



**OFFICER REPORT TO LOCAL COMMITTEE
(WOKING)**

**RESPONSE TO PETITION REGARDING HIGH STREET,
OLD WOKING**

9 FEBRUARY 2011

KEY ISSUE

To advise the Committee of the response to a petition received regarding High Street, Old Woking.

SUMMARY

A petition containing 266 signatures, urging Surrey County Council to use previously identified funding for traffic calming in High Street, Old Woking, was presented to the Local Committee on 20 October 2010.

Wording of Petition

“We call upon Surrey County Council to use the £20,000 promised in 2008 for traffic calming for Old Woking High Street.”

Concerns

There are concerns about the volume and speed of traffic along High Street, Old Woking.

OFFICER RECOMMENDATIONS

The Local Committee (Woking) is asked to:

- i) Note the contents of this report.
- ii) Approve the recommendation made in section 20 of this report.

INTRODUCTION and BACKGROUND

1. High Street, Old Woking, forms part of the A247 and as such, is part of the County's strategic network of principal roads.
2. At its meeting on 28 February 2007, the Local Committee (Woking) received a report detailing the Local Transport Plan Programme for 2007/8 (Agenda Item 9 of that meeting). Within the annexes to that report, £3000 was provisionally allocated for feasibility of "Old Woking Traffic Conditions" during 2007/08, £10000 for design during 2008/09 and £20,000 for construction during 2009/10.
3. Subsequently, and due to funding issues, the allocation for construction was reduced to £10000 during 2009/10, as reported to the Local Committee on 20 February 2008 (Agenda Item 12).
4. On 23 June 2008, the Local Committee received a report (Item 10) entitled "Old Woking Area – Traffic Conditions". This report detailed the surveys that had been undertaken and which specifically excluded the A247 High Street. Paragraph 1.2 of the report stated;

"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 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."
5. This paragraph removed the High Street from any consideration for traffic calming. Furthermore, the report went on to recommend that no 20mph speed limit or 7.5 tonne lorry ban should be introduced in Old Woking and this effectively deleted the item from the LTP Programme; it has not appeared on any subsequent programme.
6. Speed data collected by our Police colleagues in November 2007, using a Speed Data Recorder located in the vicinity of Hipley Street, indicated an average speed of 28mph and an 85th percentile speed of just under 35mph. These figures accord with those that we collected with our Vehicle Activated Signs in September 2005. These signs were mounted outside S. Murray & Co., mid-way between Hipley Street and Manor Way, (31mph mean, 35/36mph 85th) and opposite the Crown and Anchor Public House (28-30mph mean, 32-34mph 85th).

7. At its meeting on 22 October 2009, the Local Committee (Woking) received the following written public question;

“I would like to know what has happened to No 50 Old Woking Traffic Conditions to which £20,000 was allocated in the Woking Programme 2008/9.”

8. The following response was provided;

The Local Committee (Woking) received a report in June 2008, item 10 relating to the Old Woking area traffic investigations. The report outlined the surveys and investigations undertaken. The Local Committee agreed 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.

As a result the proposal was removed from the Committee's programme.

ANALYSIS AND OPTIONS

9. As a result of the decision to effectively take no further action on this matter in Old Woking, the item was deleted from the LTP rolling programme and the indicated funding was redirected for use on other schemes.
10. Since the decision to remove High Street from the work programme was made, several enquiries have been made about the possibility of introducing a pedestrian crossing somewhere along the Eastern end of the High Street. Other than the pelican crossing close to Shackleford Road, there are only pedestrian refuge islands elsewhere along the road. In the section to the East of Broadmead Road, there are no facilities apart from the islands at the roundabout itself. However, the only recorded personal injury collision at this junction in the last 3 years involved pedestrians crossing at these islands. It may, therefore, be beneficial to include an item on the work programme to carry out further feasibility work to provide a crossing(s).
11. The redevelopment of the Martins Press site, under planning application PLAN/2006/0538 could increase the number of pedestrian movements across High Street as well as adding to

motor vehicle flows along the road. However, it does not appear that this development will yield any significant planning gain.

12. The recorded speeds suggest that speeding is not as bad as residents believe. This could be because the road is narrow in places and there is some on-street parking, which narrows the road further. Additionally, traffic flows contain a large proportion of heavy goods vehicles, which can appear to be going faster than they are in narrower streets.
13. Some collisions have taken place at the Shackleford Road and Gloster Road junctions. Although the figure is relatively low, it can sometimes be problematic turning out of and in to these roads. It might be prudent to investigate further, including the feasibility of introducing mini-roundabouts, which might help with turning manoeuvres as well as having a traffic calming effect on High Street.

CONSULTATIONS

14. Consultations with residents and Surrey Police were carried out before the June 2008 committee report was written but none have been undertaken since.

FINANCIAL IMPLICATIONS

15. There are no financial implications because the scheme has been deleted from the Local Transport Plan programme. However, the provision of two mini-roundabouts and two pedestrian crossings, as mentioned above, could cost several hundreds of thousands of pounds. Insufficient investigation has been carried out to be any more accurate than this.

SUSTAINABLE DEVELOPMENT IMPLICATIONS

16. There are no sustainable development implications.

CRIME & DISORDER IMPLICATIONS

17. There are no direct crime and disorder implications.

EQUALITIES IMPLICATIONS

18. The provision of pedestrian crossings would make it easier for elderly or mobility-impaired pedestrians to cross High Street.

CONCLUSIONS AND REASONS FOR RECOMMENDATIONS

19. The High Street was specifically excluded from any consideration for traffic calming in Old Woking due to the nature of the road and its importance as part of the strategic network of

principal roads in Surrey. The “Old Woking Traffic Conditions” item, was deleted from the Transport Plan programme as a result of the Committee’s decision taken during the 23 June 2008 meeting.

20. Although it is not appropriate to introduce a 7.5T weight limit and traffic calming on High Street, it would be advisable to undertake a feasibility study for the introduction of additional pedestrian crossing facilities and mini-roundabouts at the Shackleford Road and Gloster Road junctions. It is therefore recommended that these potential improvements are added as an item to the approved list of ITS schemes, and that this feasibility work is undertaken in accordance with the priority that this scheme attains following it’s assessment using the scheme rating system.

WHAT HAPPENS NEXT

21. When Surrey Police appoint a new Casualty Reduction Officer for Woking, we will arrange for vehicle speeds along High Street, Old Woking to be assessed to see if this aspect of traffic conditions in Old Woking has changed significantly.

LEAD OFFICER:	Andrew Milne, Local Highways Manager
TELEPHONE NUMBER:	0300 200 1003
E-MAIL:	wah@surreycc.gov.uk
CONTACT OFFICER:	Kevin Patching, Engineer
TELEPHONE NUMBER:	0300 200 1003
E-MAIL:	wah@surreycc.gov.uk
BACKGROUND PAPERS:	None

Version No. 2 Date: 31/01/2011 Time: 10:00 Initials: KP No of annexes: 0