

Godalming Neighbourhood Plan

Report of the Footways Working Group

Spring 2016

Introduction: Our Godalming Footways Group was started as a short-term project – an off-shoot of the Godalming Neighbourhood Plan Transport Group – to survey the state of public footways (as distinct from public footpaths) and identify action needed. Several meetings have been held, which has included use of ‘The Hub’ in Godalming High Street for which we are grateful, with the remainder of activity actually traversing the streets on foot or by wheelchair.

In embarking on this project, the situation was made plain that none of us could guarantee any follow-up work happening as a result, but we could at least hope!

At our first meeting we were fortunate to be joined by two wheelchair users, fully supportive of the project, and one continued on to help with the survey work. Interestingly, it was they who suggested that as important as it is to consider pedestrians and wheelchair users in this survey work we should also be alert to specific locations on the footway where cycling would be appropriate: We have, therefore, had this in mind when the width and circumstances appeared right, and identified a limited number of such places.

We recognise the current economic situation, at the same time as recognising that encouragement of walking and cycling is an investment in health and our environment, whilst contributing to the County Council’s objectives expressed in the ‘Surrey Transport Plan 2011-2026 Climate Change Strategy’. There is potential for funding to come from a number of different directions, including from ‘Planning Gain’.

In any event, we hope that our report will stir fresh thinking and action to the ultimate benefit of the whole community.

Chris Meeks – May 2016

Community Participants: Paul De Vere (Farncombe), Matt Farrow (Godalming), Jane Green (resides Shamley Green with frequent visits Godalming), Alan Hamilton (Busbridge), Alison Leal (Busbridge), Chris Meeks (Godalming), and Mandy Beswick (Binscombe), with support from Dominic Webb (Binscombe) who joined us for our first meeting; sadly Dominic died in 2015. Further ideas and assistance were received from Chris Peck (Farncombe) and another Busbridge resident called Margaret.

Our Action Plan: Our Godalming area footways survey reveals an enormous backlog of work to be done with the condition of pavements varying from excellent to extremely poor: much might be described as a patchwork, with even sections “disappearing” due to neglect and we hope that some of these defective footways can be tackled in the context of creating a number of high quality routes where pedestrians and wheelchair users can progress

without hindrance. Thus, instead of merely producing a formidable list of difficulties in a piecemeal and disjointed fashion, we have attempted to identify a number of strategic pedestrian routes and locations with a main focus on schools, shops, medical centres and public transport: The proposal is that these become a focus for action to the benefit of pedestrians and wheelchair users. In the pages that follow we list these proposals or ideas one by one: if implemented, they would, we believe, encourage more people to walk for the benefit of their health and the environment.

Later text lists a few of the many other roads where there are problems that need addressing, followed by recommendations.

All this is prefaced below by a summary of the routes identified, as follows:

(A) To Catteshall Road doctors surgery from nearest bus stops.

(B) To Catteshall Road doctors surgery from Farncombe.

(C) Godalming Railway Station to Godalming Parish Church and town centre.

(D) Godalming Railway Station to Godalming College.

(E) Routes from public library or `Waitrose` to the `Homebase` store and Wharf Nursery School.

(F) Routes to Broadwater School and Godalming Junior School.

(G) Route from Farncombe railway footbridge (by station) to Farncombe Church of England Infant and Nursery School.

(H) Old Binscombe to Binscombe health centre.

(I) Approaches to Busbridge Schools – St Edmunds Catholic Primary School, The Drive, and Busbridge Church of England Junior School.

(J) Routes to Farncombe Station.

(K) Routes from Godalming town centre to The Meath.

(L) Top of Eashing Lane to Green Oak Primary School, St Marks Church and Community Centre, the Eashing Cemetery, and the green on Ockford Ridge (east of cemetery).

(A) To Catteshall Road doctors surgery from nearest bus stops.

