



## **WOKING JOINT COMMITTEE**

**DATE:** 4 MARCH 2015  
**SUBJECT:** WRITTEN PUBLIC QUESTIONS  
**DIVISION:** WOKING

### **1. Question from Phil Stubbs, Knaphill Residents Association**

The Residents' Association of Knaphill would ask SCC to consider the installation of a pedestrian crossing on Redding Way, Knaphill in close proximity to the doctors surgery.

Apart from giving pedestrians a safe crossing to get to and from the doctor's surgery this is a route used by many parents and children going to and from Knaphill schools.

Over a third of the households on the old hospital site use the path at the side of the doctors surgery to get to and from the local schools. There is a pedestrian crossing on the Broadway but not on Redding Way.

The stretch of Redding Way from the Vyne roundabout to the roundabout at Sainsbury's service road is known for speeding vehicles, there are two of the self illuminating signs that are triggered by speeding vehicles on this stretch of road.

Redding Way is only going to get busier with the opening of Brookwood Farm as Redding Way is the direct route from Brookwood Farm to Woking and Winston Churchill School.

A pedestrian crossing is required on this section of Redding Way and as close to the doctor's surgery as is possible. Given the problem with speeding the crossing should be raised.

### **Answer from Chairman on behalf of the committee:**

In 2006, a consultation with 786 properties was undertaken to determine pedestrian movements and the problems they faced around the former Brookwood Hospital site. The results of the consultation were reported to the Woking Local Committee in November 2006 and this led to the construction, in 2007, of the signal controlled crossing near to Tudor Way and the zebra crossing on Broadway near the junction with Sussex Road. However, there was no recommendation for a controlled crossing on Redding Way near the surgery, although it was as part of the package of works

that resulted from this consultation that the dropped kerbs were installed at the existing island immediately adjacent to the roundabout.

In considering the introduction of any new pedestrian facility, it is normal to consider a number of factors including accident data, the number of pedestrians that will use the crossing point, vehicle speeds and the physical constraints of the site such as visibility. It is also important that any requests of this nature are prioritised against other infrastructure needs within the Borough, so that the maximum public benefit can be gained from the available highways budgets.

In the last 5 year period, two personal injury collisions have taken place within approximately 100m of each approach to the surgery. Neither of these accidents involved a pedestrian who was crossing the road and so based on this data, a controlled crossing on Redding Way would not improve public safety. The existing crossing point by the roundabout provides good visibility for both pedestrians and motorists, and no request for new facilities has been received prior to this request from Knaphill Residents Association.

With respect to pedestrian numbers, no recent counts have been undertaken, but there have been no significant changes in the vicinity to either housing or local facilities since the last report was brought to Committee.

Redding Way is included in our Speed Management Plan, as we are aware that the speed of vehicles using the road has caused concern to some residents. Speed surveys undertaken by the police in April / May 2014 near Barton Close indicate mean speeds of 35/36mph, despite the presence of Vehicle Activated Signs nearby, and the road receives periodic speed enforcement by Surrey Police. However, it is important to recognise that this has not resulted in personal injury accidents.

Although preliminary assessment suggests that there are limited grounds for introducing a new pedestrian crossing facility, the length of Redding Way adjacent to the doctor's surgery has very limited opportunities for locating a pedestrian crossing. The surgery car park entrance, bus stop and drop off bay mean that a pedestrian crossing would have to be located within the remaining short length of road close to the roundabout. As the existing island installed in 2007 could not be incorporated into a crossing, it would be necessary to remove the island, as locating a crossing adjacent to the island could cause confusion for motorists approaching the crossing and potentially put pedestrians at risk. It is though not considered desirable to remove this existing island.