

Holybrook Dropped Kerb Survey -

2023

For review of Community & Environment Committee

Completed following resident feedback and in conjunction with Michelle Brown, Project Engineer, Environment Department, West Berkshire Council.

Dorking Way (Bainbridge Road)

Screen shot from Google maps for location overview

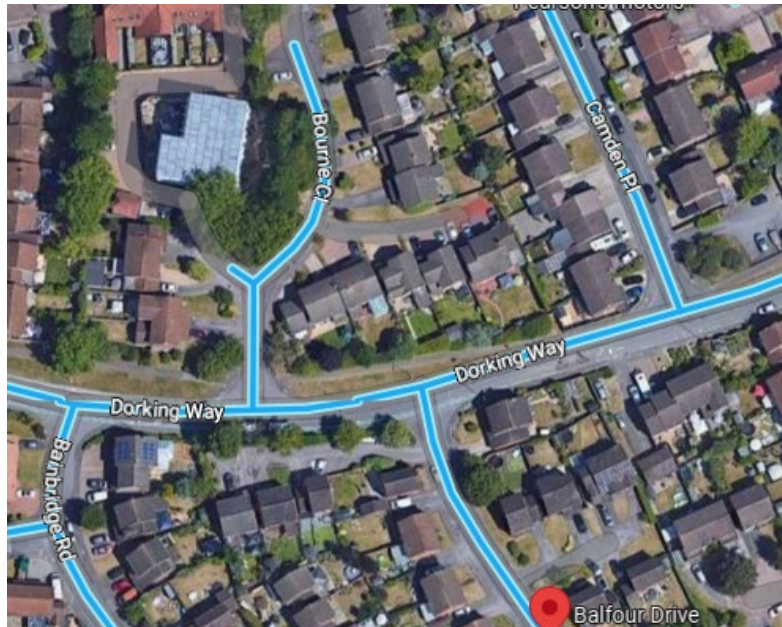


There are already two dropped kerbs for driveway access (yellow highlight) but they do not align. Could the existing dropped driveway kerb be extended (blue circle) to allow for pedestrian crossing or would this be a conflict of highway access? If it is a conflict, would the rounded kerb edges be suitable?



Dorking Way (Balfour Drive)

Screen shot from Google maps for location overview

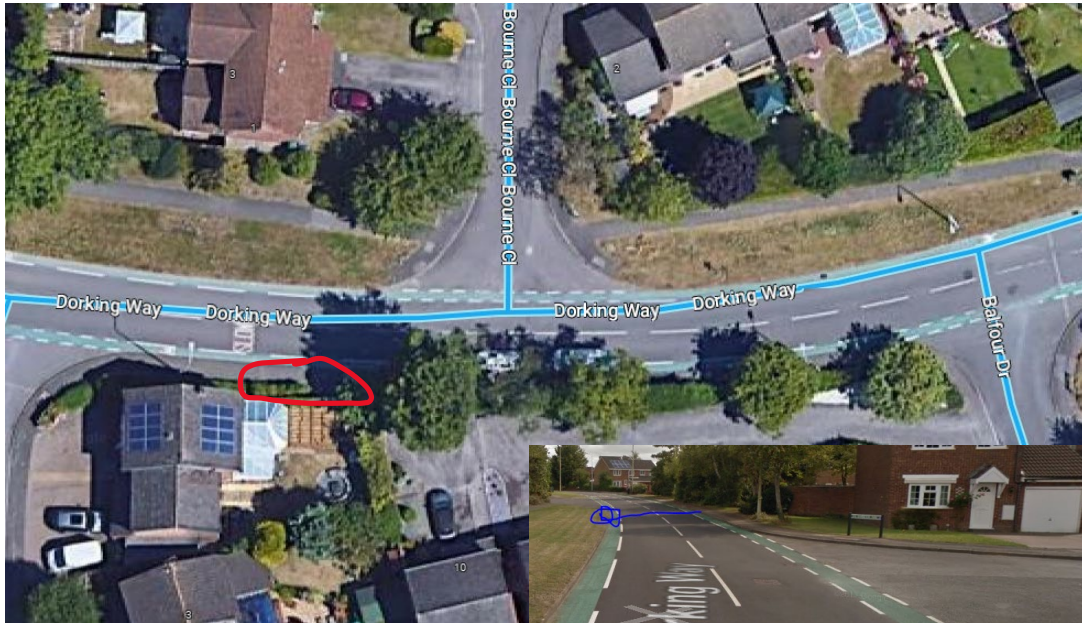


Access has been created for driveways, rather than pedestrians, but, in this case, the driveway accesses align. Because of the proximity of the right hand dropped kerb (as you face the road) to the street corner, I guess that a pedestrian dropped kerb here would not be possible unless you go from the rounded edges (note there are crossings on the rounded edges on the other side of the road at Camden Place for example?)



