



WOKING JOINT COMMITTEE

DATE: 20 SEPT 2017

SUBJECT: WRITTEN PUBLIC QUESTIONS x 3

DIVISION: WOKING

1. Question from Mr Ross Daniel

I have just been involved in a near miss between a wheelchair and cycle on the cycle path at Redding Way between Tudor Way and Broadway Knaphill. See reports made to Woking Parking Services, Cllr Saj Hussian, Cllr Melanie Whitehand, Cllr Colin Kemp, Geoff McManus and Surrey Police P17062476, P17062880 and 02.08.2017 P17194655 which did show that officers attended.

Question:

Why has no action been taken against the drivers of the vehicles parking with ALL 4 wheels on the pavement on Redding Way, Knaphill between Tudor Way and Broadway?

Answer from Chairman on behalf of the committee:

Currently, there are no parking restrictions on this section of Redding Way, so civil enforcement cannot take place.

Checking back through the list of locations that have been requested for assessment over the past 8 years in the borough, this section of Redding Way has not received a request for parking restrictions before.

Without yellow lines present on the ground, the Police are the enforcing authority. To the best of our knowledge, if the Police have visited Redding Way and there are vehicles parked on the footway/ cycleway but there is still sufficient width to push a pushchair, wheelchair, bicycle etc.. along the path then they are unlikely to take any action. Unless a Police Officer actually witnesses the incident Mr Daniel describes again no action can be taken against the perpetrators.

On a more positive note, 'Redding Way, between Tudor Way and Broadway' has been added to the list for the 2018 Woking Parking Review for an assessment. Site visits for this review are scheduled to take place during March and April 2018, with recommendations being presented to the Joint Committee at the June 2018 meeting.

Supplementary question from Mr Daniel:

I have reported this several times to the police who do not appear concerned about this and defer all responsibility to Surrey County Council. Have the police been consulted on this?

Answer from Geoff McManus and Colin Kemp:

The area in question is being considered as part of the next parking review. Pavement parking is not an offence unless the road has double yellow lines or the parking causes an obstruction on the footway.

2. Question from Mr Mike Morris

For safety reasons, please could the Woking Joint Committee consider introducing a 30mph speed limit along the entire stretch of the Old Woking to Byfleet Road, from the existing 30mph limit at Byfleet to the existing 30 limit at Old Woking – removing the 2 x 40mph limits in between? This would then enable the introduction of two pedestrian crossings at Pyrford Common (to access the Childrens' Playground) and another nearer to the junction with the Sheerwater Road.

Answer from Chairman on behalf of the committee:

Experience shows that reducing a speed limit on its own will not necessarily be successful in reducing the speed of traffic by very much if the prevailing mean speeds are much higher than the proposed lower speed limit. If a speed limit is set too low and is ignored then this could result in the majority of drivers criminalising themselves and could bring the system of speed limits into disrepute. Drivers tend to adjust their speed based on the nature of the road such as its width, whether there are footways with large numbers of pedestrians walking alongside the road and whether there is a lot of development on each side of the road etc. These physical attributes can affect a driver's speed as much, if not more, than the posted speed limit and this is the main reason why the limit alternates between 30mph and 40mph over the length of Old Woking Road and Parvis Road.

We do not have current speed data for the various sections of this route between Maybury Hill and the borough boundary east of Byfleet although we do have some data collected by Surrey Police's Casualty Reduction Officer. Whilst there are undoubtedly some drivers who will exceed almost any speed limit, it is often the case with 40mph speed limits that compliance is generally quite good. Based on the data collected by Surrey Police in 2012 on the section of Old Woking Road between Maybury Hill and Sheerwater Road, this is the case. Although this speed data is 5 years old, it would be unusual for this to have altered significantly if conditions have remained unchanged and what this data indicates is that while there is good compliance with the 40mph limit, vehicle speeds are too high to support the introduction of a 30mph limit. Mr Morris refers to a Vehicle Activated Sign (VAS) in the 40mph limit being triggered and if some drivers are travelling fast enough to trigger the VAS, there is little reason to suspect that they would adhere to a lower limit.

It is important to note that because there is a system of street lighting along the road, if the speed limit was reduced to 30mph, no repeater signs could be placed at intervals along the road. Additionally, any existing "terminal" signs that drivers might pass as they enter Old Woking Road from 30mph side roads would have to be

removed. At the moment, there are small diameter 40mph repeater signs on various lamp columns along the length of the road. However, because of the presence of the street lights, 30mph repeater signs would not be permitted by law and if the nature of the road does not suggest to a driver that it should be a 30mph limit, the lack of repeater signs could be confusing and make some drivers believe that it is, in fact, subject to the national speed limit of 60mph.

Pedestrian crossings can generally be split into three types, these being pedestrian refuge islands, zebra crossings and signal controlled crossings. Of these, refuge islands and signal controlled crossings can be used in 40mph speed limits but the issue with providing a crossing on Old Woking Road is likely to be identifying the best location for one and how often it is going to be used.

If there is a generator of pedestrian traffic, such as The Marist School or a shopping area, identifying the best location for a crossing can be relatively easy, as can the choice of the type of crossing. In the case of The Marist School, where the Puffin crossing replaced the School Crossing Patroller, not only is there significant usage at school peak times but it is also used throughout the day by people making their way from Oakcroft Road towards West Byfleet.

Signal controlled crossings can be beneficial for elderly or disabled users because some types can give extra crossing time for anyone with mobility issues who would take longer to cross and for anyone with sight impairment, audible and tactile warnings advise them when they have priority to cross. However, it is important to stress that signals only indicate priority and they do not automatically make the crossing safer. The potential for "drive-throughs" can be a problem at zebra and signal crossings that are not used very often. It is possible for drivers to become used to driving through the crossing and never seeing anyone using it and when they do encounter someone crossing they may not acknowledge the fact and may fail to stop. This could be an issue with any controlled crossing on Old Woking Road and it may be that a refuge island might be a better solution.

A signal controlled crossing in the vicinity of the playground on Pyrford Common Road might be possible but the location of any type of crossing is greatly determined by the existing road layout such as proximity to junctions, driveways and bus stops. The first stage in providing a crossing would be to determine if there is an existing desire line (ie where people already tend to cross), the likely number of users, what type of crossing would be most appropriate and where such a crossing could be located.

An item for a feasibility study for a crossing in the vicinity of Pyrford Common Road and one nearer to Sheerwater Road will be added to our work programme but at the moment, it is not possible to say when it might be progressed. It would need to be point scored against the same criteria as the other 70 or so items on the work programme and each would need to compete for funding from the Joint Committee Capital Budget.

3. Question from Mr Phillip Stubbs

Back in March 2017 I submitted a written question about the state of the footpath that goes from Brookwood Farm to the tow path of the Basingstoke Canal. In the reply the chairman wrote:

A revised material for the footpath surface was agreed in October 2016. However, the supplier undertaking the work requires certain conditions to lay the material (a dry and warm period with the temperature at +7 degrees and dry for at least 48 hours). Therefore the work is now expected to be undertaken between mid-March and early April.

We are now in mid-August and the work has yet to be done. Could you supply a new answer at the next Joint Committee meeting?

Answer from Chairman on behalf of the committee:

Woking BC has been advised by CALA Homes that the works to the footpath have now been carried out by their contractors (except for some minor snagging). Woking BC officers will be inspecting the works in the week commencing 18 or 25 September.