

**SURREY COUNTY COUNCIL****LOCAL COMMITTEE (WOKING)**

**DATE:** 5 MARCH 2014  
**LEAD OFFICER:** KEVIN PATCHING - ENGINEER

**SUBJECT:** ALBERT DRIVE TRAFFIC CALMING

**DIVISION:** WOKING NORTH

**SUMMARY OF ISSUE:**

Statutory consultation has been carried out for the design of traffic calming along Albert Drive. Comments were received that necessitated the re-design of parts of the scheme. The changes to the traffic calming are such that it will be necessary to re-advertise them.

These changes also require the relocation of a bus stop, and it is expected that some LSTF bus corridor improvements can be implemented along this section of Albert Drive ahead of similar work elsewhere along the road.

The opportunity is also being taken to propose a reduction of the existing 18T weight limit to 7.5T, which is more usual for an environmental limit.

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

- (i) Approve the proposals for Albert Drive as indicated on the plan at Annex A and the advertising of the intention to introduce vertical traffic calming features on the highway in accordance with Section 90, (a) to (i) inclusive of the Highways Act 1980.
- (ii) Approve the reduction of the existing 18T weight limit to 7.5T and that this is advertised in accordance with the Road Traffic Regulation Act 1984.
- (iii) Any objections to these proposals be considered by the Area Team Manager in consultation with the Local Committee Chairman and Divisional Member.
- (iv) If any further changes be required to the position of the traffic calming features that would need to be re-advertised, the Committee is happy for officers to progress this without seeking further approval.

**REASONS FOR RECOMMENDATIONS:**

Comments have been received about the previously approved and advertised traffic calming measures in Albert Drive and the revised positions of some of the features need to be re-advertised. In addition, comments about Heavy Goods Vehicle usage of the road has prompted a proposal to reduce the existing 18T weight limit to 7.5T.

## **1. INTRODUCTION AND BACKGROUND:**

- 1.1 A number of collisions have taken place and inappropriate speeds are in evidence along Albert Drive, Sheerwater. Following the submission of a petition concerning road safety along the road, a scheme of traffic calming measures was designed. This design was approved for advertising by the Local Committee at its meeting on 25 September 2013.
- 1.2 The statutory consultation process resulted in some comments being received, albeit just after the end of the consultation period.

## **2. ANALYSIS:**

- 2.1 A scheme for traffic calming along Albert Drive was designed and advertised in site, in the local press and by direct statutory consultation with various organisations. Concerns were raised by a bus operator about the proximity of one of the proposed pairs of cushions. A resident of Albert Drive also made representation about the position of another cushion. Although both of these representations came after the end of the consultation period, they are valid.
- 2.2 The traffic calming features have been redesigned in order to overcome these problems whilst maintaining a consistent spacing of the features. This is good practice to try and permit drivers to pass through the area at a steady speed without undue accelerating and braking.
- 2.3 The redesign of the scheme has resulted in a speed table and a pair of cushions swapping locations and another pair of cushions moving approximately 20 metres. The latter also involves the relocation of a bus stop. If the traffic calming features were only being moved a metre or two, the previous Notice advertising our intention to introduce traffic calming would have sufficed. However, the alterations are more significant than this and need to be readvertised.
- 2.4 We are seeking to coordinate this work with LSTF bus corridor improvements along this section of Albert Drive with a view to implementing both at the same time. Bus stop works along the rest of the road would follow later.
- 2.5 Whilst in discussion with the resident who commented about the speed cushion, the issue of lorries using this section of Albert Drive was raised. Although there is an 18T weight limit already covering much of Albert Drive and roads off it, some of the lorries that are causing issues would appear to be smaller than this. Whilst the traffic calming might go some way to easing the problems caused by these vehicles, it would be prudent to reduce the weight limit to 7.5 Tonnes.
- 2.6 This weight limit is an environmental limit as opposed to one imposed because of a weak bridge etc., and it is more usual for such limits to be imposed at 7.5T. With the construction of the new Sheerwater access road and the associated imposition of a 7.5T limit on Arnold Road, plus the imminent construction of the new Asda store in Forsyth Road, it would be a good opportunity to reduce the existing limit.

