



**REDDING WAY & BROADWAY,
KNAPHILL – PEDESTRIAN ACCESS
LOCAL COMMITTEE (WOKING)
2 NOVEMBER 2006**

KEY ISSUE:

To consider a package of measures to improve pedestrian access across Redding Way and Broadway, Knaphill.

SUMMARY:

Officers have assessed the current and desirable crossing facilities for pedestrians on Redding Way. The road is the main route through the now complete housing development of the former Brookwood Hospital site. Housing is split into 4 distinct pockets and pedestrians required to cross Redding Way at some point when moving around the estate, going to Knaphill Village, schools or shopping at the local large supermarkets.

A questionnaire was delivered to each of 786 properties and replies received from 216 (27.5%). Analysis of the responses revealed a number of distinct routes adopted by residents. Encouragingly a high proportion of the respondents indicated they would walk to Knaphill Village or other destinations on some if not all occasions.

The original purpose of this work was to provide a controlled crossing in the vicinity of the Vyne. However the survey identified 5 locations for improvement, which if implemented as part of a work programme over subsequent years, will improve conditions for pedestrians and encourage a greater number of walking journeys.

CONSULTATIONS:

Knaphill Divisional and Ward Members were provided with the consultation documents before distribution with three providing a response.

Letters, plan and questionnaire distributed to 786 properties and 216 replies received (27.5%).

Surrey Police

OFFICER RECOMMENDATIONS:

The Committee is asked to agree

- (i) That the existing crossing point south of the Vyne be closed and a new uncontrolled crossing inserted close to Alexandra Gardens where sight lines are improved**
- (ii) That the existing entry to the roundabout approaching the Vyne from the south be re-engineered to reduce vehicle speed**
- (iii) That the existing island to the west of the Vyne roundabout has an uncontrolled pedestrian facility installed**
- (iv) That a controlled crossing be installed on Redding Way at its junction with Tudor Way**
- (v) That a controlled crossing be installed on Broadway between Sussex Road and the entrance to the Vyne**
- (vi) That any necessary Traffic Orders required are made, (including advertising)**
- (vii) That the resolutions of any objections that are received are made by the Local Transportation Manager (Woking) in consultation with the Chairman and Electoral Division member**
- (viii) That subject to their being no sustained objection the Orders are made**

INTRODUCTION and BACKGROUND

1. The former Brookwood Hospital, Knaphill site was developed providing mixed type accommodation of almost 800 units. Access to each part of the estate thus formed is from Redding Way, which runs through the development. The estate is constructed in distinct pockets and measures put in place to preclude through traffic. Pedestrian routes exist which allow movement around these pockets without coming into conflict with vehicles. However at some point when pedestrians wish to leave the estate they must cross Redding Way, in particular when going to Knaphill Village, Knaphill Surgery, the Vyne, local schools and Sainsburys supermarket. Redding Way was constructed without continuous footways, the planners intending pedestrians to use the path network within the estate emerging at key points where drop kerbs were installed.
2. Officers were asked to examine whether a pedestrian crossing should be placed on Redding Way to assist pedestrian movement. No specific location had been identified although it was thought that the area of the Vyne would be appropriate when considering likely pedestrian movements to or from Knaphill village.

ANALYSIS AND COMMENTARY

3. A letter, questionnaire and plan (Annex A) were distributed to 786 properties within the area shown at Annex B. Responses were received from 216 properties (27.5%) a large number for this type of consultation indicating the interest of the resident population in developing crossing points.
4. Overall the survey has shown that simply providing one crossing is not sufficient and this report suggests developing a programme of measures to provide facilities at a number of sites along Redding Way whilst recognising that sufficient facilities exist at other locations. The programme for Woking 2006/2007 has allocated monies for feasibility and design in this financial year although doubt has been expressed whether the design could be completed. This was on the basis that a crossing, probably a Pelican/Puffin Crossing, was placed near the Vyne.
5. The 216 properties responding equated to 519 persons of which 424 indicated they would on occasions walk or cycle to the village. 237 persons claimed vehicle use for the same journey but these figures include those who may use either method in getting to the village. Respondents were asked to indicate the reason for going to Knaphill Village, not quantified by the number of persons but per property. Shopping was cited by 170 responses, recreation by 98, going to or from a school by 37 and other reasons, 93.
6. Speed and volume surveys were conducted at five sites and the results shown at Annex C.
7. In analysing the responses it became clear that there are a variety of routes

used by residents walking or cycling within the area. There were a number of destinations indicated on the returned plans, but even when starting from the same location residents used different routes to reach their chosen destination.

8. Another factor evident from the analysis were the restrictions on walking imposed by the estate design. The general lack of footways along Redding Way led to residents taking routes involving crossing Redding Way on more than one occasion or even walking on the grass verge. Outlined below are the used routes indicated by the survey: -
 - a. Percheron Drive – The majority of respondents crossed at the Sainsbury roundabout walked up Redding Way or across the Sainsbury car park, through the path by Sainsbury service entrance onto Broadway. A significant number go to Cavell Way or Tringham Close either by crossing Redding Way twice or walking up the grass verge.
 - b. Tringham Close – Respondents walked through the estate and the majority crossed at Knaphill Surgery while a small number continued to the Vyne.
 - c. Barton Close – Respondents crossed at Knaphill Surgery prior to the Vyne.
 - d. Florence Way/Florence Court – The majority of respondents crossed Redding Way before getting to the Vyne.
 - e. Silistra Gardens – Respondents walked out to Redding Way and the majority crossed on the existing dropped crossing at the junction prior to the Vyne.
 - f. Cavell Way – Whilst the majority of respondents crossed before getting to the Vyne at the junction of Redding Way and Silistra Gardens a few crossed using the dropped facility at the Vyne.
 - g. Brushfield Way – Respondents either crossed at the Vyne or between the junction of Redding Way with Silistra Gardens and the Vyne.
 - h. Strathcona Gardens – The majority of respondents crossed Redding Way immediately on leaving Strathcona Gardens although a significant number walked through paths to Cavell Way then crossed Redding Way before or at the Vyne.
 - i. Tudor Way and adjoining roads – The latest development offers a route up to the Broadway, which the few respondents preferred.
9. The survey has provided sufficient information that Officers can confidently suggest a programme of measures for the area, which would improve conditions for pedestrians and reduce vehicle use. Most are low cost and