Dorking Way (nr Bourne Close)

Screen shot from Google maps for location overview



Could we extend this footpath slightly to give access to the other side of the road:

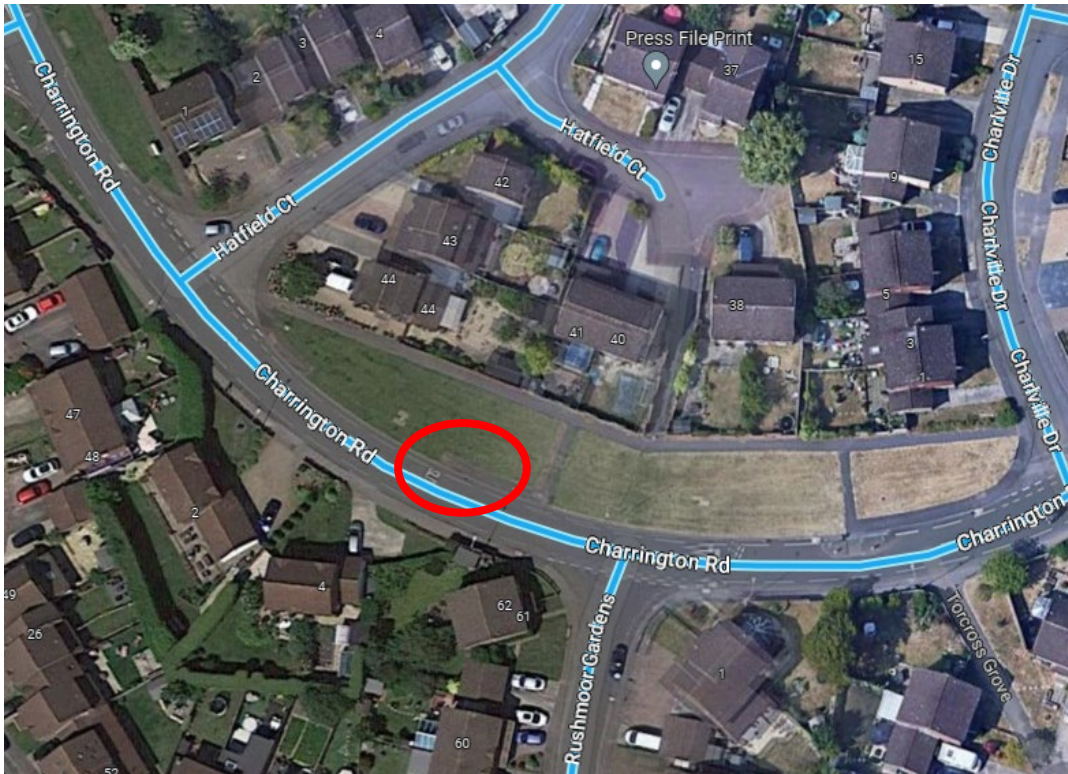


Sight lines on Dorking Way would need to be checked as close to Bourne Close Road.



Charrington Road (Rushmoor Gardens/Hatfield Court)

