

OFFICER REPORT TO LOCAL COMMITTEE (WOKING)

**AMENDMENT TO THE SHARED SPACE TRAFFIC REGULATION ORDER FOR WOKING TOWN CENTRE
CONSIDERATION OF OBJECTIONS**

12 OCTOBER 2011

KEY ISSUE

To consider objections to the amended shared space traffic regulation order for Woking Town Centre following a formal consultation.

SUMMARY

In accordance with the Road Traffic Regulation Act 1984, The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 and the constitution of the Council this report has been produced to consider objections to the amended shared space traffic regulation order for Woking Town Centre following a formal consultation.

The Council's constitution dictates that the Area Highways Manager, Chairman/Vice Chairman of the Local Committee need to consider each objection along with the relevant divisional County member. The process of introducing an amendment to an existing Traffic Regulation Order allows the relevant members and officer to reduce the restrictions as advertised but not increase. If an objection cannot be resolved, reasons must be provided to the respondent as to why their objection is not being upheld.

Shared Space proposed TRO Amendment - Summary of objections

Objection	For/against/not valid		
1	Against		
2	Against		
3	Against		
4	Against		
5	No valid		
6	Against		
7	Against		
8	Against		
9	Against		
Total number of valid objections		8	

Objection details

Objection No.	Objection (extracts from more lengthy responses)	Officer Response
1	Against proposed changes - No incidents between cyclists and pedestrians within the affected area in over three years of operation, two thirds of original consultation respondents wanted unrestricted shared use to continue, a third of disabled respondents supported this, national and international evidence is that shared space between cyclists and pedestrians works, Commercial Way is part of Sustrans Route 223 and cyclists would have to use Victoria Way as an alternative (with concerns over accidents), elderly people who find it easier to cycle have town centre shopping restricted. In addition, if restrictions are necessary, these should be confined between 10:00am to 2:30pm for Town Square and Gloucester Walk for reasons already outlined, plus school children will be denied the opportunity to cycle home, and	The points raised were known when the decision to advertise an amendment to the TRO restricting the hours of operation in some locations was taken. Cyclists including school children can continue to use the same route, but will have to dismount and walk their bikes for approximately 116m through Gloucester Walk and the Town Square, and up to 119m along Commercial Way, depending upon the direction of travel. This restriction will not prevent elderly residents from cycling to the Town Centre, and many of the points for securing bikes whilst shopping are within thirty meters of the point at which cyclists would have to dismount.

	Winston Churchill school releases pupils at 2:30pm.	
2	Against proposed changes – Many elderly people find it easier to cycle into town centre and shop, prohibiting cycling in Commercial Way is against all cycle promotion works by Surrey County Council and Woking Borough Council, this will also affect children cycling to school who would have to use Victoria Way as an alternative.	The points raised were known when the decision to advertise an amendment to the TRO restricting the hours of operation in some locations was taken. Cyclists including school children can continue to use the same route, but will have to dismount and walk their bikes for approximately 116m through Gloucester Walk and the Town Square, and up to 119m along Commercial Way, depending upon the direction of travel. This restriction will not prevent elderly residents from cycling to the Town Centre, and many of the points for securing bikes whilst shopping are within thirty meters of the point at which cyclists would have to dismount.
3	Against proposed changes – No justification for proposed changes, and any amendment should be confined to Town Square between 10:00am and 14:30pm. There have been no recorded incidents between cyclists and pedestrians, this is contrary to SCC objective to improve accessibility for the vulnerable, there are no safe alternative routes for cyclists, restrictions would affect Sustrans Route 223, evidence is that shared use is not hazardous to pedestrians, the elderly find it far easier to cycle in to do their shopping during the day, Winston Churchill School ends at 2:30pm. Every effort should be made to increase cycling not make it more difficult.	The points raised were known when the decision to advertise an amendment to the TRO restricting the hours of operation in some locations was taken. Cyclists including school children can continue to use the same route, but will have to dismount and walk their bikes for approximately 116m through Gloucester Walk and the Town Square, and up to 119m along Commercial Way, depending upon the direction of travel. This restriction will not prevent elderly residents from cycling to the Town Centre, and many of the points for securing bikes whilst shopping are within thirty meters of the point at which cyclists would have to dismount.
4	Against proposed changes – no incidents so far, proposed changes are contrary to consultation that showed two-thirds thought unrestricted shared use should continue. This will make school children vulnerable on their way home from school.	The points raised were known when the decision to advertise an amendment to the TRO restricting the hours of operation in some locations was taken. Cyclists including school children can continue to use the same route, but will have to dismount and walk their bikes for approximately 116m through Gloucester Walk and the Town Square, and up to 119m along Commercial Way, depending upon the direction of travel.
5	Against shared use in principle	This objection is against any form of shared use in the town centre and cannot be accepted as it is NOT objecting to the amendments advertised.
6	Against proposed changes – this will make it more difficult for me to attend physiotherapy in the town centre for my disability, Victoria Way is not an acceptable alternative, this goes against SCC promotion of cycling as a means to improve health, wellbeing and the independence of school children.	Victoria Way has not been proposed as an alternative route, and it is expected that cyclists will dismount and push their bikes for a short distance during the prohibited hours. SCC continues to promote and encourage cycling, but also has a duty to consider all users of the public highway. The amendment proposed does not go against this.
7	Against proposed changes – no accidents between pedestrian and cyclists since shared use introduced, cycling did occur in town centre prior to shared use and this was not controlled and no fines were imposed, cyclists could be injured	The points raised were known when the decision to advertise an amendment to the TRO restricting the hours of operation in some locations was taken. Cyclists including school children can continue to use the same route, but will have to dismount and walk their bikes for

