



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

**MARTYR'S LANE JUNCTION WITH WOODHAM LANE
7.5T WEIGHT LIMIT AND PROHIBITION OF RIGHT TURN**

26 SEPTEMBER 2012

KEY ISSUES

To consider introducing a Traffic Regulation Order (TRO) to impose a 7.5T weight limit over Martyr's Lane between its junction with A245 Woodham Lane and the Household Recycling Centre and also to prohibit the right turn from Martyr's Lane into Woodham Lane.

SUMMARY

Road safety at the junction of the A245 Woodham Lane with Martyr's Lane has been a concern for some time and at its meetings on 6 April 2005 and 20 October 2005, the Woking Local Committee received reports that outlined a number of possible options to address these concerns.

Some of these options had the potential to further increase the peak period congestion at the nearby Six Crossroads Roundabout.

Officers recently met with concerned residents, Surrey Police and the Divisional Member for the area to discuss the issues and possible options. This meeting gave a focus for the design of a scheme that is intended to improve safety at this junction.

The imposition of a 7.5T weight limit on Martyr's Lane between its junction with the A245 Woodham Lane and up to, but not including, the Household Recycling Centre will mean that no Heavy Goods Vehicles should have any legitimate reason to use this length of Martyr's Lane or its junction with the A245. All access to the Household Recycling Centre will be via the A320 "McLarens" roundabout.

A prohibition of the right turn out of Martyr's Lane onto the A245 Woodham Lane will remove the most hazardous manoeuvre from this junction. The construction of an island in the mouth of Martyr's Lane will help to enforce this prohibition and will also encourage drivers to adopt a far better driving line when turning right into Martyr's Lane.

OFFICER RECOMMENDATIONS

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

- (i) Authorise the advertisement of a notice in accordance with the Road Traffic Regulation Act 1984, the effects of which will be to implement the proposed 7.5 Tonne weight limit over Martyr's Lane, between the Household Recycling Centre and its junction with A245 Woodham Lane and also to prohibit the right turn from Martyr's Lane into Woodham Lane, and subject to no objections being upheld, the Order be made.
- (ii) Authorise delegation of authority to the Area Team Manager, in consultation with the Chairman and Vice-Chairman of the Local Committee and the local Divisional Member, to resolve any objections received in connection with the proposals.

1.0 INTRODUCTION AND BACKGROUND

- 1.1 Woodham Lane forms part of the A245 and is an important part of the Surrey Strategic Route Network. It carries a high volume of traffic of all classes and is occasionally used as a diversion route between junctions 10 and 11 of the M25 if ever the latter is closed.
- 1.2 Martyr's Lane is a narrow road, subject to the national speed limit and which offers a short cut to drivers who are making their way between the A245 Woodham Lane and A320 Chertsey Road and allows them to avoid the Six Crossroads Roundabout that can become congested at peak periods. Martyr's Lane's junction with the A320 is via the McLaren's Roundabout but the junction with the A245 is an uncontrolled priority junction.
- 1.3 A large and well used Household Recycling Centre (HRC) is situated on Martyr's Lane, approximately one third of the way along the lane from the A320.
- 1.4 The Local Committee previously received reports relating to this junction at its meetings on 6 April 2005 and 20 October 2005. The first of these outlined a number of possible options, none of which was progressed; at the time, concern was expressed that several of these options could add significantly to the volume of traffic using the Six Crossroads roundabout. The second report detailed some improvements using Vehicle Activated Signs and cycle lanes.

