

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (WOKING)

DATE: 25 SEPTEMBER 2013

LEAD OFFICER: ANDREW MILNE, NORTH WEST AREA HIGHWAYS MANAGER
CHINGSUBJECT: ALBERT DRIVE TRAFFIC CALMING AND OLD WOKING ROAD
/ MAYBURY HILL JUNCTION IMPROVEMENTS

DIVISION: WOKING NORTH AND WOKING SOUTH EAST

**SUMMARY OF ISSUE:**

The two highest priority ITS schemes on the current work programme are for traffic calming along Albert Drive, Sheerwater, and for junction improvements at the junction of Old Woking Road and Maybury Hill.

Due to anticipated costs, it was expected that only one scheme would be constructed during the current financial year.

Woking Borough Council's announcement of the Sheerwater Regeneration Project cast some doubt over the viability of installing traffic calming on Albert Drive at this time. However, some traffic calming over a shorter length of the road could be provided.

The Old Woking Road / Maybury Hill junction improvement was expected to consist of traffic signals but the result of consultation and other factors means that this would not be a desirable solution. Alternative measures to reduce the number of collisions at this junction are proposed.

RECOMMENDATIONS:

The Local Committee (Woking) is asked to agree :

- (i) To approve the proposals for Albert Drive as set out in 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, and if no objections are maintained the proposals are implemented;
- (ii) That any objections to these proposals be dealt with in accordance with the County Council's scheme of delegation by the Area Team Manager in consultation with the Chairman/Vice Chairman of Woking Local Committee and the Divisional Member for Woking North ;
- (iii) To approve the construction of the proposed improvements at the junction of Old Woking Road and Maybury Hill as set out in Annex B.
- (iv) To review the need for additional traffic calming measures in Albert Drive following the confirmed scope and detail of the Borough led Sheerwater

regeneration project.

REASONS FOR RECOMMENDATIONS:

The traffic calming measures in Albert Drive address the concerns of the residents about safety along the road and should reduce vehicle speeds and the number and severity of personal injury collisions.

The proposals for the junction of Old Woking Road and Maybury Hill are intended to improve safety at the junction without introducing controls that could compromise egress from Ivy Lane and the use of a private access on Old Woking Road.

1. INTRODUCTION AND BACKGROUND:

- 1.1 A number of collisions have taken place and inappropriate speeds are in evidence along Albert Drive, Sheerwater. A petition was presented to the Woking Local Committee on 12 October 2011 calling for measures to be put in place to improve road safety and to provide some additional parking.
- 1.2 The Old Woking Road / Maybury Hill junction has consistently been the location of collisions involving turning traffic. It has been on the ITS work programme for several years but was also independently highlighted as a collision “cluster” site at the most recent Road Safety Working Group.

2. ANALYSIS:

ALBERT DRIVE

- 2.1 A scheme for traffic calming along Albert Drive had been drafted prior to Woking Borough Council’s announcement for a major regeneration scheme in Sheerwater. The proposed traffic calming aimed to reduce vehicle speeds and dissuade drivers from using the road as a route between Woking and West Byfleet; it also recognised the frequent bus service that runs along the road and the impact that traffic calming can have on bus passenger and driver comfort.
- 2.2 The regeneration project raises many questions about how the highway infrastructure in Sheerwater will be affected and whether the proposed traffic calming would become either redundant as a result of the project or damaged as a result of the construction traffic. Woking Borough Officers share similar concerns . An 18T weight limit exists over much of Albert Drive but this allows for legitimate access and it is likely that this section of road could see a significant increase in the amount of heavy vehicles associated with the regeneration project.
- 2.3 Many of the questions raised by the regeneration project remain unanswered and it was suggested by officers at this Committee’s meeting on 26 June 2013 that work did not progress on traffic calming along Albert Drive until more details were known about the impact of the project.

2.4 Since the last report to this committee in June, we have commenced consultation by including a paragraph about the proposed traffic calming in a regeneration project newsletter sent out by Woking Borough Council to all residents of Sheerwater. A website address has been included that directs residents to an online survey. Due to a delay in the distribution of this newsletter, only eight responses have been received to date, and the deadline for the consultation has been extended. The responses received so far have been generally supportive of the traffic calming measures proposed.

OLD WOKING ROAD / MAYBURY HILL

2.5 Draft proposals were drawn up to assess the feasibility of controlling the Old Woking Road / Maybury Hill junction using either traffic signals or a mini-roundabout. The mini-roundabout proposal was rejected because the need to introduce deflection for traffic on Old Woking Road would require the raised, white dome of the mini-roundabout to be positioned approximately where the current give way markings are located. This would have a detrimental effect on the visibility for traffic exiting Maybury Hill, with significantly decreased sightlines back towards Old Woking. Deflection is required to slow through traffic on the major road, and without this, it is likely that the number and severity of collisions could be increased. Both Surrey Police and Safety Engineering have been consulted about this option, with neither party supporting the introduction of a mini-roundabout at this location.

2.6 The preferred option of control at the junction was the use of traffic signals but this had an impact on the residents of Ivy Lane. Without providing a separate signal head and phase for this private access, which would have an impact on queues and waiting time for traffic on Old Woking Road and Maybury Hill, the right turn from Ivy Lane onto Maybury Hill would have to be prohibited. However, consultation with residents of Ivy Lane has made it clear that this would be unacceptable to the residents. Similarly, there is a private access to a property on Old Woking Road that would be within the area controlled by traffic signals. Site observation suggested that this access was unused, but it is not, and vehicle access and egress at this point would be difficult and potentially dangerous.