The 42 bus that stops near the surgery is advertised as a low floor vehicle suitable for a wheelchair user. However, for someone arriving with a wheelchair what is extraordinary is the absence of dropped kerbs in the vicinity of the doctors surgery. Alighting at the bus stop on the opposite side of the road there are approximately 50 paces until one is opposite the surgery, yet *a further* 60 or more before reaching a dropped kerb; strangely, the roadside double yellow lines cease just before this dropped kerb area. Thus *if* a wheelchair user is able to find access unobstructed by cars and actually reach the road at this point, then there is the need to traverse at an oblique angle to reach a dropped kerb on the other side.

For someone coming from the main A3100 – Meadrow – at the beginning of Catteshall Road only one footway is wide enough for a wheelchair and this ends a short distance after the cottages where there are dropped kerbs but for these to be usable depends on no parked cars blocking the access.

We are led to understand that the County Council is considering the whole future of the Meadow/Kings Road/Catteshall Road/Wey Court area in view of accidents that have occurred there in the past, and we ask for full public consultation before decisions are made.

(B) To Catteshall Road doctors surgery from Farncombe.

St John Street: Starting the journey on foot from here, a crossing place was provided some time ago where a section of pavement was designed to protrude into the road to assist pedestrians. Although undoubtedly this was done with the very best of intentions, local residents have told us how this is causing problems. The consequent narrowing of the road at this point can force a car to slow down because of a vehicle coming towards them: pedestrians are on occasion misinterpreting this situation by assuming that a car is slowing for them; they can then be at risk if stepping into the road... This needs reviewing and our initial thoughts are that a raised footway across the whole width of the road would be better and could also then act as traffic calming.

Fern Road: Turning into this road, a resident – a mother with pushchair – has spoken to us of previous problems with cars parked on the pavement, but informs us (March 2016) that enforcement action has much improved the situation.

Fern Road and Kings Road junction: There are dropped kerbs designed as a crossing point for the upper end of Kings Road but on the occasion of our initial inspection this could not be used by our wheelchair user as a house on the corner had parked their car in what used to be the (very small) front garden. The car protruded out of their space across the pavement blocking access to the dropped kerb (20/04/15). On a second inspection – January 11th 2016 (afternoon) – the situation was similar with over half the pavement width blocked for the same reason, as also on January 17th 2016 (afternoon) and February 19th (2.55 pm). Two residents of Kings Road have expressed concern to us that this frequently happens.

Remainder of Kings Road: Similarly, on January 16th we found the pavement on the opposite side of the road, near to numbers 38 and 40 Kings Road, blocked by cars. This obstruction of the public highway is not merely an academic or legalistic issue, but seriously restricts freedom of movement to a number of wheelchair users in the area, quite apart from the adverse affect on pedestrians.

Remainder of route to Catteshall Road doctors surgery: See description elsewhere in this report on route from bus stops to the surgery.

(C) Godalming Railway Station to Godalming Parish Church and town centre.

This route is high on our list for a major focus of attention. Over recent years there has been a significant increase in number of passengers at Godalming Station. Comparing the years 2012/2013 with 2004/2005, usage increased by 38% and since then there has been a further, albeit very modest, increase.

As an encouraging and welcome response, Network Rail in planning a new footbridge over the railway at Godalming with the installation of two lifts and infilling of the existing

underpass – part of the `Access for All` programme. Indeed, as we write (May 2016) this work is already happening and other scheduled work including improvement of cycle storage facilities.

We believe this initiative should encourage us as a community to look closely at the outside of the station and to consider what more can be done to improve the situation: how wheelchair users fare (for example, there is no dropped kerb onto the long central island where people wait for taxis), and the extraordinary complete absence of any bus service directly to the station. The concept of integrated transport is only just beginning to emerge at Godalming Station and and we suggest now would be timely to consider a public competition to gain ideas for the future.

We have little precise information on how people arrive at this station but on one weekday, November 8th 2006, a time-limited Godalming Healthcheck rail user survey of 115 passengers found that 59% had arrived on foot.

