



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

**TRAFFIC REGULATION ORDERS & PUBLIC NOTICES FOR
DEVELOPMENT-RELATED HIGHWAY WORKS ASSOCIATED
WITH BARRATT DEVELOPMENT ON LAND AT GUILDFORD
ROAD, WOKING.**

29 JUNE 2011

KEY ISSUE:

To seek approval to progress Traffic Regulation Orders and Public Notices required for development-related highway works associated with the development opposite numbers 1 - 15 Guildford Road, Woking.

The Traffic Regulation Orders are to restrict the use of a new A320 lay-by to be built outside the development. Part of the lay-by will be for loading only. The other part will be for daytime Controlled Parking Zone pay-and-display parking and for taxis only at night.

The Public Notices are for the removal of two existing pedestrian crossings on the A320, which are to be replaced and incorporated into a signalised junction at the Guildford Road / Station Approach intersection.

SUMMARY:

Planning permission was granted to build a development on land opposite numbers 1-15 Guildford Road, Woking. As part of the planning permission, the developer must construct the following off-site highway works:

- A new signal junction at Guildford Road / Station Approach, incorporating pedestrian crossing facilities, and
- Improvements to the Downside Goods Yard access, and
- A new taxi rank lay-by on Guildford Road, and
- Planting street trees along Guildford Road.

These improvements require the removal of the existing pelican crossings outside number 9 Guildford Road and on Station Approach by the Police Station. The former pedestrian crossing facility will be replaced at the new signal junction to be built at Guildford Road / Station Approach intersection. The latter crossing will remain at its existing position, but be linked and incorporated into the above new signal junction and hence will not be a 'pelican'.

Subject to the grant of details pursuant to planning permission conditions, the taxi rank lay-by will be extended south. The extended lay-by makes a new on-street loading bay to provide a servicing facility for a proposed retail store on the site.

Traffic Regulation Orders are necessary to restrict the use of the proposed Guildford Road lay-by following its completion.

Public Notices are necessary to advertise the intention to remove the existing pelican crossings.

OFFICER RECOMMENDATIONS:

Subject to Woking Borough Council granting planning permission for the proposed Guildford Road lay-by extension and accepting details submitted pursuant to planning conditions, the Committee is asked to agree:

- (a) The publication of Public Notices to remove two pelican crossings on the A320 Guildford Road and Station Approach, as described below, and
- (b) The advertising of Traffic Regulation Orders to restrict the use of the proposed Guildford Road Lay-by to loading At Any Time and daytime Controlled Parking Zone pay-and-display parking, as described below, and
- (c) That any significant objections received be considered by the Planning and Development Group Manager, in consultation with the Divisional Member and Chairman/Vice Chairman who shall decide whether the Traffic Regulation Orders may be confirmed and shall subsequently report that decision to Committee, in accordance with the Council's Constitution, and
- (d) That if no significant objections are received or remain, the Traffic Regulation Orders be made, and
- (e) To endorse Woking Borough Council's proposal to operate the northern section of the new lay-by as a taxi rank outside of daytime Controlled Parking Zone hours, as described below.

1 INTRODUCTION AND THE PROPOSALS

1.1 The Planning Permission

Planning permission was granted for a new mixed residential and commercial-use development on land opposite numbers 1-15 Guildford Road, Woking. The permission requires the developer to undertake off-site highway works on Guildford Road and Station Approach. The aims of the highway works are to improve the local pedestrians facilities, manage A320 traffic and improve visual amenity on the street.

1.2 Condition 16 of the reserved matters application number PLAN/2007/0857 dated 26/10/07 describes these highway works as follows:

“Before completion of the 263rd residential unit:

- i). a new signal controlled junction shall be constructed at the intersection of Station Approach and Guildford Road outside number 15 Guildford Road, and*
- ii). the existing pelican crossing outside numbers 9 and 10 Guildford Road shall be removed, and*
- iii). the roadside controlled parking zone lay-by outside numbers 7 and 13 Guildford Road shall be altered as necessary to accommodate the removal of the pelican crossing as above, and*
- iv). the radius and pedestrian crossing facilities shall be improved at the Guildford Road access to the railway aggregates yard opposite number 1 Guildford Road, and*
- v). the southern nose of the island outside number 1 Guildford Road shall be lengthened, and*
- vi). street trees shall be planted along Guildford Road in accordance with a scheme to be submitted and approved in writing by the Local Planning Authority in consultation with the Highway Authority but generally in accordance with Motion Transport Planning Drawing 41202/02 Revision G”.*

1.3 The developer has recently submitted details pursuant to condition 16 to Woking Borough Council, for their approval as the local planning authority. This submission makes the following minor amendments to highway works listed in condition 16:

- Extension of the taxi lay-by to incorporate a new loading bay.
- Omission of the proposed alterations to the existing controlled parking zone lay-by outside numbers 8 to 13 Guildford Road, detailed in condition 16 point (iii).
- Omission of the proposed lengthening of the southern nose of the island outside number 1 Guildford Road, detailed in condition 16 point (v).

