

Item 4

**SURREY COUNTY COUNCIL
RUNNYMEDE BOROUGH COUNCIL**



JOINT COMMITTEE (RUNNYMEDE)

DATE: 25 NOVEMBER 2019

**AGENDA ITEM 4
WRITTEN MEMBER QUESTIONS**

Question from Borough Councillor Isabel Mullins

Royal Holloway College has recently decided to close the Spring Rise Gate during part of the night, and this is a welcome step in the right direction. As a consequence, some of our younger residents will be returning from events at the Students Union after midnight, walking down Egham Hill, a busy main road with fast traffic.

Is there anything that Surrey Highways can do to make the pavement on the south side of Egham Hill a safer route to walk along, bearing in mind that these residents may sometimes be under the influence of alcohol?

One option might be to put railings at the road edge of the pavement. Or it might be possible to widen the pavement in some places.

On a related point, this route is a shared pedestrian/cycleway, which is far from ideal. Could the County look at a complete solution for separate safe walking and safe cycling along the route?

Officer response:

As highlighted in the question, some sections of the shared use pedestrian/cycleway on the southern side of Egham Hill between Egham town centre and the University are less than the desirable width for the number of pedestrians and cyclists that use this facility. It would not be appropriate to install guard railing, as this has to be set back from the kerb edge, and would reduce the already limited width of footway available, and increase the likelihood of conflict between cyclists and pedestrians.

Alternative options such as widening the footway or providing a separate facility for cyclists have previously been considered, but there are various constraints that make it difficult to deliver any improvements of this type:

- the road is not wide enough to allow a cycle lane to be marked on the carriageway (southern side) without making the traffic lanes unacceptably narrow.

ITEM 4

- the footway is directly bounded by private land over much of this length meaning the footway cannot be widened to the rear.
- it may be possible to widen the footway by narrowing the carriageway slightly over some of the length (although further feasibility work would be required to confirm this). However, this would be costly since the existing kerbs would need to be removed and a new kerb line installed (the associated traffic management costs would also be substantial). In addition, it would only result in a relatively small increase in the width of footway.

In management of the highway network, there is always a need for highway users to exercise personal responsibility for their safety, and the safety of others, and it is not always possible to design out all potential risks. Pedestrians consuming alcohol need to ensure that they do not make journeys on the public highway unless they are able to do so safely.