The strange part of all this is that after leaving the station, the side of the road where there is no pavement is the side of the road where most people want to walk and pedestrians are forced to walk in the road; there is also a major trip hazard with a kerb. We propose that a good quality footway be provided that is well lit – currently there is poor lighting. Soon after this there is what might be called a “pedestrian bottleneck” in that a far too narrow path leads towards the Church. If the cul-de-sac section of road alongside is still public highway (we suspect so with the presence of double-yellow lines) then we propose partial demolition of the end brick wall – believed to have been erected originally by Surrey County Council – to dramatically widen the path, which could also be widened enough to



allow cyclists through.

On the “church side” of the path, we need an equally bold approach to create a raised level across the mouth of Westbrook Road towards the town, and at the crossing of Borough Road opposite the church the existing “flared” turn needs re-engineering to slow traffic.

Another route from Godalming railway station to the town is to cross over from the station to use the existing footway of Station Approach, then on to Station Road to link up with the excellent raised crossover point to 'The Red Lion' and High Street. However, for wheelchair users the point made in the next part of this report about currently being unable to access the dropped kerb opposite the station is extremely relevant.

(D) Godalming Railway Station to Godalming College.

Section outside station: Dropped kerb and tactile surface opposite the station is inaccessible for wheelchair users due to foliage dramatically reducing pavement width at exactly this point. Footway on the turn of Mill Lane (opposite and near to 'Surrey Place' office suites) needs inspection and clearance where encroachment by earth, brambles, ash trees and weeds means that in places up to 1 metre of pavement width has been lost.

Section down Mill Lane: Innumerable pedestrians are walking along here, most heading to and from the station; the pavements are too narrow and at times overcrowded. We propose the pavements be widened and that to make this possible there be a change in status so vehicular entry into the lane is barred from the High Street direction, with an exemption for cyclists, whilst two-way traffic continues. This change in status would be similar to what already happens in Town End Street at the Brighton Road end.

Station Road and on... There are already dropped kerbs across Ladymere Place. Between Ladymere Place and the shops, routine maintenance is needed to cut back growth beginning to edge out onto the pavement.

Junction Flambard Way – High Street – Holloway Hill: Some welcome work has been done at this junction during winter 2015/16 and we particularly note the installation of tactile surfacing at pedestrian crossing points.

One arm of this junction has pedestrian-phasing, yet the one crossing where this is most important – with streams of students going between the railway station and Godalming College – remains unaddressed, and it is vitally important this be addressed.

Holloway Hill: Problems with the camber on this hill were noted on 1st inspection. On 2nd inspection (20/02/16) we were pleased to see that a section of pavement had been resurfaced on the lower slope of the hill; the remainder of the hill pavement needs at least some repair, in one place a broken surface representing a trip hazard.

This is one of a number of local hillside roads subject to erosion. It has a retaining wall built alongside much of the one footway – presumably to prevent earth slippage – with a seat thoughtfully inset on the final upward stretch. Part-way up there are one or two gaps in the retaining wall and with one of these earth disgorges onto the footway from the steep hillside above: We hope this gap can be infilled to prevent what appears to be a recurring problem... As routine maintenance, near the top of the hill ivy growing against the wall will need cutting back to retain width.

Top of hill at intersection with Busbridge Lane, Braemar Close and Tuesley Lane: We acknowledge with appreciation the work done to benefit pedestrians crossing at this location.

Section along Tuesley Lane from top of Holloway Hill to Godalming College: Crossing Greenhill Close, dropped kerbs needed, whereas further along dropped kerbs *are* provided at Tuesley Corner. A broken concrete surface at one place, in the vicinity of a property known as 'Thistledown', is hazardous and needs restoring to a good condition.

Between the top of Holloway Hill and the College the footway surface ranges from excellent to hazardous and we hope that repair or resurfacing can be achieved where needed according to what is appropriate and affordable.

