



**OFFICER REPORT TO LOCAL COMMITTEE
(WAVERLEY)**

D127 HALE HOUSE LANE, CHURT

12 SEPTEMBER 2008

KEY ISSUE

A petition was received by the Local Committee in December 2008, asking that the County Council investigate vehicle speeds and increased usage of Hale House Lane as a rat-run and by Heavy Goods Vehicles (HGVs).

The Local Highway Manager has now walked the village section of the road with the petition organiser and other representatives of the local community to assess what might be done to improve the sense of safety and security for pedestrians in particular.

SUMMARY

This report describes the problems faced by pedestrians in the village section of Hale House Lane, identifies possible measures to assist those on foot, and recommends that the issue be referred to the Haslemere and Western Villages Transportation Task Group to consider whether to promote a bid for funding for a safety scheme in the next financial year (2009-2010).

OFFICER RECOMMENDATIONS

The Local Committee (Waverley) is asked to refer a potential safety scheme in Hale House Lane to the Haslemere and Western Villages Transportation Task Group for consideration as a funding bid in 2009/2010.

1. EXISTING SITUATION

- 1.1 Hale House Lane is the key road for pedestrian movement in and around Churt village. Most residents live to the east of the A287 Churt Road, and access the shops, St John's School and Village Hall on the main road via Hale House Lane. The road itself is home to the Scout Hut, and footways leading to and from Hale House Lane give direct access to nearly all residential areas, the church, the cricket club and tennis courts, the recreation ground and the children's playground.
- 1.2 However, the road is not pedestrian friendly. A footway extends for approximately 60 metres on one side of the road from the A287, but there are no footways beyond this point. Hale House Lane is generally less than 6 metres wide, narrowing to 5 metres or less in places, and has a number of bends and crests, making it uncomfortable and difficult for people walking towards the village from The Meadows, or from the village towards the Scout Hut.
- 1.3 Hale House Lane is subject to a 40mph speed limit and a 6'6" width restriction. The road is unlit (the A287 is unlit through the village other than the columns at the zebra crossing), and there are no parking restrictions, though generally cars park only at the A287 at school pick-up/drop-off times.

2. ANALYSIS

- 2.1 As described above, the road is well used by pedestrians, but lacks footways, and is difficult for those on foot.
- 2.2 There is no scope to introduce footways since properties immediately abut the road, there are generally no verges, and in places banks rise directly from the edge of the carriageway.
- 2.3 The speed limit is presently 40mph, although given the nature of the road, it would meet Surrey County Council policy criteria for a 30mph limit between The Meadows and the A287 Churt Road.

3. OPTIONS

- 3.1 A relatively low cost safety scheme could be introduced, incorporating the following measures:-
 - Reduce the speed limit on the village section to 30mph
 - Remove the centre line, which does tend to reduce speeds in narrow roads as it acts as a 'guideline' for drivers.
 - Introduce a narrow margin on one side of the road by means of a white line and possibly coloured surfacing, to encourage drivers to keep over, and provide a form of refuge for those on foot.

- Introduce coloured surfacing at locations where footways issue onto the road to highlight pedestrian crossing points.
- Introduce additional signs advising drivers of pedestrians crossing or walking along the road, and a village gateway in the vicinity of The Meadows.

3.2 The above measures have briefly been discussed with representatives of the local community, and were positively received.

3.3 Since the 2008/09 budget for improvement schemes is already fully allocated, It is recommended that a potential safety scheme is referred to the Haslemere and Western Villages Transportation Task Group to consider prioritising for a funding bid in 2009/10.

4. CONSULTATIONS

4.1 Consultations would be carried out with the parish council and other local groups as part of the scheme development process.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

5.1 Since the 2009/09 improvement budget is fully allocated, a safety scheme for Hale House Lane would need to be considered for funding in 2009/10.

6. EQUALITIES AND DIVERSITY IMPLICATIONS

7.1 There are no specific equalities or diversity implications for this report.

7. CRIME AND DISORDER IMPLICATIONS

8.1 There are no specific crime and disorder implications for this report, but road safety is a major community safety concern.

8. CONCLUSION AND RECOMMENDATIONS

As above.

9. REASONS FOR RECOMMENDATIONS

As above.

10. WHAT HAPPENS NEXT

10.1 Subject to the decision of the Committee the matter will be referred to the next meeting of the Haslemere and Western Villages Transportation Task Group.

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**BACKGROUND
PAPERS:**

Local Committee (Waverley) 7 March 2008