### **3. OPTIONS:**

3.1 The original traffic calming scheme caused concern for the bus operators who run services along Albert Drive. We need to consider these concerns so that we do not affect bus patronage. The specific elements of the scheme that caused concern to the bus operators and to a resident have been re-designed and need to be re-advertised.

3.2 The changes are shown on the plan at Annex A and consist of;

- replacing a speed table at the traffic island closest to Sheerwater road with speed cushions;
- replacing a pair of speed cushions at the bus stops closest to Sheerwater Road with a speed table;
- relocate the pair of speed cushions from the west bound bus stop between the two arms of Lambourne Crescent to the location of the current east bound bus stop;
- relocate the east bound bus stop currently located close to the eastern junction of Lambourne Crescent to a point further west to avoid conflict with the repositioned speed cushions.

3.3 Reduce the existing weight limit on Albert Drive and certain roads of it from 18T to 7.5T. These changes are not shown on the plan at Annex A and the physical changes on site would merely be the replacement of the 18T signs with 7.5T versions.

### **4. CONSULTATIONS:**

4.1 Further statutory consultation will be required with notices in the local press, site notices and direct consultation with Statutory Consultees.

4.2 It is not standard policy to letter drop all of the frontagers of an affected road but letters will be sent to all residents of Albert Drive between Sheerwater Road and the roundabout outside the Bishop David Brown School.

4.3 Initial, informal discussion with Surrey Police indicate that no objection would be made to reducing the weight limit to 7.5T.

### **5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:**

5.1 Proposed ITS schemes are prioritised to ensure that the maximum public benefit is gained from any funding made available. The Woking Local Committee have previously been made aware of the potential effects on any work undertaken in Albert Drive by the Borough led regeneration project.

5.2 Combining the traffic calming works with the bus corridor improvement works for this length of Albert Drive should result in some savings.

**6. EQUALITIES AND DIVERSITY IMPLICATIONS:**

- 6.1 It is an objective of Surrey Highways to treat all users of the public highway equally and with understanding. Appropriate and proportionate consultation is carried out with residents, and bodies representing particular user groups, to ensure that the interests of all highway users are considered.

**7. LOCALISM:**

- 7.1 Through the views and needs expressed by local communities, and accommodating where possible the involvement of local communities in looking after the public highway, localism is routinely considered as part of the consultation and bidding processes for highway-related works. Specific details regarding localism are included in individual reports as appropriate.

**8. OTHER IMPLICATIONS:**

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report.
Sustainability (including Climate Change and Carbon Emissions)	No significant implications arising from this report.
Corporate Parenting/Looked After Children	No significant implications arising from this report.
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report.
Public Health	No significant implications arising from this report.

**9. CONCLUSION AND RECOMMENDATIONS:**

- 9.1 The previous approved design gave rise to some concerns from bus operators and one resident of Albert Drive. The modified scheme needs to be re-advertised. It also requires a bus stop to be relocated and it is intended to incorporate some LSTF bus corridor improvements as part of the scheme.
- 9.2 It is also recommended that the existing 18T weight limit should be reduced to 7.5T, given the opening of the new Sheerwater access road and the imminent construction of the new Asda store in Forsyth Road.

**10. WHAT HAPPENS NEXT:**

- 10.1 Subject to Committee approval, the amended traffic calming measures on Albert Drive will be advertised and any objections will be determined by the Area Team Manager in consultation with the Committee Chair and Divisional Member.
- 10.2 Should any further, unforeseen, changes be necessary that would need to be advertised, it is suggested that the Members of the Local Committee are advised but that by the approvals given in this report, Officers have the

authorisation to re-advertise without having to return the matter to Committee first.

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**Contact Officer:**

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**Consulted:**

**Annexes:**

**Annex A – proposal for traffic calming along part of Albert Drive**

**Sources/background papers:**

Woking Local Committee, 26 March 2012, Item 9 (response to Albert Drive petition)  
Woking Local Committee, 25 September 2013, Item 12

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