2.0 ANALYSIS

- 2.1 Six collisions have taken place at the junction in the last 3 year period resulting in 1 serious and 5 slight injuries. Four of these collisions have involved turning manoeuvres.
- 2.2 A surprisingly large number of Heavy Goods Vehicles have been seen to enter Martyr's Lane and it is clear that they are also using the road as a short cut and not simply for access to the Household Recycling Centre.
- 2.3 Although no HGVs were involved in any of the recorded collisions, the width of such vehicles can cause some issues. Martyr's Lane is relatively narrow and there is very little remaining space when two HGVs pass. Furthermore, if an HGV, particularly an articulated vehicle, is waiting in the right turn lane in Woodham Lane, there is insufficient room for another HGV to pass through towards Six Crossroads. This has resulted in HGVs either braking heavily or mounting and running along the footway.
- 2.4 A site meeting was recently held between residents, the Divisional Member and Highways Officers and the advantages and disadvantages of the previously-reported options were discussed. This resulted in an undertaking to pursue an option that sought to ease some of the problems without diverting significant numbers of vehicles through Six Crossroads.
- 2.5 Between the junction with Woodham Lane and the Household Recycling Centre, there are no accesses or properties that would require HGV

access. It is therefore proposed to introduce a 7.5Tonne weight limit over this length of Martyr's Lane that would extend as far as but not include the entrance and exit from the HRC, HGV access to which would still be permitted via the A320 and the McLarens Roundabout.

- 2.6 It is also proposed to prohibit the right turn out of Martyr's Lane at its junction with Woodham Lane. A shaped splitter island in the mouth of the junction will help to enforce the prohibition. At the moment, many drivers turning right from Woodham Lane tend to "cut the corner" and as they enter Martyr's Lane, they pass over the exiting lane; the island will prevent this and encourage a much better driving line.

3.0 CONSULTATION

- 3.1 Surrey Police have been consulted and support the proposed weight limit and prohibited right turn.
- 3.2 Adjacent land owners, including the Household Recycling Centre, have yet to be consulted.
- 3.3 The Local Committee has previously approved the ITS Programme that includes this scheme / location but at the time, the specific requirements of the work, such as what type of prohibition, if any, were unknown. If the Local Committee agrees that a 7.5 Tonne weight limit and a prohibition of the right turn out of Martyr's Lane should be introduced then a Traffic Regulation Order would be formally advertised and public notices displayed in the local press and on site. There would then be a period of time for any objections to the proposal to be submitted.

4.0 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

- 4.1 The Local Committee has previously agreed a budget of £40,000 which will be sufficient to cover the costs associated with the making of the Traffic Regulation Orders and the construction of the island.

5.0 EQUALITIES AND DIVERSITY IMPLICATIONS

- 5.1 There are no equalities and diversity implications arising from this report.

6.0 CRIME AND DISORDER IMPLICATIONS

- 6.1 There are no other crime and disorder implications arising from this report.

7.0 CONCLUSION AND RECOMMENDATIONS

- 7.1 The heavy use of Martyr's Lane as a cut through between the A245 and the A320 causes problems at the A245 junction. A large proportion of

HGVs use the road as a cut through and these can cause their own problems.

- 7.2 There is no requirement for HGV access on Martyr's Lane between Woodham Lane and the Household Recycling Centre and it is proposed to introduce a 7.5 Tonne weight limit over this length of road to prevent the through movement of HGVS. Access to the Household Recycling Centre will be via the A320.
- 7.3 Prohibiting the right turn manoeuvre out of Martyr's Lane onto Woodham Lane will eliminate what is potentially the most hazardous movement at this junction and the traffic island that is also proposed will help to physically enforce the prohibited movement.
- 7.4 It is recommended that Traffic Regulation Orders are made to impose these two restrictions / prohibitions.

8.0 WHAT HAPPENS NEXT

- 8.1 If Local Committee approves the making of the Traffic Regulation Orders to impose the weight limit and the banned turn, then the Orders would be formally advertised and public notices displayed in the local press and on site.
- 8.2 Any formal objections to the Order would have to be considered. Subject to no irresolvable objections being received the new TRO would be made.
- 8.3 Once the TROs have been made the necessary signs will be installed and the island at the end of Martyr's Lane will be constructed.

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BACKGROUND PAPERS: Reports presented to the Woking Local Committee on 6 April 20015 (Item 13) and 20 October 2005 (Item 19)