1.4 Subject to Woking Borough Council granting permission for the discharge of Condition 16, the proposed highway works will be as follows:

- A new signal junction at Guildford Road / Station Approach, by number 15 Guildford Road, incorporating pedestrian crossing facilities.
- Removal of the existing pelican crossing outside number 9 Guildford Road, to accommodate the proposed lay-by.
- Improvements at the Downside Goods Yard entrance opposite number 1 Guildford Road.
- Planting street trees along Guildford Road.
- A new lay-by on Guildford Road, its southern part for loading, and its northern part for a daytime Controlled Parking Zone bay and taxi-use outside of Controlled Parking Zone hours.

1.5 The Public Notices

To enable the construction of the development-related highway works the developer needs to publicise Public Notices to:

- Remove the existing pelican crossing by number 9 Guildford Road, and
- Remove the existing pelican crossing on Station Approach outside Woking Police Station.

1.6 The pedestrian crossing to be removed outside number 9 Guildford Road will be replaced nearby by controlled pedestrian crossing facilities at the proposed Guildford Road / Station Approach signal junction.

1.7 The pedestrian crossing on Station Approach outside Woking Police Station will remain, but be linked to the proposed signal junction at the Guildford Road / Station Approach intersection. After it is linked, the pedestrian crossing will no longer be classed as 'pelican' and hence the intention to remove it needs to be advertised.

1.8 If the Public Notice of the intention to remove the pelican crossing outside No. 9 Guildford Road is not advertised, that existing crossing would have to remain and the lay-by could not be built. Hence, some servicing would take place on street. Retaining the existing stand-alone pelican will adversely affect the operation and efficiency of the proposed Guildford Road / Station Approach signal junction.

1.9 Similarly, if the Public Notice of the intention to remove the pelican crossing on Station Approach by the Police Station were not advertised, that existing crossing would have to remain. Like above, retaining the existing stand-alone pelican will adversely affect the operation and efficiency of the proposed Guildford Road / Station Approach signal junction.

1.10 The Traffic Orders

Following the construction of the Guildford Road lay-by, the developer wishes to progress Traffic Regulation Orders to control its use. It is intended to:

- Restrict the use of the southern section of the lay-by to loading only At Any Time.
 - Include the northern section of the lay-by into the Controlled Parking Zone pay-and-display parking between 8.30am and 6pm Monday to Saturday.
 - Use the above Controlled Parking Zone bays as taxi ranks outside of Controlled Parking Zone hours by restricting them to taxis-only use between 6pm and 8.30am Monday to Saturday.
- 1.11 If the Traffic Regulation Order is not made to restrict the use the lay-by, the existing on-street Controlled Parking Zone restriction, prohibiting waiting between 8.30am and 6pm, Monday to Saturday, will automatically apply. Loading and unloading could still take place but all classes of vehicle could use the lay-by to set down and pick up during the Controlled Parking Zone hours. Outside of these hours, the lay-by would be available for use by all classes of vehicle without restriction.
- 1.12 Consequently, there is the potential for vehicles wishing to service the development site or other commercial premises to partly obstruct A320 traffic flow. In addition, there will be a missed opportunity to enhance the existing town centre Controlled Parking Zone pay-and-display parking provision out-of-hours facilities for taxis.

2 ANALYSIS

2.1 Road Traffic & Regulations Act 1984

Local authorities need to have regard to the provisions of the Road Traffic & Regulations Act 1984 in deciding whether to progress Traffic Regulation Order(s) and Public Notice(s). Section 122 of that Act places a duty on the local authority to ensure, so far as is practicable, the expeditious, convenient and safe movement of vehicular and other traffic, including pedestrians.

- 2.2 The proposed development-related highway works have been reviewed, to ensure that they are compatible with the requirements of section 122, as summarised below.

(a) Expeditious movement

The proposed signal junction at the Guildford Road / Station Approach intersection helps manage traffic on the A320, particularly during peak hours. To maximise efficiency, the signal junction will be linked with the existing pelican crossing nearby on Station Approach.

The new junction arrangements incorporate both controlled and uncontrolled facilities for pedestrians to cross the A320. These are considered to adequately replace and enhance the existing pedestrian to be removed.

If the signal junction was not built and/or one or both of the pelican crossings were to be retained, it would lead to less expeditious movement on the A320.

(b) Convenient movement

The proposed highway works do not appreciably reduce convenience for any road users and are likely to enhance it for most road users. As above, replacement and additional pedestrian facilities will be built by 15 Guildford Road for pedestrians to cross the A320. Relocating the controlled pedestrian crossing facility from outside number 9 Guildford Road to by number 15 Guildford Road better accommodates pedestrian desire lines, which are currently not met at the existing pelican position.

Like above, if some or all of the proposed development-related highway works were not built, or if existing facilities scheduled to be removed were retained, it would create inconvenience for some A320 road-users.