Screen shot from Google maps for location overview



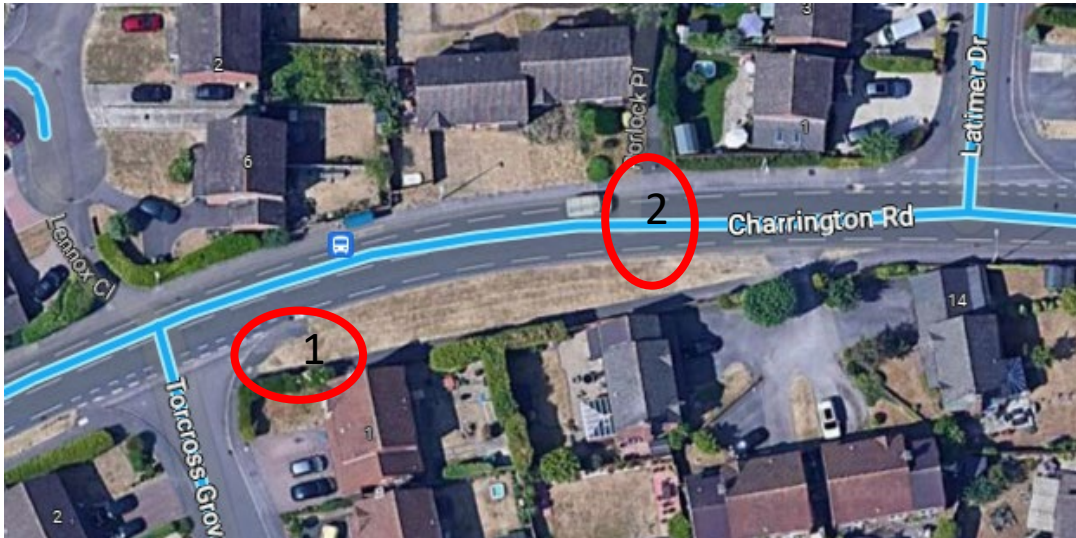
Suggest dropped kerb either side of Charrington Road to link footpaths (path on north side of the road ends abruptly with no crossing points).



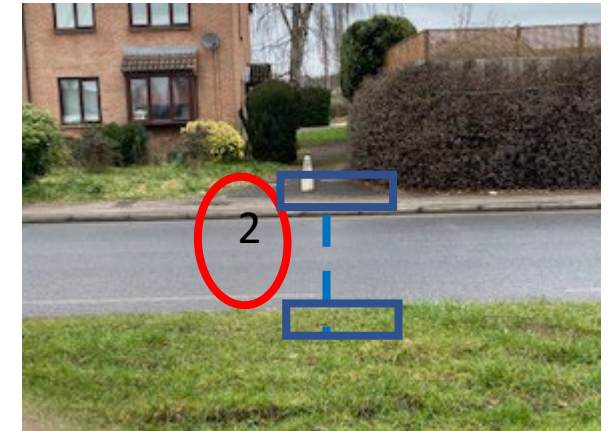
Sight lines on Charrington Road good here and far enough away from junctions.

Charrington Road (Torcross Grove)

Screen shot from Google maps for location overview



It is not safe to put a dropped kerb adjacent to Torcross (1) to enable access to the bus stop but dropped kerbs at the footpath of Porlock Place (2) is sensible.



Engineering works will be required through the grass verge. Slight embankment to kerb but do not think this will be an issue.

Charrington Road (Beansheaf Centre access)

Screen shot from Google maps for location overview



Existing dropped kerb on the north side of Charrington Road is too narrow for disabled access. Consider widening to match south side.



The footpath access to this kerb is quite steep and would be difficult to navigate with either a pushchair or wheelchair.

Fernhurst Road (Charrington Road)

Screen shot from Google maps for location overview



Existing dropped kerbs are too narrow for disabled access.
Consider widening on both sides.



Charrington Road (roundabout)

Screen shot from Google maps for location overview



Dropped kerb believed to be purposefully narrow for cyclists rather than pedestrians. Would ideally widen to enable better pedestrian crossing but not possible in the centre section because of the bollards. Recommend to leave both roundabout crossings as they are currently.

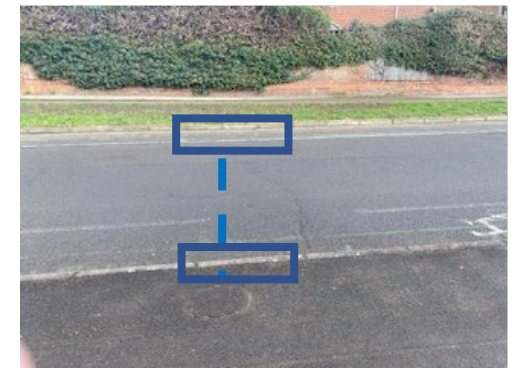


Pollards Way (Pemberton Gardens)

Screen shot from Google maps for location overview



Dropped kerbs too narrow and too close to bus stop. Not very safe (assume intended for cyclists rather than pedestrians).



Suggest new dropped kerbs inserted a bit further towards Radbourne Road to provide a safe pedestrian crossing area from south to north of Pollards Way.

← Location reference photo.

Bus sump (Pollards Way)

Screen shot from Google maps for location overview



The bus sump is at its maximum permissible height. There are no other possible engineering works that can be done to stop other vehicles using the sump. Non-permitted vehicles use the sump at significant risk to their cars. Warning signage is good.



