

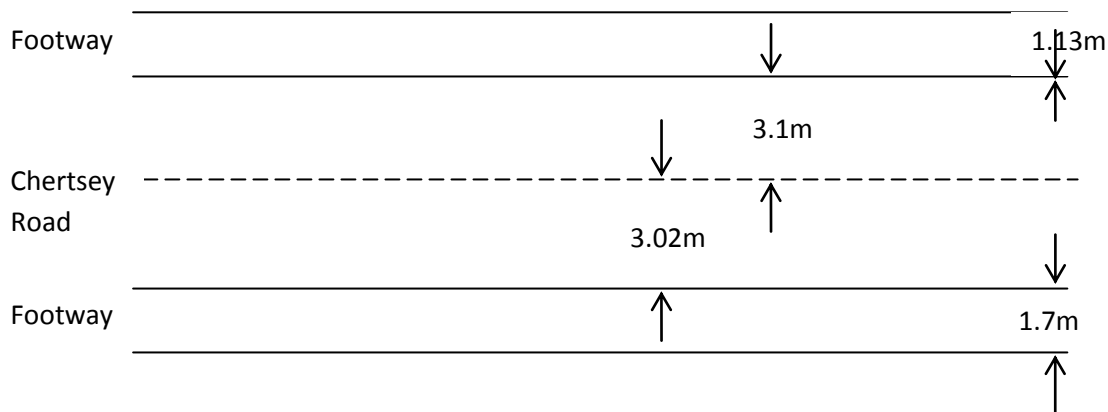
Planning Application SU15/0166

Land at School Lane, Chertsey Road,
Windlesham

Analysis Design Guidance / Chertsey Road
Narrowing Feature



During the Committee site visit, Members questioned the available width of the existing carriageway and its ability to accommodate the passing of two HGV's if the narrowed section is implemented. The existing carriageway dimensions indicated below are broadly the same as those collected by the applicant. The applicant has clarified and corrected the width of the footway outside number 43 which has resulted in a lesser level of vehicular visibility being achievable (please see the note with regard to visibility below).



Reduced Carriageway Width

The narrowed width reduces the carriageway by 0.62m from 6.12m to 5.5m. Manual for Streets 1 produced by the Department for Transport (extract attached) indicates that a 5.5m carriageway width is able to accommodate the passing of two HGV's.



Figure 7.1 Illustrates what various carriageway widths can accommodate. They are not necessarily recommendations.

Manual for Streets 2 also produced by the Department for Transport to sit alongside MFS1 is less prescriptive, but refers to the guidelines within MFS1.

Given the guidance in Manual for Streets, a width of 5.5m is the absolute minimum that we would recommend in this instance. The typical sizes of a range of vehicles are attached giving their full dimensions, however their widths are summarised as:

Small hatchback	1.944m
Large Saloon Car	2.111m
Large Van	2.690m
Tipper Truck	2.359m
8 Wheel HGV	2.5m (excluding mirrors)

Given these dimensions and the advice contained within Manual for Streets, HGVs, buses and coaches may need to take extra care when passing one another, but all other vehicles will be able to pass each other freely.

Footway Widths

In terms of footway widths, the footway on the southern side measures 1.7m wide. The minimum width at a pinch point to accommodate wheelchairs is 0.9m. The installation of posts is proposed in the footway to prevent vehicles mounting the footway. A post would need to be located 450mm from the kerb face, which if a nominally sized 150-200mm post is used, would narrow the footway by 600-650mm. This would result in a pinch point 1.05m - 1.1m which would be able to accommodate the width of a wheelchair user.

On the northern side the existing footway will be widened from 1.13m to 1.75m outside number 43 and to 2.49m at the School Lane access. There is adequate space within this widened footway for the placement of timber posts at each end.