The final part of this journey on foot to Godalming College is crossing over Shackstead Lane: Here there is tactile paving, a central island with a gap between, and dropped kerbs. We favour consideration being given to this crossing point incorporating a raised causeway across – such as successfully used in Borough Road – which would act, at least to some extent, as traffic calming. Also a “build out” of the pavement at the intersection of Tuesley Lane with Shackstead Lane could be engineered to slow traffic turning right out of Tuesley Lane.

(E) Routes from public library or 'Waitrose' to the 'Homebase' store and The Wharf Nursery School.

Between 'Waitrose' and the Town Bridge is an area widely regarded as one of the least pedestrian-friendly in Godalming: here pedestrians, wheelchair users and all those on two wheels often feel vulnerable: Although change for the better is important we have no immediate solutions and propose that the County Council looks imaginatively at possibilities before engaging with local people in a meaningful consultation.

Junction Flambard Way and Woolsack Way: It is vitally important that additional pedestrian-phasing be introduced into the traffic-lights at this junction: we are delighted to learn that this is eventually intended to happen as an agreement related to the Godalming Keysite development. When these lights were replaced about early 2010 many local people had hoped for an improvement then in the ability of pedestrians to cross the road, especially because of the large number of families traversing from the Wharf Nursery School, so action in this way is long overdue.



Please note our general recommendation about traffic-lights later in this report.

Roundabout near Godalming Wharf – junction Woolsack Way with service roads (one to Sainsburys, the other to Homebase, etc.): The impression gained here was one of

consideration for pedestrians being an afterthought, this being exemplified by the complete absence of any suitable direct crossing between `The Atrium` and `Homebase` where there are no dropped kerbs on either side – nor on the central refuge – of this arm of the roundabout. With wheelchair users in mind, our surveyors asked what use is a place of refuge if one cannot reach it...?

We feel this work could easily have been funded at an earlier stage as part of planning gain from the building of `The Atrium` and the situation is accentuated by the absence of a suitable crossing from the The Wharf Nursery School towards Homebase.

(F) Routes to Broadwater School and Godalming Junior School.

Marshall Road route: The creation in 2015 of the Marshall Road route alongside Jewsons is a great achievement and a wonderful example of how local community, a local company (Jewsons) and the County Council can work together for the common good. The result is a huge “plus” for pedestrians, cyclists and wheelchair users alike.

Meadrow – section between Catteshall Road and Broadwater Park: We note that the Waverley Local Committee meeting in 2015 agreed that cyclists be permitted to use the footway on the eastern side of Meadrow between Broadwater Park and Catteshall Road “but that the proposal be discussed with the local County Councillor and other interested groups before proceeding.”

In principle, we have no problem with the proposal, subject to consultation as above including the Waverley Cycle Forum. Much of this footway is wide (we measured about 4.5 metres in one place near the Unitarian Church).

However, there is one section where some repair or re-surfacing is required.

Regarding the western pavement, we observed on the occasion of our visit (February 7 2016, 5 pm) one van and one car parked fully on the pavement outside the Pegasus Car Sales premises (101A Meadrow); on April 6th 2016 (11.52 am and 12.20 pm) there were three cars parked fully on the pavement with a fourth blocking the cycle lane and part of the footway, - making it difficult if not impossible for a wheelchair user to pass by. On six subsequent visits the footway was again obstructed, and sometimes the cycle lane.

Continuing along the western pavement in the Guildford direction one reaches the point where it becomes both a footway *and* designated cycle path, which continues to the Guildford Borough Council border. The width is reasonable until the entrance to the Broadwater Park Golf Club, after which it narrows by about half and it is this latter section that we favour widening; a little of this might be achieved by spade work cutting back where grass is invading the tarmac.

Alongside Broadwater Park two new traffic islands have been created in the first part of 2016: they are on the A3100 to assist pedestrians in their crossing the road. This was a laudable objective and certainly helps school-children in reaching the bus stop on the other side. However, there are various ways of achieving an objective and we are alarmed that in making life safer for the pedestrian the County Council has at the same time caused greater danger for cyclists.