(c) Safe movement

As part of the Council's normal procedures, the proposed development-related highway works have already undergone a stage 1 road-safety audit at planning to ensure road safety. A stage 2 audit will be undertaken on the detailed design of the highway works. In addition, post-construction there will be a stage 3 audit. The design of the highway works will meet the Council's safety standards.

2.3 To conclude, so far as is reasonably practicable, the proposals secure the expeditious, convenient and safe movement of vehicular and other traffic, including pedestrians. Hence, there is no obvious Section 122 reason why the Council should not progress the Traffic Regulation Orders and Public Notices necessary to enable the construction of the proposed development-related highway works.

2.4 Case Law

The Regina v Warwickshire ex-parte Powergen Plc judicial review case limits the Council's discretion to decline the proposed Traffic Regulation Orders and Public Notices, consequential to development-related highway works that have planning permission. Unless there has been a change in material circumstances since planning, the Council should advertise the Traffic Regulation Orders and Public Notices requested by the developer. In this case, there has been no obvious material change in circumstances.

3 CONSULTATIONS

3.1 The borough council and the developer consulted over the development as part of the planning application process. The County Council undertook its own inter-service consultations at planning. No further consultations are required to advertise the Traffic Regulation Orders and Public Notices.

- 3.2 Advertisement of the Traffic Regulation Orders and Public Notices itself obliges notice of the proposals to the Police, the public and Secretary of State, in accordance with the Council's normal procedures and the requirements of the above Act.

4 FINANCIAL IMPLICATIONS

- 4.1 The developer will reimburse the Council for the full cost of advertising, implementing and all matters associated with the Traffic Regulation Orders and Public Notices. Hence, there are therefore no financial consequences for the Council in progressing the Traffic Regulation Orders and Public Notices. However, there may be financial implications should the Council unreasonably decide to not advertise the Traffic Regulation Orders and Public Notices.

5 SUSTAINABLE DEVELOPMENT IMPLICATIONS

- 5.1 The proposals support the sustainable development objectives of the Local Transport Plan by:
- Enhancing local pedestrian facilities, and
 - Providing private car (taxi) travel options, and
 - Managing traffic demand and providing servicing facilities to manage congestion.

6 CRIME & DISORDER IMPLICATIONS

- 6.1 There are no direct adverse crime and disorder implications. Creating nighttime taxi ranks away from the railway station and the Chertsey Road area might have a positive effect on crime and disorder.

7 EQUALITIES AND DIVERSITIES IMPLICATIONS

- 7.1 As outlined under 'Analysis & Commentary' above, so far as is reasonably practicable, the highway works will be expedient, convenient and safe for all road-users. Furthermore, the highway works design will so far as is reasonably practicable meet the requirements of the Disability Discrimination Act.
- 7.2 Therefore, there are not considered to be any significant adverse equalities and diversity implications, associated with progressing the above Traffic Regulation Orders and Public Notices.

8 VALUE FOR MONEY

- 8.1 The developer will cover all costs associated with the Traffic Regulation Orders and Public Notices and the construction of the highway works. Hence, there are no value for money consequences for the Council.

9 RECOMMENDATIONS AND CONCLUSIONS

- 9.1 Subject to the grant of planning permission, as above, it is recommended that the committee agree:
- (a) The publication of the Public Notices described above, and
 - (b) The advertising of the Traffic Regulation Orders described above, and
 - (c) That any significant objections received be considered by the Planning and Development Group Manager, in consultation with the Divisional Member and Chairman/Vice Chairman who shall decide whether the TRO may be confirmed and shall subsequently report that decision to Committee, in accordance with the Council's Constitution, and
 - (d) That if no significant objections are received or remain, the Traffic Regulation Orders be made, and
 - (e) To endorse Woking Borough Council's proposal to operate a taxi rank in the new lay-by as described above.

10 REASONS FOR RECOMMENDATIONS

- 10.1 The Traffic Regulation Orders and Public Notices are required to enable necessary parts of the highway works, associated with planning permission for the development on land opposite numbers 1-15 Guildford Road, Woking.

11 WHAT HAPPENS NEXT

- 11.1 Subject to Local Committee approval, the Traffic Regulation Orders and Public Notices will be advertised. Any significant objections that are received will be resolved in accordance with the Council's constitution.
- 11.2 If no significant objections are received or remain, the Traffic Regulation Order can then be made and the appropriate waiting restrictions can be applied to the new lay-by, once it has been constructed.
- 11.3 The pelican crossing outside number 9 Guildford Road will be removed before the new lay-by is constructed and alternative facilities will be built at the new traffic signals at the Guildford Road / Station Approach intersection.

11.4 The pelican crossing on Station Approach by the Police Station will be incorporated into the new traffic signals at the junction of Guildford Road / Station Approach intersection.

ACCOUNTABLE OFFICER: Dominic Forbes
Planning & Development Group Manager
Tel. 0208 541 9312

RESPONSIBLE OFFICER: Greg Devine
Transport Development Planning
Tel. 0208 541 7027

BACKGROUND PAPERS: None

ATTACHMENTS (Annex 1): Motion Transport Planning Drawing 10018-01A