could be placed in the forward programme for action when funds are available.

10. Proposed Improvements (see Annex D for location plan)

a. The Vyne.

An existing dropped crossing is poorly placed and does not provide sufficient sight lines for pedestrians crossing from Barton Close to the Vyne car park and Alexandra Gardens. Comments were made by users that they do not use the facility confidently or alternatively cross south of the Vyne. It is proposed to close the existing crossing and provide new drop crossings close to the junction of Redding Way and Alexandra Gardens.

Drivers approaching from the south are offered a two-lane entry to the roundabout at the Vyne. This allows them when turning left to “straight line” allowing increased vehicle speeds. The junction should be narrowed and kerbs realigned to remove this possibility.

With Committee approval a footway was inserted between Barton Close and the Vyne on the southern side of Redding Way. This recognised a well established desire line with people walking on the existing grass verge. Pedestrians now cross at the Surgery or at the Vyne across the central island, which has no drop facilities. In fact the footpath from the estate directly onto the roundabout has been fenced to prevent pedestrians walking into the carriageway. Officers observed that they walked round the fence and still crossed at this point. It is proposed to establish a dropped crossing and the speed reduction measures above will improve the conditions for this facility.

Knaphill Surgery has a gated entrance to their car park from the Broadway. This is locked between 1800 and 0830 each weekday and at weekends. When open a number of residents use this route into the Broadway. Enquiries were made of the Surgery whether the gate could be left open permanently and a crossing point established across Redding Way opposite the car park. The car park and the path to the gate are private. The Surgery locks the gate at night due to incidents in the car park including vandalism. They would not want the gate to be opened permanently and encourage this activity or for the route through time to become legally enforceable. Therefore no proposal is made to install a crossing at this location, which would encourage further use of the route.

b. Broadway

A number of respondents asked that a crossing be placed on Broadway. Despite the survey concentrating on Redding Way it is clear that providing facilities close to the Vyne would assist pedestrians in particular those going to the recreation ground and school through Sussex Road. The introduction of a controlled crossing is appropriate considering known speed and volume of vehicles and it would be placed between Sussex Road and the Vyne entrance. This was an unexpected outcome of the survey and officers would

need to establish precise data before deciding which type of controlled crossing is appropriate.

c. Strathcona Gardens

Strathcona Gardens has two exits for vehicles onto Redding Way. Each has dropped kerbs on both sides of the junction to allow pedestrians to cross Redding Way as there is no footway but a grass verge on the Strathcona Gardens side. The existing facility is considered adequate considering the measured speed and volume of vehicles. Residents and members have raised the issue of further crossing points towards Lower Guildford Road but this has not been included in the survey.

d. Percheron Drive

Percheron Drive exits onto Redding Way at a roundabout shared with the busy entrance to Sainsbury and Homebase stores. Dropped kerbs have been installed at each arm with central islands allowing pedestrians to cross in two phases. The vehicle speeds are not high at this junction but it is clear that some residents would prefer to see a controlled crossing installed. This exists as part of the traffic light system for the A322 Bagshot Road. Traffic volume would probably increase if the proposed developments to the west of the A322 were advanced with a route created through Brookwood Farm to the Redding Way junction. Officers consider that the present arrangements are sufficient but monitoring of any impact from the proposed development be considered if it proceeds.

e. Tudor Way

The final and recently completed part of the development through Tudor Way has opened up a more direct route to the Sainsbury/Homebase complex from Tringham Close through a footway to Redding Way. Currently this is served by an uncontrolled drop crossing. This is a key point for residents visiting the stores and those from Tudor Way walking to the village. It would be appropriate to install a controlled crossing at this point.

FINANCIAL IMPLICATIONS

11. Currently the following monies are allocated for Redding Way within the 2006/2007 programme.

Feasibility: £3,900

Design: £3,640

Construction: £5,460

Members will note that the latter 2 allocations are now indicated as doubtful for completion in this financial year.

If the recommendations within this report are accepted a work programme, together with associated costs, will be established for future years.

SUSTAINABLE DEVELOPMENT IMPLICATIONS

12. The measures recommended in the work programme will encourage walking and reduce vehicle usage.

CRIME & DISORDER IMPLICATIONS

13. There are no crime and disorder implications.

EQUALITIES IMPLICATIONS

14. There are no equalities implications.

CONCLUSIONS AND REASONS FOR RECOMMENDATIONS

15. The survey has revealed a number of measures, which together will improve conditions for pedestrians encouraging more walking journeys. Although the original intention was to provide some form of controlled crossing near the Vyne, Officers found that the current movement pattern adopted by residents required a number of actions aimed at increasing the number of pedestrian journeys and reducing vehicle use.

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BACKGROUND PAPERS: Nil

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