2.7 Through the design process, concerns have been expressed that the scheme could generate shunt type collisions, particularly on the approach from Old Woking, due to queues forming along that narrow, downhill section of road. The use of part time signals has been suggested. However, such signals are used at roundabouts and as part of motorway "ramp metering" schemes and not at priority junctions such as Old Woking Road / Maybury Hill.

2.8 Some of the consultation responses suggested that there was not an issue at this junction but that the Park Road / Maybury Hill junction should be controlled in some way. No personal injury collisions have been recorded at this junction and controlling it could encourage more traffic to use Park Road as a route to and from Woking.

2.9 As a result of the design and consultation process, passive measures intended to improve safety at the junction have been considered.

3. OPTIONS:

ALBERT DRIVE

3.1 At June's Committee meeting, Members asked if, given the uncertainty over the regeneration project, traffic calming could be introduced over the section of Albert Drive between The Bishop David Brown School roundabout and Sheerwater Road. This would be possible but Members are reminded that there are many unanswered questions about the regeneration project and there is the possibility that any traffic calming introduced could be affected by any changes to the highway network that result from the project and that the construction traffic could damage the traffic calming. In regard to the latter, this Committee may wish to request Woking Borough Council to replace any traffic calming features that are so damaged, once the regeneration project is complete.

3.2 The proposals for this length of Albert Drive are for;

- all existing chicanes to be modified to remove any remaining kerb build-outs that create the chicane effect that is causing problems for some vehicles, especially the buses that use the road;
- a road table to be constructed at the first chicane when entering from Sheerwater Road - the provision of speed cushions at this point is more problematic compared to other locations and the use of a table creates an entry feature for traffic coming into Sheerwater;
- pairs of cushions at five other locations.

3.3 The spacing of these features is intended to result in slower speeds and encourage drivers to adopt a constant speed along the road rather than braking before each feature and accelerating afterwards. A diagram showing these proposals is shown in Annex A.

3.4 The estimated cost of these works is £40-50k. Subject to Committee approval, these works would be deliverable this financial year.

OLD WOKING ROAD / MAYBURY HILL

3.5 The majority of accidents at this location involve collisions between vehicles travelling towards West Byfleet along Old Woking Road, and vehicles exiting from Maybury Hill onto Old Woking Road.

3.6 The use of speed tables or cushions to reduce the speed of vehicles along Old Woking Road approaching the junction is not appropriate. As an alternative, it is proposed to introduce traffic islands on Old Woking Road on each approach to Maybury Hill in order to narrow the running lanes. The island outside The Inn at Maybury should also reduce the speed of traffic entering the right turn lane and turning into Maybury Hill. The position of this island needs to be consulted on.

3.7 It is also proposed to move the island in Maybury Hill closer to Old Woking Road to make the junction more visible to traffic approaching from Old Woking. The provision of coloured anti-skid material will also highlight the

junction and, importantly, enhance a driver's ability to brake should the need arise. A diagram showing these proposed works is shown in Annex B.

- 3.8 The estimated cost of these works is £70-80k. Subject to Committee approval, it is anticipated that these works can be delivered this financial year.

4. CONSULTATIONS:

- 4.1 Consultation is ongoing with Surrey Police, Safety Engineering and Traffic Signals.
- 4.2 Woking Borough Council have been consulted in relation to the Albert Drive scheme.
- 4.3 Consultation with the residents of Sheerwater has been via the Borough Council's regeneration project newsletter. Some responses to the website have been received.
- 4.4 Letters were sent to 23 private residences in the vicinity of the Old Woking Road / Maybury Hill junction, the majority of which are in Ivy Lane. The garage and Inn were also written to but all of this consultation concerned the initial proposal for traffic signals and not the measures outlined above.

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.

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. An Equalities Impact Assessment is undertaken for each Integrated Transport scheme as part of the design process.

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 Traffic calming can be introduced over part of Albert Drive, although it is unknown if and how it might be affected by the proposed regeneration of Sheerwater. Likewise, it is unknown if this traffic calming might be damaged by construction traffic and to what extent.
- 9.2 The majority of the proposed traffic calming features are speed cushions, which are more bus friendly than some other types of physical measures.
- 9.3 It is recommended that the traffic calming is constructed in Albert Drive during the current financial year. Traffic calming measures have to be advertised and this needs to be done at the earliest opportunity; if a decision is deferred, there is a significant chance that this scheme will not be delivered during the current financial year.
- 9.4 As a mini-roundabout is unsuitable for use at the junction of Old Woking Road and Maybury Hill, and various factors mean that traffic signals are similarly unsuited, it is recommended that the alternative scheme described in this report is approved for construction this financial year.

10. WHAT HAPPENS NEXT:

- 10.1 Subject to Committee approval, the traffic calming measures on Albert Drive will be advertised and any objections will be determined by the Area Team Manager in consultation with the Chairman/Vice Chairman of the Committee and the Divisional Member.. Construction will be in the last quarter of the financial year.
- 10.2 No public notices or traffic orders are required for the proposals for Old Woking Road. Subject to the agreement of the committee the details of the scheme will be finalised and an order placed with our contractor. Construction will be in the final quarter of the financial year.

Contact Officer:

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Consulted:

Annexes:

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

Annex B – alternative proposal for Old Woking Road / Maybury Hill junction

Sources/background papers:

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

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