Condition of the actual sump is poor. Michelle agreed to ask her engineers to improve the surfacing.

Calbourne Drive (The Chase)

Screen shot from Google maps for location overview



NOTE: Witnessed lady with pushchair come off the pavement (post box side), walk along the (Pollards Way/The Chase) road and use the cyclist drop kerb, further down Pollards Way, rather than bump back up the kerb.

This crossing is not good. Dropped kerb required on road mouth on both sides. Visibility poor due to overgrown hedge.



Constraints:
utility covers,
particularly
near post box



The Clerk will ask the Parish Wardens to cut this hedge back by at least 1m to improve visibility around the curve in the road.

Cambrian Way (The Chase) and Grangely Close (The Chase)

Screen shot from Google maps for location overview



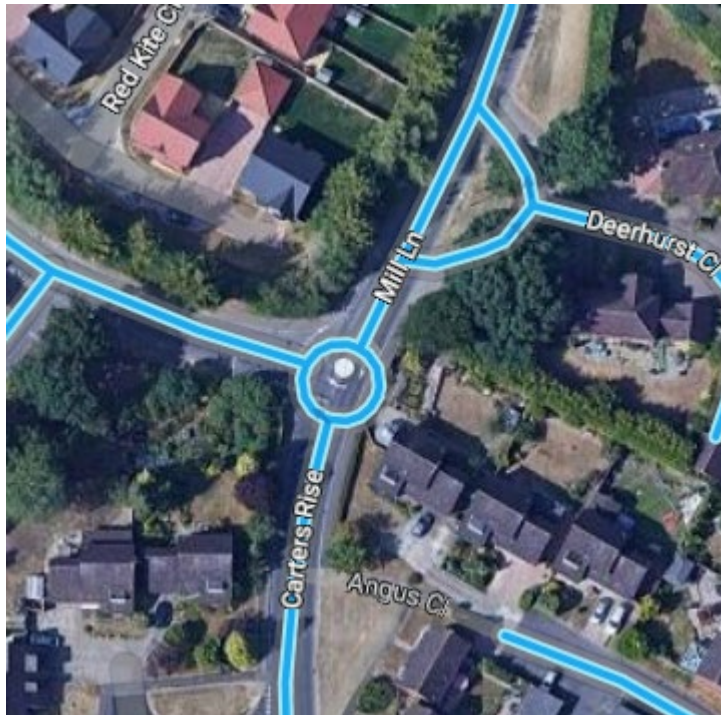
Cambrian Way: Ensure dropped kerbs on both sides of the road making pedestrian connections.



Grangely Close: Although there are no pedestrian dropped kerbs on Grangely, the sightlines are poor and it would not be safe to install on this road.

Mill Lane/Chase/Carters Rise Roundabout

Screen shot from Google maps for location overview



In the short space of time we were on this road we saw many vehicles ignoring the roundabout stop markings and continuing without looking (particularly from Carters Rise to Mill Lane) and we saw a vehicle cross the roundabout, from Mill Lane to the Chase on the righthand side of the roundabout.

Sightlines are poor but site constrained by private ownership.



Michelle confirmed that having the white lines re-painted will help encourage people stop at the junction.

- This roundabout and the one at the top of Calcot Place Drive to be re-painted in the new financial year.
- Old bus stop and hedge covering roundabout sign (Deerhurst) to be removed – Michelle.

Carters Rise/Calcot Place Drive

Screen shot from Google maps for location overview



Dropped kerb one side but not the other. Good location for a crossing but complex engineering on CPD side due to several man-hole covers. Requires further investigation with utilities.

