

Item 24

OFFICER REPORT TO LOCAL COMMITTEE (Surrey Heath)

GIBBET LANE PETITION RESPONSE

10th July 2008

KEY ISSUE:

This report is to update Members on the response to the Gibbet Lane petition.

SUMMARY:

A petition concerning the recently constructed scheme at Gibbet Lane was presented to the Surrey Heath Local Committee on 6th March 2008. A written response was set to the petitioner on 17th April 2008 and is copied below this report.

OFFICER RECOMMENDATIONS:

That the Surrey Heath Local Committee notes the attached response.

CONSULTATION

1. None

FINANCIAL IMPLICATIONS

2. New posts to protect pedestrian and cyclists have incurred additional costs. This has been funded from the local allocation budget and was approved by the Chairman.

SUSTAINABLE DEVELOPMENT IMPLICATIONS

3. None.

CRIME & DISORDER IMPLICATIONS

4. The new posts will also help deter drivers that persist in driving along Gibbet Lane the wrong way.

EQUALITIES IMPLICATIONS

5. None.

WHAT HAPPENS NEXT

6. No further action is required, as the new posts have recently been installed.

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BACKGROUND PAPERS: None

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Our ref: D3509/MSL

17 April 2008

Dear Cllr Chapman

GIBBET LANE FOOTPATH – RESPONSE TO PETITION

Thank you for your petition submitted to the Surrey County Council Local Committee on 6 March 2008.

Although ideally every carriageway would be provided with a footway to aid pedestrians, the construction of new footways where none currently exist, have to be prioritised along with other demands on the Surrey Highways limited funding each year.

The scheme along Gibbet Lane was aimed at providing a cycle link between the existing facility on the A30 London Road opposite Caesars Camp Road, to A325 Portsmouth Road. At the same time it was appropriate to include improvements to pedestrian facilities, particularly between London Road and Larchwood Glade. The scheme that has been constructed has achieved this.

The length of Gibbet Lane between Larchwood Glade and Crawley Ridge was already provided with a dedicated width for pedestrians and the new scheme enhanced this with additional road markings and posts to deter vehicles from over-running this area. As this road is not intensively used, is one way, and only has occasional HGV movements the above measures are sufficient. The posts although providing additional protection for pedestrians, were primarily installed to deter motorists travelling the wrong way up Gibbet Lane who previously were able to use the remaining carriageway width to pass an oncoming vehicle.

Construction of a raised footway is not a viable option as there would be no restraint at the back of the footway as it is located at the top of an embankment, there are difficulties reducing the effective height of the railway bridge parapet if a footway were added, vehicles could still mount the pavement if travelling the wrong way, cyclists have less opportunity to safely negotiate between either side of Gibbet Lane and there is no clear benefit achieved for the financial input required against the use of posts.

Additional white lining has recently been laid that helps enhance the separation between vehicles and pedestrians/cyclists. Replacement posts that are more robust will also be re-installed in the near future.

I hope you find the above information helpful.

Yours sincerely

Martin Leppard
Senior Engineer