



HORSELL IMPROVEMENTS

LOCAL COMMITTEE FOR WOKING

6 APRIL 2005

KEY ISSUE:

To inform the Committee about proposed highway improvements planned locally within Horsell.

SUMMARY:

The report presents an overview of existing Local Transport Plan schemes implemented within Horsell since 1 April 2002, when the Local Transportation Service for Woking was established.

The report also outlines works in progress and sets out proposed schemes planned for Horsell in 2005/06, funding for which will be drawn from the centrally held sum that is available for improvement measures in Woking as highlighted in a report to the County Council's Executive dated 17 February 2004 (item 10).

CONSULTATIONS:

The Divisional Member and the Chairman are both aware of the

contents of this report.

As each proposed scheme is developed, further consultation will take place locally with residents and both Ward and Divisional Members.

OFFICER RECOMMENDATIONS:

The Committee is asked to note the contents of this report.

INTRODUCTION and BACKGROUND

1. The Local Transportation Service for Woking was established on 1 April 2002, since that time it has implemented a number of County Council Local Transport Plan schemes and one Woking Borough Council funded scheme locally in Horsell.
2. Following representations to the County Council's Executive at its meeting on 17 February 2004, the Executive made funding available centrally for improvement measures in Woking and as highlighted in that report Horsell is benefiting from this decision.

ANALYSIS AND COMMENTARY

Completed Schemes

3. The Local Transportation Service consulted Horsell's junior schools to develop projects associated with the County Council's safe routes to school initiative. Two of the completed schemes were implemented as a result of this consultation. Horsell residents and Woking Borough Council progressed the Lockfield Drive project prior to 1 April 2002, the County Council successfully implemented the scheme.
4. South Road j/w High Street, Horsell – junction alterations
The scheme formed part of the County Council's safe routes to school programme and was intended to help promote a 'walking bus' for school children and parents attending Horsell Church of England School. The lowering of vehicle speed entering the junction and reduced road width crossed by pedestrians was achieved by a reduction in junction kerb radii.
5. High Street, Horsell – zebra crossing
Another safe routes to school programme scheme, the zebra crossing formalised a pedestrian crossing point on High Street, Horsell to assist parents and children travelling to and from school.
6. Lockfield Drive j/w Arthurs Bridge Road – traffic signals and toucan crossing
The Lockfield Drive traffic signal scheme at Arthurs Bridge Road, funded by Woking Borough Council, provides an alternate vehicular route out from south Horsell previously impeded by the central barrier along Lockfield Drive. The existing pelican crossing on Lockfield Drive was replaced with a toucan crossing to make provision for cyclists.

Work in Progress

7. With the emphasis on walking, access between Horsell and Woking town centre and parents and children travelling to and from school, two further schemes are in progress and nearing completion during 2004/05. The Variable Message Signs should also help Horsell residents when visiting the town centre by car to find a convenient car parking space.

8. Brewery Road – pelican crossing

An extensive network of footpaths links various areas of Horsell and residents use these paths to access the town centre. The paths converge and reach Brewery Road via a single path (ROW 19). Pedestrians cross Brewery Road, cross the car park, canal bridge and Victoria Way to access the Town Centre. Surveys of pedestrian and vehicle movement showed a crossing was appropriate at ROW 19.

9. Church Hill, Horsell – footway widening

Requests were received from residents, Horsell village school and pedestrians using Church Hill, to widen the footway between Waldens Park Road and Brewery Road. At its narrowest the footway was 0.87 metres wide, it is now a constant width of 1.4 metres and can accommodate all categories of persons considered in the guidance “Inclusive Mobility” except a wheelchair user with another person walking alongside where 1.5 metres is usually recommended.

However, the widened footway is wide enough for a parent with a buggy and another child alongside, or two adults side-by-side or passing in opposite directions.

10. Town Centre Variable Message Car Park Signing

Future road space management and the local economy of the town together with the addition of new business locally, including County Hall, has acted as a catalyst to implement this proposal at this time. The installation will assist the management of congestion locally and should reduce journey time to the appropriate car park space.

