



WOKING JOINT COMMITTEE

DATE: 4 MARCH 2015

LEAD OFFICER: RAY MORGAN, CHIEF EXECUTIVE, WOKING BOROUGH COUNCIL

SUBJECT: A322 STUDY UPDATE

AREA: WOKING SOUTH WEST AND KNAPHILL AND GOLDSWORTH WEST

SUMMARY:

The proposed study into reducing congestion, particularly for local traffic, along the A322 corridor in the Borough of Woking has been delayed.

The team identified to undertake the work on developing options for the A322 were required to remain on the Woking town centre Victoria Way work, associated with the proposed Victoria Square development and the bids to Enterprise M3 during all of 2014 and during the first quarter of 2015.

During preliminary discussions for work on the A322 colleagues have formed the view that amelioration of existing congestion at peak times will have a limited economic benefit, a test required to secure major funding, but could improve outcome for local people and for local air quality. Focus has therefore been on what road features cause the most congestion. Brookwood Crossroads is an obvious point but it is exacerbated by the narrow railway bridge, the entrance to West Hill Golf Club and the Cemetery Pales junction.

It is now proposed to model the improvements in traffic flow that would be achieved by a number of modest changes to the highway network.

The first is to provide a left turn lane out of both Brookwood Lye Road and Connaught Road which would operate concurrently with the traffic light controlled right turn into the respective roads. It is observed that a similar approach at Redding Way has reduced congestion in Redding Way. It is considered that this is likely to be the most cost effective way of improving traffic flow at peak times, reducing queuing times for local people and improving local air quality.

The second is to consider the Cemetery Pales junction and whether enlarging that junction and adding a right turn out of it, together with making it the route of the A324 instead of Connaught Road, could reduce congestion in Brookwood Village without significant adverse impact upon Pirbright.

It is uncertain as to whether this option will make things better or worse and detailed modeling is required before a conclusion can be drawn.

The third area of consideration is to explore where additional stacking capacity at junctions , both in and out of them, is possible, as this could increase the speed flows together with exploring if at any of the minor junctions a right turn lane, albeit small, may reduce stacking traffic.

To enable this work to be undertaken up to date traffic surveys will be carried out and, as far as possible, likely additional local traffic from potential development sites taken into account.

I am sorry this work has been delayed but I will ensure that from April onwards it is given the utmost priority.

RECOMMENDATIONS:

Woking Joint Committee is asked to note the update

REASONS FOR RECOMMENDATIONS:

This report is for information.

Contact Officer:

Ray Morgan, Chief Executive, Woking Borough Council

Borough Portfolio Holder

Cllr John Kingsbury

County Council Cabinet Member

Mr John Furey

Annexes:

None

Sources/background papers:

None
