



WOKING JOINT COMMITTEE

DATE: 23 SEPTEMBER 2015
LEAD OFFICER: PAUL FISHWICK, PROGRAMME MANAGER (LTS & MAJOR SCHEMES)
SUBJECT: ARNOLD ROAD SPEEDING TRAFFIC AND OBJECTIONS TO THROUGH TRAFFIC
AREA: WOKING NORTH

SUMMARY OF ISSUE:

This report is in response to two petitions that have been submitted to the Joint Committee relating to Arnold Road Woking.

The first petition was presented to this committee on 25 June 2014 (item 18/14 petition B refers), and related to speeding traffic in Arnold Road.

A second petition was presented to this committee on 24 June 2015 requesting a Prohibition of Traffic Order to prevent through traffic coming from Albert Drive.

RECOMMENDATIONS:

Woking Joint Committee is asked to agree that :

- (i) The average traffic speeds taken from the traffic surveys undertaken in March 2015 are well below the 30mph speed limit and no further action is required.
- (ii) The 'turning movement' traffic surveys undertaken in April 2015 indicate that the new Albert Drive is now taking the majority of traffic and traffic flows have reduced considerably on Arnold Road.
- (iii) To note that the air quality in the area does not reach the criteria for further investigation (Annex B).
- (iv) To note the comments from Surrey Police (paragraphs 2.8 and 2.9).

REASONS FOR RECOMMENDATIONS:

From the surveys and assessments carried out in March 2015 (traffic speeds), April 2015 (traffic volume, type and turning movements) and April 2015 (Woking BC Local Air Quality Assessment), there is no evidence to support the case being put forward by the two petitions and it is recommended that no further action is taken.

1. INTRODUCTION AND BACKGROUND:

Petition 1 – presented on 25 June 2014 related to speeding traffic in Arnold Road.

- 1.1 A petition containing 83 signatures had been submitted for consideration at that meeting. Residents were asking speeding along Arnold Road to be addressed.

Wording of the petition

- 1.2 I want the Council to consult with residents to address speeding issues on Arnold Road which have developed as a result of Sheerwater Access Road works.

- 1.3 Possible solutions proposed by residents include:

- Installation of speed humps on Arnold Road
- The installation of a no left turn for all traffic approaching from Sheerwater
- Closure of Arnold Road to through traffic
- 20MPH speed sign on approach to Arnold Road

Petition 2 – presented on 24 June 2015 related to Prohibition of through traffic from Albert Drive.

- 1.4 A petition containing 78 signatures had been submitted for consideration at Woking Joint Committee.

Wording of the petition

- 1.5 We the undersigned residents of Arnold Road do urgently request Surrey County Council Highways Agency to grant a Prohibition of Traffic Order to prevent through traffic coming from Albert Drive on grounds of pollution, noise and congestion. A sign 'Prohibition of motor vehicles except for access' should be erected at the junction with Albert Drive.

- 1.6 It is well known that traffic fumes are the cause of more ill health than alcohol and drugs combined. Diesel cars certified under EU rules as the cleanest yet built, give toxic exhaust emissions at up to 9.9 times the legal maximum (Sunday Times investigation May 2015) and produce key toxins which attack the lungs and organs causing up to 50,000 premature deaths a year. The tests, done in a laboratory and not on the road, seriously underestimate real road conditions. In view particularly of these health hazards, we request that all through traffic should access Monument Road via the new by-pass

2. ANALYSIS:

- 2.1 The analysis presented below covers petition 1 and petition 2 as set out paragraphs 1.1 to 1.6 above
- 2.2 The County Council and Borough Council working in partnership constructed the 'Sheerwater Access Road' (now known as Albert Drive) which opened to traffic in November 2013.
- 2.3 The original proposal was to close Eve Road and Arnold Road to through traffic but objections from local residents meant that only Eve Road was closed and Arnold Road remained open to traffic (see Annex A).
- 2.4 Following the petition presented to this committee on 25 June 2014, it was agreed that officers would carry out a further speed survey in the New Year once ASDA had opened, and would liaise with residents over the positioning of the speeding loops and the timing of the survey.
- 2.5 Following agreement of the locations and timing for the speed survey with the residents and the opening of the ASDA store traffic surveys, taking into account traffic speeds, took place over 7 days in March 2015. The survey in Arnold Road (one-way system) has indicated that **average speeds over 7 days were 24.1 mph**. Also, within the two-way section between Eve Road and Albert Drive the survey indicated an **average speed of 16.8mph (NE bound) and 21.8mph (SW bound)**. In both cases these average speeds are well below the 30mph speed limit for this road
- 2.6 However, at the request of the Divisional Member, a further speed survey has been commissioned, and if the details from this survey are available they will be 'tabled' at the committee meeting.
- 2.7 In addition a turning movement traffic survey was carried out Tuesday 21 April 2015 and the data indicates that 8,760 vehicles (7am to 7pm) uses the new section of Albert Drive at its junction with Monument Road. 368 of these were Other Goods Vehicles over 3.5 tonnes and there were 135 buses
- 2.8 On the same date 2,159 vehicles (7am to 7pm) used Arnold Road at its junction with Monument Road. 13 of these were other goods vehicles and there were 11 buses.
- 2.7 Without the new access road, the traffic using Arnold Road could be as follows (based on 12 hour survey):
- Total traffic 10,763 of which 381 other goods vehicles over 3.5 tonnes and 146 buses.
 - With the new road in place and based on the data from the 21 April, this would equate to a potential **reduction of 80% in all traffic and 96% reduction in Other Goods Vehicle over 3.5 tonnes**.
- 2.9 Surrey Police have been contacted in relation to the requested "Prohibition of Traffic Except for Access". They have responded as follows;
- "Surrey Police would definitely not support such a restriction, as it would be constantly abused and there would be huge demands placed upon the police to ensure compliance, which we just could not manage. In addition the signs that

indicate such a restriction are little used and are not at all understood by the general motoring public.