What is extraordinary is that there was no consultation with Waverley Cycle Forum on the location and type of crossing. Only weeks earlier the track that traverses in a south-easterly direction off Meadrow was signposted as a Cycle Track, in confirmation of the earlier upgrading under the Cycle Tracks Act. The original negotiation for this was with the County Council, aware that this Cycle Track was to form part of a Round Godalming Cycle Route. As part of this scheme a safe crossing suitable for cyclists was required across the A3100 yet no account seems to have been taken of this in the latest action.

Summers Road: The raised crossing at the Farncombe end of this road is, we feel, exactly right in that location. As a further positive move, we propose that the very wide footway alongside Summers Road from Broadwater School in the direction of Farncombe be designated for cyclist as well as pedestrian use.



Good pedestrian crossing at Summers Road

(G) Route from Farncombe railway footbridge (by station) to Farncombe Church of England Infant and Nursery School.

A pedestrian crossing of some sort is needed across Station Road into Grays Road.

One section of footway outside the School urgently needs renewing.



Poor footway surfacing, Grays Road

(H) Old Binscombe to Binscombe health centre.

The stretch of Binscombe Lane through old Binscombe – passing the Quaker burial ground – has disjointed sections of footway. Our surveyor witnessed angry exchanges between pedestrians (local residents) and passing motorists driving at excessive speed, and we would like to see a plan to at least improve the situation.

(I) Approaches to Busbridge Schools – St Edmunds Catholic Primary School, The Drive, and Busbridge Church of England Junior School.

Starting from X-roads of Park Road, Busbridge Lane and The Drive: Problem identified of school-time motor-vehicles parking and obstructing visibility for pedestrians and others. Suggestion by local residents of adding double-yellow lines leading up to this junction.

Access to Busbridge School is aided by the pedestrian lights across Brighton Road and the various traffic calming measures. We are very favourably impressed by the recently created wheelchair friendly route across Busbridge churchyard, available to the public, and congratulate the Church on their initiative.

On one side of the Church is the northern end of Hambledon Road which, being closed to through motor-traffic, represents a pleasant route for those on foot or by cycle. We ask that at the “closed” end a dropped kerb be provided for the benefit of those with push-chairs, wheelchair users and cyclists. In fact, this was actually marked out on the ground by the County Council some years ago but – strangely – never actually happened.

(J) Routes to Farncombe Station.



Over recent years we have seen a marked increase in passenger numbers using this station, a large number of whom are obviously arriving on foot. A limited rail user survey conducted by Godalming Healthcheck on one weekday – November 8th 2006 – showed 58% of those passengers surveyed having arrived on foot.

Road crossings on both sides of the station are poor for pedestrians and we have addressed the Station Road side with our 'Route G' elsewhere in this report. As to the other side, the approach to the station needs careful consideration. As part of this, because crossing St Johns Street at its northern-most end is made difficult by the road design we believe there is an opportunity here for a new and visionary approach to this junction with the aim of

enhancing the environment whilst improving access to the station for pedestrians, wheelchair users and cyclists. There may well be these talents within the County Council, or it may be this is best done by hiring consultants to give an outside view on how to go forward.



(K) Routes from Godalming town centre to The Meath.

Elsewhere in this report we have included proposals which, if implemented, would transform for the better the *first part* of the route from the railway station to the Meath. Then, entering Westbrook Road from the “town end”, there is a very narrow length of footway – before the entrance to the station car-park – that has more or less “disappeared” due to undergrowth taking over. We propose that a new footway be created here of sufficient width for wheelchairs, this to link up with the broader stretch of footway that exists before the railway. Where the road goes under the railway, a member of The Meath staff has suggested to us that, because of the number of delivery vehicles, wheelchair users and others might be helped by an appropriately sited mirror at each end of the tunnel, and we commend this idea for consideration.