Road space management will be further enhanced because the information will be available to Surrey’s Network Management Centre; they have an overview of the status of the highway network through various strands of available information.

The funding for the scheme is split 50/50 between the County Council and Woking Borough Council.

Proposed Schemes

11. Enhancing the pedestrian environment whilst also seeking to influence vehicle speed and movement with better traffic management and education feature strongly in the list of proposed activities in Horsell.

12. Brewery Road j/w Arthurs Bridge Road and Church Hill – junction alterations

Following the widening of the footway along Church Hill, the proposal at this junction is to provide appropriate pedestrian crossing facilities that will enable all persons to use the enhanced footway.

An opportunity also therefore exists to influence vehicle speed by modifying the characteristics of the carriageway. A small roundabout situated at the junction, with pedestrian provision, would meet the above criteria.

Consultation will take place locally with residents and both Ward and

Divisional Members to develop a suitable scheme at this location.

13. Church Hill, Horsell – footway provision at St Mary's Church

Consideration will be given to providing a limited footway along the frontage of St Mary's Church, Horsell at reasonable cost.

A more extensive proposal, which includes the frontage of the Old Vicarage and St Mary's Church, would entail the removal of the substantial Scots pine tree, significant alteration to the carriageway and junction with Wilson Way. The cost, excluding the alterations to any Statutory Undertakers plant and equipment, would be considerable.

Therefore, the lower cost option will be progressed with local consultation and engagement of both Ward and Divisional Members.

14. Horsell Birch – speed limit review & village gateway

The speed limit from Littlewick Road to Horsell Birch has been reviewed. However, although a marginally lower 50 mph (currently national limit 60 mph) resulted from the assessment the distance from Littlewick Road to the 30 mph limit is only some 340 metres. On the advice given in the County Council's 'Manual of Policies and Standards', which is supported by the Police, it is not advisable to introduce short lengths and or changes in speed limits where the road is less than 800 metres.

Therefore, although no speed limit alteration is recommended, the location is ideal for a gateway treatment to highlight the commencement of the 30 mph limit at Horsell Birch. This will be pursued with appropriate local consultation and discussion with Horsell Common Preservation Society.

15. Arthurs Bridge Road – changes to waiting restrictions

Agenda item 15 to this Committee.

16. Arthurs Bridge Road j/w Well Lane – safety improvement

Agenda item 16 to this Committee.

17. Traffic Management in Horsell Village

The Local Transportation Service will use its vehicle-activated signs and together with the Police will seek to enforce the limits and enhance driver awareness of any potential dangers in the village. This will be a cyclical ongoing activity.

18. Additionally the Local Transportation Service met Mr Doran as agreed at the Committee's meeting on 19 January 2005 and is aware of his concerns.

FINANCIAL IMPLICATIONS

19. The proposed schemes outlined in this report for Horsell in 2005/06, will be funded from the centrally held sum that is available for improvement measures in Woking as highlighted in a report to the County Council's Executive dated 17 February 2004 (Item 10).

SUSTAINABLE DEVELOPMENT IMPLICATIONS

20. The Horsell improvements form part of the Woking local area Local Transport Plan implementation programme and as such meet the targets and commitments contained in the Local Transport Plan, which addresses the implications of sustainable development.

CRIME & DISORDER IMPLICATIONS

21. There are no specific crime and disorder implications.

EQUALITIES IMPLICATIONS

22. The Horsell proposals should raise no equality implications, as all the proposals will seek to eliminate any perceived and or actual inequalities.

CONCLUSIONS AND REASONS FOR RECOMMENDATIONS

23. The Local Transportation Service – Woking, has interacted and been involved with the community of Horsell since its creation on 1 April 2002. The completed schemes, work in progress and proposed schemes have been or will be projects that benefit the wider community, albeit that each category of highway user may view each project slightly differently.

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BACKGROUND PAPERS:	Lockfield Drive j/w Arthurs Bridge Road South Road j/w Horsell High Street High Street, Horsell – Zebra Crossing.

Version No. three Date: 21/03/05 Time: 13.00 Initials: GDW No of annexes: nil