Surrey Police would add that the number of officers involved in the enforcement of traffic legislation has reduced considerably over the last year. As a result the police main focus has to be towards the offences that result in an increase in road casualties, such as excess speed, mobile phone usage when driving, failing to wear seat belts, drink driving and many others. To take officers away from these offences to enforce an environmental restriction, as suggested here, would be impossible to justify to anyone other than the residents of Arnold Road.

- 2.10 It is also suggested that there are many other roads in the borough where the residents have similar concerns and so there could be many other requests along the same lines if this restriction is granted”.
- 2.11 The residents in petition 1 also suggested installation of road humps, a no left turn for all traffic approaching from Sheerwater and 20mph speed sign on approach to Arnold Road.
- 2.12 There are existing speed calming measures within Arnold Road and the speed data proves that these assist with keeping traffic speeds low.
- 2.13 A “No left turn” for all traffic approaching from Sheerwater would have a detrimental affect on residents living in Arnold Road and Eve Road as they could only access Arnold Road and Eve Road from the new Albert Drive turning right. The traffic survey data has also indicated a significant reduction in the traffic flows within Arnold Road since the new road was opened.
- 2.14 With reference to the 20mph speed sign, the County Council’s policy (setting local speed limits published July 2014) sets out the process for setting speed limits including 20mph.
- 2.15 Under the policy, the Area Highway Team would determine the extent of the road to be assessed. The length of road over which a speed limit change is being considered should be at least 600m. This should ensure against too many speed limit changes that could be confusing to the motorist within a short space of road. However in some cases a slightly shorter length may be suitable where existing highway or roadside features provide a natural threshold which may complement a change in speed limit.
- 2.16 The length of road between Albert Drive junction and Monument Road is approximately 315 metres. This distance, therefore does not meet with the first step of the criteria being considered. In addition, as indicated in paragraph 2.5 above, traffic speeds are already low, and for these reasons no formal assessment of the speed limit is considered appropriate.
- 2.17 Woking Borough Council have considered air quality in the area (see Annex B) and concluded that no further action is required

3. OPTIONS:

- 3.1 There are no recommended further actions from this report and therefore there are no options to consider.

4. CONSULTATIONS:

4.1 Representatives of the Residents Association were consulted over the location and timing of the traffic speed survey equipment for the March 2015 survey.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

5.1 Taking into account the analysis in section 2 above it is recommended that no further action is taken, and therefore no financial decision is necessary.

6. RISK MANAGEMENT:

6.1 There is no risk management arising from this report.

7. LOCALISM:

7.1 The traffic survey data from March 2015 and April 2015 together with the Woking Borough Council air quality assessment (April 2015) have concluded that there is no evidence to support the issues outlined in the petition.

8. EQUALITIES AND DIVERSITY IMPLICATIONS:

8.1 There are no Equality and Diversity implications arising from this report.

9. 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
Human Resource/Training and Development	No significant implications arising from this report

10. CONCLUSION AND RECOMMENDATIONS:

10.1 The construction of the Sheerwater Link Road (Albert Drive) has removed a substantial amount of traffic, including other goods vehicles over 3.5 tonnes from Arnold Road and the average speed of this traffic has remained well below the speed limit for this road.

- 10.2 The original proposal was to close Arnold Road at it's junction with Monument Road, however during the consultation period there were objections raised by the residents and the closure was not introduced.
- 10.3 The speed surveys have indicated that the average 7 day traffic speeds are well below the 30mph speed limit.
- 10.4 The comments from Surrey Police that a "Prohibition of Traffic Except for Access" would not be supported should be noted.
- 10.5 Air quality in the area has been assessed by Woking Borough Council and it has been concluded that no further action is required at this time.
- 10.6 With the above in mind it is recommended that no further action is taken.

11. WHAT HAPPENS NEXT:

- 11.1 No further action is recommended based on the survey data carried out in March and April 2015.
- 11.2 A copy of this paper has been sent to the Residents Association.

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Consulted:

Andrew Milne, Kevin Patching, Douglas Spinks

County Council Cabinet Member

John Furey Cabinet Member for Highways, Transport and Flooding

Annexes:

Annex A Extract from Woking Borough Council Planning Committee report (20 March 2012)

Annex B Woking BC Local Air Quality Management Assessment (April 2015)

Sources/background papers:

March 2015 traffic speed survey data

April 2015 traffic movement survey data.

Woking Borough Council Planning Committee report dated 20 March 2012 – extract as Annex A

Woking Borough Council Local Air Quality Management Assessment (April 2015) – extract as Annex B