After passing under the railway, dropped kerbs are needed to cross over New Way, after which the footway between New Way and The Meath needs to be widened, again sufficiently for wheelchair users.

Approaching from the town (rather than station) direction a number of wheelchair users to The Meath come along Vicarage Walk using the excellent – and relatively new – raised platform across Borough Road and through the riverside park. The problem is at the junction of Vicarage Walk with Westbrook Road with the need for a dropped kerb.

We are grateful to Tim Bloomfield, a Trustee at The Meath, for his positive input during a site visit, and to one or two members of staff for their encouragement.

(L) Top of Eashing Lane to Green Oak Primary School, St Marks Church and Community Centre, Eashing Cemetery, and the green on Ockford Ridge (east of cemetery).

We value the school crossing patrol across the raised platform on Eashing Lane.

With regard to this general area, there is an inconsistent approach to provision of dropped kerbs and we ask that a pot of money be allocated to effect improvements. For example, the green and play area on Ockford Ridge has a tarmac path across it with tactile paving at each end, yet no dropped kerbs.

Interestingly, the entrance to the cemetery on Ockford Ridge is very wide, yet designed with little or no attention to the needs of pedestrians.

Dropped Kerbs generally...

Our surveyors have been surprised by the inconsistency over provision of dropped kerbs or not. There are many places where these are provided yet a large number of sites where they are absent and much needed. Some of these gaps are listed in the previous pages and some others have been identified as follows: In Farncombe The Oval and Summers Road junction, The Oval with feeder roads – ie Pondfield Road and The Circle, Bramswell Road junction with Fern Road; in Godalming, Tuesley Lane between Duncombe Road and Park Road.

In appropriate locations, the alternative is some other way to make crossing the road possible for wheelchair users, such as a raised surface across the road at the same height as the pavement. An excellent example of this is at Borough Road. What has become obvious to us is that there is not one type of crossing for all situations...

At Victoria Road in Godalming there is a different problem where a dropped kerb on the western side near the junction with Catteshall Lane can rarely be used because of parked cars; and even if one is able to use it there is no equivalent facility on the opposite side! We therefore recommend that car-parking be prohibited on the western side at the place where the dropped kerb is provided and that a matching facility be created on the opposite side.

Other Road reports.

Deanery Road, Farncombe: Opposite the cemetery, the footway is in places only wide enough for single file, due to much of the tarmac surface being covered by fallen leaves, earth and weeds, etc. This needs shovelling away to reveal the tarmac underneath and reinstate full pavement width.

In one place, a fallen tree on neighbouring land partially overhangs the pavement and seems to be leaning against the boundary fence. This needs inspection to ensure it poses no risk to the public. *Visit dated January 2016.*

Hare Lane: Major problem with absence of one section of pavement about half-way up on the east side. Consequence is users of this footway need to cross the street to continue their journey safely. This is a busy road; cars parked on both sides prevent clear sight for oncoming traffic.

Once across the road, the camber on the pavement is reported as steep, and too steep for a non-motorised wheelchair user.

On the day we surveyed (April 20th 2015) builders vans were blocking the pavement so it was impossible for us to use the pavement anyway, which meant that the two of us (including one in his wheelchair) having to risk the traffic and use the road.

This street was highlighted in the earlier 'Godalming Healthcheck Report', paragraph T29, with the words:

"Implement the repair of and a continuing maintenance plan for pavements, and widen them where possible. Provide a remedy for interrupted sections such as in Hare Lane and Hurtmore Road."

Catteshall Lane: Noted that pavement narrowed alongside Weyside Park due to overgrowth extending out across pavement by one metre.

Junction Quatermile Road and Busbridge Lane: A local resident, Margaret, has described her experience after alighting from the 42 bus at the stop on the north side of Quatermile Road near the junction with Busbridge Lane. After leaving the bus her aim is to walk into Busbridge Lane but she explains how this can be hazardous for a pedestrian such as herself as the pavement finishes too soon.



