

ITEM 7**PETITION RESPONSES****PETITION 1 - SHARED PEDESTRIAN AND CYCLE FACILITY ON SOUTH SIDE OF PARVIS ROAD**

- Petition title: **Implement a shared pedestrian and cycle path on the remainder of the south side of the A245 Parvis Road between Byfleet Queens Head and West Byfleet Highfield Road at the same time as that being provided by the developers of Broadoaks along part of that same stretch.**
- Details of petition: Provision of safe cycling from Byfleet to West Byfleet has been a longstanding commitment and forms part of a strategic cycling route from Cobham to Old Woking and Chobham. The shared path on the north side has been poorly implemented and only supports travel in an easterly direction for some cyclists and at some inconvenience to pedestrians. By implementing the path concurrently, it can be properly integrated with that being provided by the developer of Broadoaks. It will meet the need for safe active travel for shoppers, commuters, leisure riders and, in particular, pupils of Fullbrook, Bishop David Brown and West Byfleet Schools as well as contributing to wider active and environmentally beneficial travel as being advocated by the Government, SCC and Woking BC.
- SIGNATURES – 279 confirmed and 48 unconfirmed = 327 total

Response;

The facility on the south side of Parvis Road that has been built by the Broadoaks developer is finished apart from a few “snagging” items. The completion of the facility has not been promoted as a “Tranche 2” Safer Active Travel Scheme and no other funding has been identified for its implementation. Although this length of road does not feature in the Local Cycling and Walking Infrastructure Plan (LCWIP) for Woking, there may be scope to promote it as a future Safer Active Travel scheme if the opportunity arises and can be included in our overall work programme for possible future funding by the Woking Joint Committee.

It should be noted that there appear to be lengths of this route where a shared facility could not be provided that would be in line with the guidance set down in the Department for Transport’s document, published during the summer, “Local Transport Note 1/20 Cycle Infrastructure Design”. Consequently, the Joint Committee may wish to consider funding a feasibility study for the completion of this route.

PETITION 2 - 30mph SPEED LIMIT THROUGH SUTTON GREEN

- We the undersigned petition Surrey County Council to Reduce the speed limit for all roads through Sutton Green Village to 30 mph and authorise the provision of "picket gates" on all entrances to the village at the following sites: New Lane just before Robin Hood Lane, Blanchards Hill, immediately after Sutherland Avenue and Whitmoor Lane (A320 end) where the one way system ends. [More details](#)
- Submitted by Susan Normand of Sutton Green Residents – **Signatures:** 122

Response;

A reduction of the speed limit through Sutton Green could only be considered if it was in line with our Speed Limit Policy, which is based on the Department for Transport's document, "Circular 01/2013 – Setting Local Speed Limits".

As the policy states, experience shows that changing to a lower 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. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources. It is also important to set reasonable speed limits to ensure consistency across the country.

Consequently, a reduction in the speed limit would only be considered if the existing overall mean speed of traffic is 35mph or less. Speed surveys, funded by Councillor Forster using some of his Members Allocation, were undertaken in Whitmoor Lane, Blanchards Hill, Sutton Green Road and New Lane between 30th October and 6th November. When the results are available, they will give an indication of the suitability of a reduction in the limit and an item could be added to our overall work programme as a result. However, given the lengths of road involved, it is likely that additional surveys will be required to confirm that a reduced limit would be appropriate throughout the lengths of these roads.

Blanchards Hill and New Lane both appear on Surrey County Council's Speed Management Plan for the Woking area. As Members may be aware, the Speed Management Plan is essentially a list of those roads where concerns have been raised about vehicle speeds. This is compiled in conjunction with our colleagues in our Road Safety Team and Surrey Police Officers. All the roads on the list will have speed surveys undertaken to determine the extent of any speeding issues and these results, combined with the personal injury collision history for each road, will allow the police to prioritise their enforcement resources. Any roads where it is determined

that there is no issue with excessive speeds will generally remain on the Speed Management Plan (SMP) but would not be an active site in terms of police enforcement or routine speed monitoring. That is the case with both of these roads and speed data for the SMP for New Lane, which was collected in May 2017 indicated mean speeds of 38mph southbound and 41mph northbound. For Blanchards Hill, a June 2016 survey for the SMP indicated mean speeds of 35mph southbound and 38mph northbound. These figures indicate relatively good compliance with the existing speed limit but that a lower limit would not be appropriate; although the southbound figure for Blanchards Hill is on the threshold for a possible speed limit reduction, the northbound figure needs to be considered alongside it.

Whilst there have been a number of personal injury collisions along the lengths of these roads in the last 5 year period there is no clear pattern to them and the contributory factors and descriptions for the collisions do not suggest that excessive speed is an issue and it is questionable whether a lower speed limit would have reduced the number and severity of these incidents. We are aware that the right-angle bend at the junction of Sutton Green Road and New Lane is of concern to residents and in the last two financial years, minor works to the chevron signs and hazard marker bollards have been carried out. Each approach is appropriately signed with an advisory maximum speed of 20mph and of the two personal injury collisions recorded at this location in the last 5 year period, one involved an inexperienced motorbike (125cc) rider and the other involved a vehicle being pursued by the police. Any proposal to reduce the speed limit is unlikely to be a high priority based on our point scoring / ranking system.

It should be noted that whether gateway features can be provided depends on the available extent of highway at each location and it might not be possible to provide features on both sides of the road. It is also important to note that throughout the existing 40mph limit, small diameter speed limit repeater signs are present, and these are a requirement for indicating that speed limit. However, if the limit was reduced to 30mph, the system of street lighting along New Lane would prevent us from erecting 30mph speed limit repeater signs. Elsewhere, where there is no system of street lighting, repeater signs would be required and there is a possibility that vehicle speeds could increase due to the absence of repeater signs in the street-lit section of road.

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