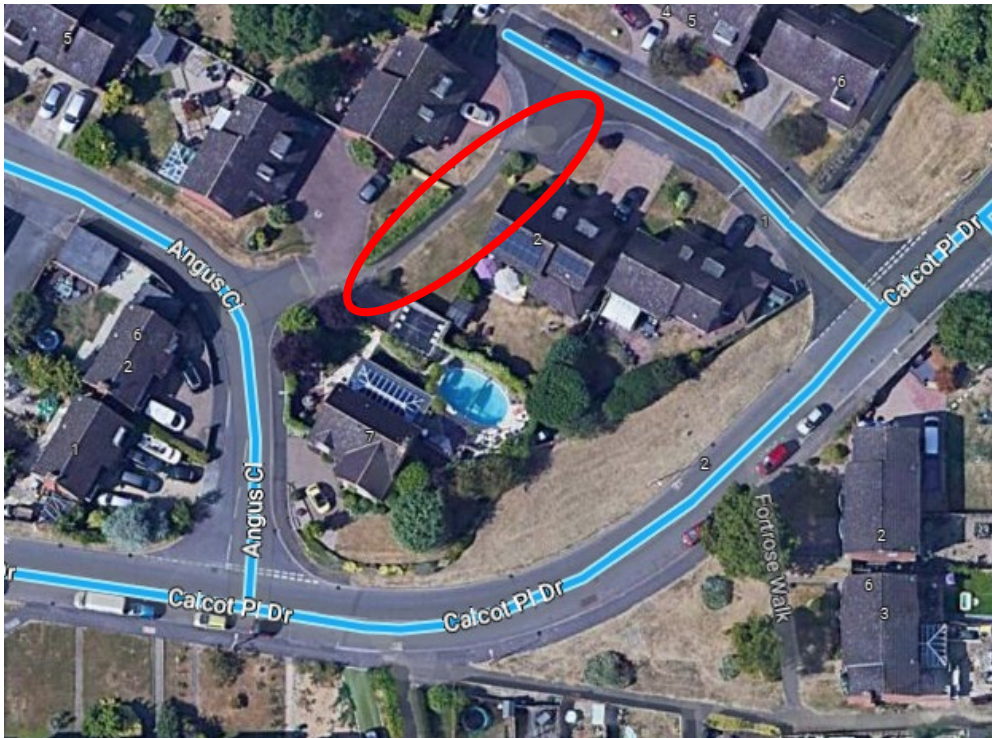


Michelle confirmed that having the white lines re-painted will help people stop at the junction.



Angus Close/Graham Close footpath

Screen shot from Google maps for location overview



Footpath requires patchwork repair.

neighbouring hedge to be cut back (by resident).

Michelle to investigate purpose of and possible replacement of concrete bollards (poorly lit walk way).

A4 Bath Road (facing Mill Lane)

Screen shot from Google maps for location overview



Foliage overgrown and visibility reduced. [Michelle to contact Highways Team to cut foliage back to furthest possible point.](#)

Also, SUD (culvert) blocked and heavy with debris (drain full). [Michelle to arrange clearance.](#)



Discussed footpath options but land just behind foliage privately owned plus draining ditch and culvert. There are no other options other than cutting foliage back.

The corner (turning from A4 into Mill Lane) although not in perfect condition does not yet meet the requirement for repair.

The Chase (crossing from Red Kite Close Side)

Screen shot from Google maps for location overview



Foliage overgrown and visibility for pedestrian crossing severely reduced.
Michelle to contact Highways Maintenance Team to cut foliage back to furthest possible point – cut out first layer.



There are no safer places on this road to provide pedestrian crossings at the present time. This should be readdressed if any plans are approved for the old Heart FM site. The road is too narrow for a mid-way crossing point.

Roads not visited in person but may require works:

Screen shots from Google maps for location overview



Bainbridge Road, Dorking Way: dropped kerbs to enable accessible route



Albury Gardens: residents park on marked area. Consider making an official space.



On road parking issues – consider encouraging residents to apply for permission to drop kerbs outside their property to create on-property driveways – perfect example top of Calcot Place Drive.

NOTE: Bucknell Close/Churchward Walk already under separate WBC consideration.

Other discussion points (Note: the only areas discussed were those mentioned in feedback following initial residential input)

Screen shots from Google maps for location overview



Possible pedestrian crossing points on the A4 Bath Road: 1) is indicated cycle lane from the Bath Road into Beansheaf. 2) At the A4 Bath Road/Mill Lane Junction. There are often people trying to cross this road and often run across in front of traffic. Michelle advised that this is not her department and should be discussed with Neil Stacey's team.



Consider the relocation or removal of this sign? (A4 Bath Road to The Chase).

Concern with the location of the crossing out of the Red Kite Close estate onto Mill Lane. Consider a raised zebra crossing opposite Low Lane (better visibility, will slow speed) and raising the current dropped kerb to encourage a better crossing point (existing opposite an cul-de-sac entrance; conflict of priority traffic)



Noted: Neil Stacey's team is set to complete some works around Deerhurst close early 2023/24. Once complete re-assess the area.

Noted: many of the cycle lane marking through Holybrook are now very faded and, in places, almost indistinguishable.