for these pedestrians, although it is acknowledged that for some, it will not be in the most ideal location.
- 8.2 Comments from residents have suggested that a significant number of pedestrians cross Lower Guildford Road at its roundabout junction with Hermitage Road and Redding Way. It is therefore suggested that further pedestrian surveys are undertaken and any changes to the proposal are reported back to this Committee.
- 8.3 An additional consultation with the residents about closing off one end of the service road has indicated a clear preference for closing the road off at the Lansbury Estate. The full extent of the use of the service road as a cut through is not known, although Officers have witnessed such use of the road.

9 REASONS FOR RECOMMENDATIONS

- 9.1 The construction of a Puffin crossing would provide a controlled crossing point over a busy road, over which a large number of pedestrians are known to cross. It will improve accessibility and should help in the Council's aim of promoting walking. A reduction in the speed limit in Lower Guildford Road and Hermitage Road should help to improve overall road safety, particularly in the latter case, which is currently one of Surrey Police's Casualty Reduction Routes

9.2 Closing the service road off at the Lansbury Estate end will prevent the road's use as a cut through.

10 WHAT HAPPENS NEXT

10.1 The scheme will be passed to our Constructer Partner for detailed design (2008/09 subject to funding approval). Once this has been done, the proposal to construct the crossing will need to be advertised, as will the proposed speed limit reduction and Prohibition of Motor Vehicles Order. Any objections to either proposal will have to be considered by the Chairman of the Local Committee (Woking), the Divisional Member and the Local Highways Manager.

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BACKGROUND PAPERS:

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