

## SURREY COUNTY COUNCIL



SURREY

**JOINT COMMITTEE (WOKING)**DATE: **26 SEPTEMBER 2018**SUBJECT: **IMPROVED PEDESTRIAN FACILITIES ON MOUNT HERMON ROAD**DIVISION: **WOKING SOUTH****PETITION DETAILS:**

A petition has been received requesting Improved Road Crossing Safety at the eastern end of Mount Hermon Road. The wording of the petition is;

“We the undersigned, petition for the implementation of improved road-crossing safety on Mount Hermon Road between Montgomery Road and Lampeter Close.

This is a busy residential area with:

- Three large residential retirement properties with 214 homes in the immediate area.
- A large elderly population and many with impaired mobility.
- Many family homes, many with young children

The issues are:

- Busy road particularly at peak times
- Speeding traffic above 30mph limit
- MH Road is a busy pedestrian thoroughfare to and from the town and railway station
- Road narrowed for traffic due to bus stop and on-road parking
- Pedestrian visibility is restricted due to parked vehicles
- Road crossing is particularly difficult for children, elderly and those with impaired mobility
- Traffic island close to Montgomery Road is too close to the junction and dangerous to use
- Unofficial bus stop on the west bound lane
- Homebeech House entrance driveway, immediately opposite bus stop, onto narrowed road.”

The petition has been signed by 143 people.

**RESPONSE:**

As stated in the petition, the eastern end of Mount Hermon Road is likely to be used as a route to and from the town for anyone from further south or south-west of the road. Similarly, Montgomery Road and the eastern end of York Road are also likely to form part of the route to the town.

No speed data is available for this particular length of Mount Herman Road. The most recent data is now 4 years old and was collected further along the road, outside numbers 37/39 Mount Hermon Road, which is just beyond St Mary of Bethany Church. The recorded mean speeds were 33mph for traffic heading towards the A320 and 35mph for traffic heading towards Wych Hill Lane. The road is slightly more open in nature than at the eastern end, where speeds could be slightly lower as a result of the on-street parking and the bus stops, even though the

resulting narrow nature of the road may give the impression of high speeds. However, only by undertaking a speed survey in the eastern end of the road will a true indication of vehicle speeds be obtained.

The accident database indicates that there have been no personal injury collisions of any kind in this section of the road and so, therefore, none involving pedestrians. Consequently, in terms of accident statistics, no changes to the highway could improve road crossing safety. Although the existing pedestrian refuge island may not be ideal for some users, the responsibility for crossing when it is safe to do so lies with the user, whereas with a Zebra or traffic signal controlled crossing (Puffin Crossing) there is a responsibility for the driver to stop. If this responsibility is not met, a collision is likely to occur and it is for this reason that controlled crossings should not automatically be considered to be safer.

The footways on either side of the road are relatively narrow and the installation of Belisha beacon poles for a Zebra Crossing or signal poles for a Puffin Crossing could be problematic. In the worst case, they could make it very difficult for a wheelchair / mobility scooter user or someone with a push-chair to use the footway. The cost of such a crossing would be prohibitively expensive at the current time.



**The existing pedestrian refuge island (photo taken from corner of Montgomery Road)**

There is little scope to deepen the existing island, that is to say, increase it in size across the road, although it should be possible to widen it (ie along the length of the road) which should make it easier to use. Although the petition raises concerns about how close the island is to the junction and states that it is dangerous to use, such islands (and, indeed, Zebra crossings) can be sited this close to a side road. The accident statistics suggest that it is not dangerous to use, although it is acknowledged that the impression or perception of danger can be a personal, subjective matter.

The unofficial bus stop on the west-bound side of the road is mainly intended to serve Homebeech House and Ebbage Court and it is assumed that residents of those buildings would not want anything to be done to prevent the bus from stopping there.

However, with regard to the bus stop on the eastern side of the road and the on-street parking spaces on either side of it, initial discussions with colleagues in our Passenger Transport Group suggest that it might be possible to re-arrange these facilities so that the parking closest to the pedestrian refuge island can be moved further away from it, thereby improving visibility at the island. Any alterations

would need the input of our Parking Team and would require changes to the parking Traffic Regulation Order.



**On-street parking and bus stop (photo taken from outside Conservative Club, near Lampeter Close).**

Improvements to the existing are, potentially, relatively inexpensive and such a scheme could be added to our work programme for future consideration. However, this would only address one aspect of the route from Mount Hermon Road to the town centre and although the petition does not mention any other locations as being particular issues, it is likely that crossing Montgomery Road at the York Road mini-roundabout and crossing York Road either at the mini-roundabout or closer to the A320 could present similar challenges. A route study may, therefore, be appropriate and members may prefer this to be added to the work programme for future consideration.

The changes to the bus stop and the adjacent on-street parking could be included in the next available Parking Review for Woking, thereby minimising the cost implications for the Woking Joint Committee.

### **RECOMMENDATION**

The Joint Committee is asked to:

- (i) Note the officer's comment.
- (ii) Add an item to the Woking work programme for a route study (Mount Hermon Road – Montgomery Road – York Road) for possible improvements to the existing pedestrian facilities.
- (iii) Consider alterations to the existing bus stop and on-street parking arrangements in the next available Woking Parking Review in order to improve visibility at the existing refuge island.

**Contact Officer: Andrew Milne**

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