	if hitting a pedestrian and so there is every incentive to be careful. How is this to be enforced, and what if a cyclist isn't wearing a watch?	approximately 116m through Gloucester Walk and the Town Square, and up to 119m along Commercial Way, depending upon the direction of travel. Enforcement of the proposed restrictions would have to be carried out by Surrey Police, and it is expected that cyclists will make sure they are mindful of the time and respectful of all rules and regulations governing use of the public highway.
8	Against proposed changes – this is contrary to aims of Cycle Woking and would fragment current linkages, there are no grounds for amending the existing arrangements (as noted in report to LC on 28 March 2011 referring to TRL studies), no incidents have been reported since shared use was introduced, any restrictions after 2pm will disadvantage school children cycling home.	The points raised were known when the decision to advertise an amendment to the TRO restricting the hours of operation in some locations was taken. Cyclists including school children can continue to use the same route, but will have to dismount and walk their bikes for approximately 116m through Gloucester Walk and the Town Square, and up to 119m along Commercial Way, depending upon the direction of travel. It is recognised that Cycle Woking has successfully promoted and encouraged cycling through a wide range of initiatives. As all cyclists can continue to use these routes as normal outside of the prohibited hours which align with peak pedestrian activity, it is considered that the proposed amendments will have limited impact on the shared use arrangements.
9	Against proposed changes - No incidents between cyclists and pedestrians within the affected area in over three years of operation, two thirds of original consultation respondents wanted unrestricted shared use to continue, a third of disabled respondents supported this, national and international evidence is that shared space between cyclists and pedestrians works, Commercial Way is part of Sustrans Route 223 and cyclists would have to use Victoria Way as an alternative (with concerns over accidents), elderly people who find it easier to cycle have town centre shopping restricted. In addition, if restrictions necessary, should be confined from 10:00am to 2:30pm for Town Square and Gloucester Walk for reasons already outlines, plus school children will be denied the opportunity to cycle, and Winston Churchill school releases pupils at 2:30pm.	All of the points raised were known when the decision to advertise an amendment to the TRO restricting the hours of operation in some locations was taken. Cyclists and school children can continue to use the same route, but will have to dismount and walk their bikes for a short stretch. This does not prevent elderly residents from cycling to the Town Centre. Many of the points for securing bikes whilst shopping are within thirty meters of the point at which cyclists would have to dismount.

These objections were considered by the Area Highways Manager, the Chairman and Vice-Chairman of the Local Committee, together with the relevant divisional County Member in a meeting on 26 September 2011, and the responses to each objection is recorded above. It is noted that none of the objections contained new information of a significant or substantial nature that was not known and considered at the time of making the decision, and therefore the decision made by Committee to promote the restricted hours does not require reconsidering on the basis of these objections.

LEAD OFFICER: Andrew Milne, Area Highways Manager (North West)

TELEPHONE NUMBER: 03456 009 009

E-MAIL: highways@surreycc.gov.uk

CONTACT OFFICER: Kevin Patching, Traffic Engineer (Woking)

TELEPHONE NUMBER: 03456 009 009

E-MAIL: highways@surreycc.gov.uk

BACKGROUND PAPERS: None

Date: 26 Sept 2011 Time: 1232 Initials: ADM No of annexes: 0