Hearing this, two of our volunteers have looked at this location on the ground and found the kerb continues beyond where one can currently walk or see. This was clear from kicking with a boot, so a useful first step here could be to uncover what is now earthed over, which is probably only a short length of kerb and *possibly* a small piece of pavement. Even with this uncovered, we feel the basic problem of visibility will remain and so favour an appropriate build-out of pavement to improve and overcome the problem that has been highlighted.

Woolsack Way: The area outside the Sorting Office is unfriendly to pedestrians and hard to reach by wheelchair users. We propose that a continuous footway be created across most if not all of the vehicular entrance to the Sorting Office.

Surrey County Council Footways policy: The subject of the deteriorating state of footways was debated at the Surrey County Council meeting held December 8th 2015. At this meeting the findings “of the most recent Footways Network Survey” were reported “showing that a third of all the county`s footways are either `functionally or structurally impaired`...”, and that this situation will become progressively worse if current low levels of capital investment continue.

The Council asked the Cabinet to give “as great a priority as it can to the funding of footway resurfacing, re-paving and repair to improve the condition of Surrey`s footway network for the benefit of pedestrians within the context of the Council`s challenging funding circumstances.” Exactly what that will mean in reality is very hard to interpret.

The Autumn 2015 issue of `Surrey Matters` magazine stated that `More than 800 pothole-proof roads are due to be built in Surrey over the next three years as part of Surrey County Council`s Operation Horizon project`. SCC has, indeed, done much valuable work – albeit long overdue – in this direction, yet in renewing the surface of a number of local roads has seemingly often ignored the condition of the pavements alongside. Whilst work-people and machines are on site, it would surely make good sense to tackle such work at the same time... Thus, we feel our survey recommendation entitled `Footway repair/renewal` is relevant in this context.

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General recommendations are on the following page.

General Recommendations:

*(1) **Dropped kerb locations:** Where a dropped kerb is provided for public benefit, no car-parking be permitted at that location.*

*(2) **Footway repair/renewal:** When a road surface is being renewed or repaired, serious consideration should at the same time be given to renewing or repairing any related footway.*

See comment under paragraph entitled 'Surrey County Council Footways Policy'.

*(3) **Traffic-lights:** Whenever they are installed – whether new or replacement – the presumption be in favour of pedestrian phasing on every arm of a junction unless there is good reason otherwise. Similarly, with funding opportunities in mind as a result of new development, we believe planning and highway authorities should be alert for opportunities to enable other “pedestrian friendly” improvements to be made.*

*(4) **Footway camber:** In future, where a dropped kerb is created to give access to a private driveway across a public footway, the overall pavement should remain level.*

A general observation made from our inspections is that where a dropped kerb had been added for the benefit of a private residence them, again and again, the pavement slope had been angled to make access to the driveway easier for the car to the detriment of the pedestrian and wheelchair user; this problem was accentuated where a number of such points occurred in the same street.

*(5) **Disjointed sections of footway:** Where a planning application is received for development alongside a road with a disjointed footway, planners to consider if these are circumstances where through discussion, negotiation or planning condition land might be released in the public interest to gain continuity of a footway.*

We highlighted earlier in this document the problem at Hare Lane. There are other streets with disjointed sections of footway – eg Wolseley Road in Farncombe.

*(6) **Roads closed to through traffic:** That where roads are closed to through motor-traffic yet the public highway remains, then wherever possible the “closed” end or ends be designed to provide a way through for pedestrians, wheelchair users and cyclists.*

All too often in the past this has not happened – eg the route leading from Farncombe Hill onto the old Farncombe Hill.

*(7) **Over-wide junctions:** That we seek over a period of time to re-engineer unnecessarily over-wide junctions to create a safer environment for pedestrians. These are junctions where the mouths of the roads are hard for pedestrians to cross and the design encourages higher speed driving. An example of this is the Farncombe junction of Hare Lane, Lower Manor Road, Fern Road and St Johns Street.*