Visibility

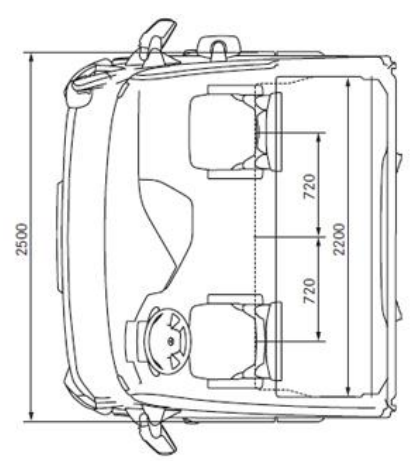
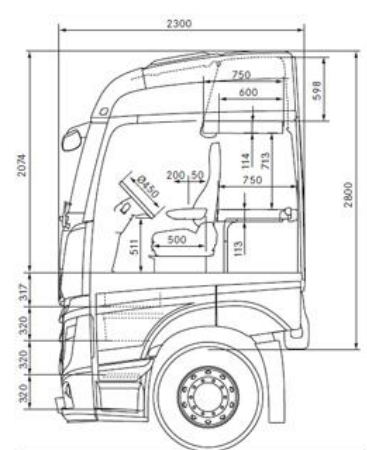
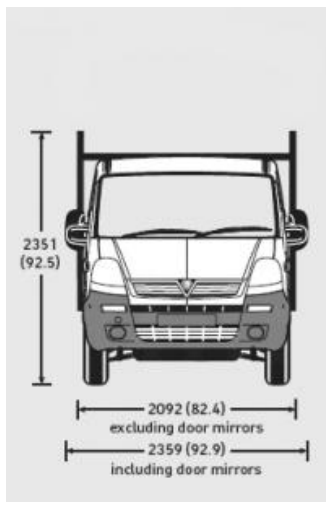
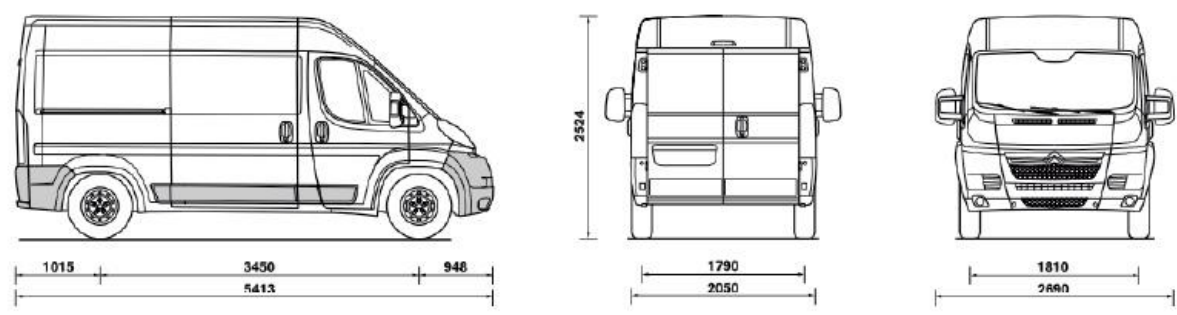
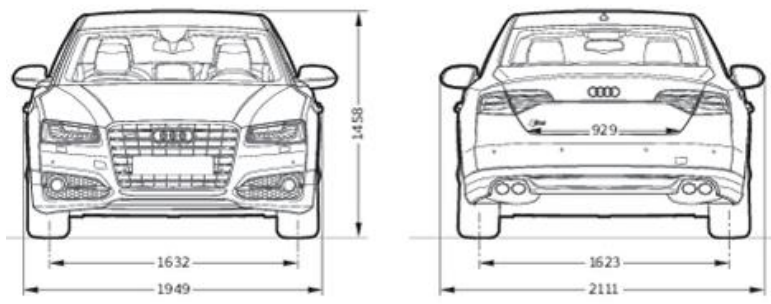
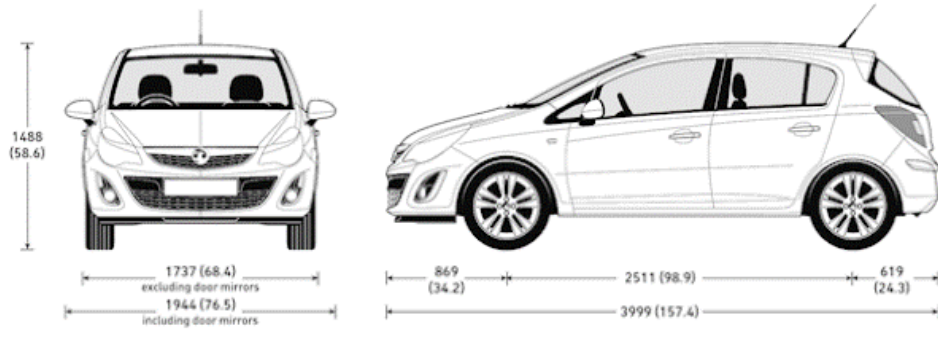
Adequate visibility can be achieved in a westerly direction due to the increased width of footway outside the Hall. In an easterly direction, a distance of 2m x 40m is achievable to the line of approaching vehicles. This is slightly short of the minimum distance required for a road used by HGV's (by 3 - 4m), but due to the limited additional impact of the development and the consequential improvement offered by the highway works to existing residents of School Lane, the Highway Authority is satisfied that the improved visibility mitigates the additional impact of the development.

Summary

In overall terms the Highway Authority believes that the road narrowing provides an appropriate balance between improving visibility at School Lane, whilst maintaining an appropriate carriageway width on Chertsey Road. Furthermore, the feature being introduced by the applicant will offer a traffic calming effect and with the additional use of appropriate materials could be replicated elsewhere in Windlesham as part of a wider aspiration to manage traffic in the village.

Andy Stokes

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