



**CHURCH HILL, HORSELL –
FOOTWAY IMPROVEMENTS**

**LOCAL COMMITTEE FOR WOKING
14 JULY 2004**

KEY ISSUE:

This report seeks Committee approval for the widening of the footway in Church Hill, Horsell.

SUMMARY:

The footway on the western side of Church Hill, between Waldens Park Road and Tower Close is narrow, in places less than 1 metre wide.

Opportunities to widen the footway are limited by the non-availability of Highway land and the need to maintain sufficient carriageway width on this major artery serving Horsell village.

The current proposal widens the footway to 1.4 metres throughout its length whilst maintaining a carriageway width of 6 metres.

CONSULTATIONS:

Local Residents

County and Borough Members for the area

Horsell Residents Association

Horsell Village School

Arriva and Thames Bus

N.W. Surrey Association of Disabled People

Woking Cycle Users Group

Woking for Pedestrians

Police, Fire and Ambulance service

OFFICER RECOMMENDATIONS:

The Committee is asked to agree

that the footway in Church Hill, Horsell between Waldens Park Road and Hillside, Church Hill, as shown at Annex A Drawing 11776, is widened to 1.4 metres throughout its length

INTRODUCTION and BACKGROUND

1. The footway in Church Hill, Horsell, south from Waldens Park Road, is narrow, at one point only 0.87 of a metre wide. It is desirable to increase the width of this footway allowing greater safety for all users.
2. Requests have been received from residents for the footway to be widened, it was originally part of Pegasus Safe Routes to School programme (Horsell Village School is situated at the top of Church Hill) and is now included in the Local Programme for 2004/5.

ANALYSIS AND COMMENTARY

3. The available Highway land that might be used to widen the footway whilst maintaining sufficient carriageway width limits the scope of this scheme. There is only a continuous footway on the Western side of Church Hill. Part of the Eastern side has a footway, which serves as a link between properties. This proposal recognises the constraints caused by the limited availability of Highway land but increases the facility for pedestrians and improves their safety.
4. Current guidance suggests the footway should be widened to 2 metres. Realistically this is not possible without serious disruption for the current residents. Therefore this scheme will create a footway of 1.4 metre width from the house Hillside north to Waldens Park Road. The area in question and current footway widths are shown on Drawing 11776 Annex A.
5. Two alternatives to the current proposal have been considered: -
 - a. Using Highway land on the east side of Church Hill and moving the carriageway across enabling widening of the footway on the western side. Available space outside the houses Glencot and Westbury is limited to a gain of 200 mm. This would involve the removal of the existing tree screen, which may not be acceptable. It would also further restrict sight lines for residents on the eastern side.
 - b. To introduce a shuttle working one way system with priority islands. As a main transport artery to and from Horsell Village the disruption and delays caused to all road users are considered unacceptable.
6. This proposal achieves a footpath with a constant width of 1.4 metres between Waldens Park Road and the house Hillside. "Inclusive Mobility" a publication of the Department of Transport provides guidance on footway width for mobility impaired and visually impaired persons. The widened footway would accommodate all categories of persons considered in this guidance except a wheelchair user with another person alongside for whom the recommended width is 1.5 metres.

7. The widened footway will be wide enough for a parent with a buggy and another child alongside, or two adults side by side or passing in opposite directions. At present in the narrowest sections this requires one person to step into the road.
8. Observations of traffic movement indicate that vehicle drivers travelling north tend not to use the carriageway close to the existing kerbs rather they stay towards the centre of the road. The kerb line can therefore be moved out on the western side to increase footway width. The existing street lighting will be upgraded.
9. This is a conservation area and the existing kerbs will be retained and raised to a constant height; some have sunk reducing safety by making vehicle overrun much easier. The opportunity will also be taken to improve vehicle crossings into properties. The proposal will not affect properties on the Eastern side of Church Hill.

FINANCIAL IMPLICATIONS

10. The Local Transport Plan 2004/2005 has allocated £90,000 to this proposal.

SUSTAINABLE DEVELOPMENT IMPLICATIONS

11. The proposal will encourage more journeys to be made on foot in line with Local Transport Plan targets.

CRIME & DISORDER IMPLICATIONS

12. The street lighting will be upgraded improving safety for all road users.

EQUALITIES IMPLICATIONS

13. Increasing the width of the footway will improve conditions for all footway users including mobility and visually impaired persons.

CONCLUSIONS AND REASONS FOR RECOMMENDATIONS

14. Widening the footway will provide a positive benefit to all footway users whilst maintaining sufficient width of carriageway for the type of vehicle traffic using this major route to and from Horsell Village.
15. Whilst it may be desirable to achieve a greater footway width, the use of Highway land on the eastern side would create minimum gain whilst causing disruption and affecting sight lines. It is possible by taking part of the carriageway width to widen the western footway and greatly increase safety for pedestrians.

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BACKGROUND PAPERS: Nil

Version No. Two Date: 28 June 2004 No of annexes: One