



**OFFICER REPORT TO LOCAL COMMITTEE  
(WOKING)**

**PETITION– ROAD SAFETY, MORTON ROAD –  
MEADWAY DRIVE, WOKING HIGH SCHOOL  
ENVIRONMENT**

**5 DECEMBER 2012**

**KEY ISSUE**

To advise the Committee of the response to a petition received regarding road safety along Morton Road and Meadway Drive in the Woking High School environment.

**SUMMARY**

A petition containing 56 signatures concerning road safety in the environment of Woking High School was received by the Local Committee for consideration at it's meeting on 26 September 2012.

**OFFICER RECOMMENDATIONS**

The Local Committee (Woking) is asked to note the contents of this report.

## 1.0 INTRODUCTION AND BACKGROUND

- 1.1 A petition was received by the Local Committee on 26 September 2012 on road safety around Woking High School.
- 1.2 The wording of the petition is set out below:

There are two major issues:

1. Car parking on the junction of Morton Road, Meadway Drive and The Ridgeway, and along the corner of Morton Road at the Junction with Morton Close.

2. Speeding along Morton Road and Meadway Drive.

The corner between Meadway Drive and Morton Road at the junction with The Ridgeway is the major danger zone. It is a 90 degree turn with limited visibility. The advisory road sign 'School' is sited 30m from the junction in Meadway Drive. However, cars are regularly parked during school hours along that stretch of road forcing single line traffic around the blind corner. The inevitable accident occurred on 11 June when two cars collided head-on, on the single carriageway open to traffic. Visibility was the major factor, coupled with the shock of meeting another car head on with no room to manoeuvre.

In the short term it is imperative that arrangements are put in place to allow the passage of two lines of traffic around that corner at all times.

One possible cheap easy solution would be to ban parking by placing double yellow lines along both sides of Meadway Drive from the traffic sign to the junction, 30 meters approx, and to extend the yellow hatching to the end of Morton Road North side. This simple measure would keep the junction clear of parked cars.

Although it always used to be part of the Road Traffic Act that parking on a corner was an offence it has never been enforced in this locality, and yellow paint would serve to focus attention.

The impact of this restriction would be to reduce parking by 5/7 places, which in the absence of any additional parking spaces being provided would displace this need elsewhere. Possibly there is ground in the School premises which could be used.

An aggravating factor with safety implications is the loose gravel which frequently covers the road surface on the corner; it is washed down from The Ridgeway. The Highways Authority should consider some means of ameliorating this nuisance, which also causes drain blockages in Morton Road.

The second dangerous area of limited visibility is on the corner of Morton Road and Morton Close where parking is frequently on both sides of the road creating again a single carriageway. No accident has occurred here to our knowledge yet, but head-on meetings are commonplace.

## Speed

There is a long history of high speed in both roads, with four wheel drifts as cars take the corner as fast as possible. The fence opposite has been damaged four times by cars losing control, in one instance four panels were destroyed as a guy was on his way home from The Plough; possibly speed was not the only factor! In another instance the guy made the corner but ploughed into a heap of ballast on the road near No 65 which stopped him.

We, the local residents Neighbourhood Watch group, and other locals, would ask the Committee to consider a 20 mph speed limit for Morton Road and Meadway Drive, and if possible for The Ridgeway (a private road). Although the road is private the adjoining footpath is maintain by SCC and work to replace the post protecting pedestrians has recently been completed.

There are three schools in the immediate vicinity; Woking High School, Horsell C of E Middle School and St Andrews; in excess of 2000 children with parents, many of whom walk or cycle to or from school. The safety implications are obvious.

There are doubtless other issues the Highways Authority might consider but the priority is to make the corner safe for vehicles and pedestrians, especially school children.

In summary the residents would like the Committee to demand action by the Highways Authority to improving safety in the environment of Woking High School, and to consider the imposition of a 20mph speed limit on Morton Road and Meadway Drive.

## **2.0 Officer response**

- 2.1 As a result of this petition, both roads have been added to our Speed Management Plan. Surrey Police's Casualty Reduction Officer for Woking Borough will deploy a speed monitoring device, and, depending upon the results of this monitoring, will arrange for appropriate enforcement action.
- 2.2 Having checked the accident history for the road, there has been one recorded personal injury collision in the last 3 year period. This was outside the junior school when a parked vehicle was struck by a passing vehicle. There is no suggestion that excessive or inappropriate speed was an

issue. There have been no recorded personal injury collisions over this period outside Woking High School or in the vicinity of the bend and as a result, a 20mph limit would have no casualty reduction effect.

- 2.3 The Traffic Engineer for Woking has visited this location, and agrees that it would be beneficial to introduce double yellow lines around the bend and at the Morton Close junction. This has since been discussed with colleagues in the Parking Team who would be responsible for making these amendments. The Parking Team have also been asked to consider the possibility of relocating the bus stop that is opposite the school due to this being very close to the bend. These proposed changes are likely to form part of the next annual review of on-street parking in 2013/14.
- 2.4 With regard to gravel being washed down from Ridgeway onto the highway, no evidence was seen of this during the site visit, and it is unclear how often this occurs. However, this will be monitored by the Community Highways Officer, and if gravel is found to be migrating from Ridgeway, this will be taken up with the Resident's Association.

### **3.0 CONSULTATION**

- 3.1 This matter has been discussed with the Parking team.

### **4.0 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS**

- 4.1 The cost of the proposed works is very modest and would represent good value for money in terms of addressing safety concerns.

### **5.0 EQUALITIES AND DIVERSITY IMPLICATIONS**

- 5.1 There are no equalities and diversity implications arising from this report.

### **6.0 CRIME AND DISORDER IMPLICATIONS**

- 6.1 None.

### **7.0 CONCLUSION**

- 7.1 The proposed parking amendments, and moving of the bus stop will be progressed by the Parking Team as part of the next annual parking review.

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**BACKGROUND PAPERS:** None

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