HIGH STREET JUNCTION WITH
CHERTSEY ROAD, CHOBHAM

PROPOSED JUNCTION
IMPROVEMENT SCHEME

CONSULTATION LEAFLET

YOUR VIEWS ARE IMPORTANT TO US
BACKGROUND

Introduction

The junction between High Street and Chertsey Road (A319) is located in the centre of Chobham and connects both roads with the B383 Windsor Road. Other major routes accessed via the junction include the A30 (via Sunningdale), the A322 (via West End) and the A320/M25 (via Ottershaw). The High Street also connects to the A3046 which takes traffic to the centre of Woking. As a result, the junction experiences a lot of traffic throughout the day as well as during peak times.

Both Chertsey Road and Windsor Road are primarily residential in nature with only a few businesses outside of the High Street and Watts Farm Parade. High Street, in comparison, is primarily commercial in nature. The junction and all approaches are illuminated through a system of street lighting and are subject to a 30mph speed limit.

In December 2015, the Surrey Heath Local Committee agreed to fund a review of options, including traffic modelling where appropriate, to improve the junction and to gather public opinion about the proposals. When considering options, Surrey County Council officers used data collected on site as well as comments received from residents of Chobham over previous years.

Residents’ concerns

The main concerns raised by residents of Chobham included safety, congestion and pedestrian accessibility at the junction. The options included below have been designed to try and improve these aspects.
**Vehicle Speeds**

Automatic traffic counts were carried out at 3 locations in Chertsey Road over a 7 day period (October 2016) to support the design process and provide a basis for the planned modelling.

The results of the three traffic surveys are summarised in the table below:

<table>
<thead>
<tr>
<th>Location</th>
<th>Average daily flow (vehicles)</th>
<th>Average (Mean) Speed</th>
<th>85% percentile speed *</th>
<th>% of vehicles with speeds ≥31mph</th>
</tr>
</thead>
<tbody>
<tr>
<td>Site 1</td>
<td>EB – 5,615, WB – 5,195</td>
<td>EB – 30.1mph, WB – 24.3mph</td>
<td>EB - 34.8mph, WB – 32.8mph</td>
<td>EB – 41.6%, WB – 19.5%</td>
</tr>
<tr>
<td>Site 2</td>
<td>NB – 9,328, SB – 9,341</td>
<td>NB – 26.3mph, SB – 27.1mph</td>
<td>NB – 34.3mph, SB – 34.3mph</td>
<td>NB – 30.2%, SB – 33.3%</td>
</tr>
<tr>
<td>Site 3</td>
<td>NB – 4,785, SB – 5,551</td>
<td>NB – 32.4mph, SB – 28.4mph</td>
<td>NB – 37.2mph, SB – 35.1mph</td>
<td>NB – 62.5%, SB – 43.7%</td>
</tr>
</tbody>
</table>

(*Speed at which 85% of vehicles are travelling at or below) (EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound)

Mean speeds recorded throughout the week show good compliance with the speed limit in general on all approaches. The data also shows that High Street (Site 2) sees almost twice the number of vehicles recorded on either Chertsey Road (Site 1) or Windsor Road (Site 3).

**Pedestrian Movements**

Pedestrian surveys were carried out at 2 locations, one at the junction and the other on Chertsey Road over a 2 day period (October 2016) to determine the pedestrian desire line to cross the road and to assess the provision of pedestrian crossings.

Both locations were shown to be heavily used by pedestrians crossing.
Road Safety Record
The most recent accident data available was May 2017. In the last 3 years up to May 2017 there were 5 personal injury accidents in total.

The accident data suggests that accidents are most likely to happen with traffic exiting Chertsey Road. This correlates with on site assessment that identified a restricted forward visibility for traffic exiting the junction.

PROPOSALS

Two options have been proposed to help improve road safety at the High Street junction with Chertsey Road. Details of the options are outlined below.

Please note that the consultation documents includes three options. The third option in the consultation is for the public to show no support for either option identified.

Option A – Right turn filter lane to Chertsey Road with carriageway widening

Option A proposes the introduction of a right turn filter lane with carriageway widening.

The primary benefit of this option is that the additional lane allows traffic continuing from High Street onto Windsor Road to travel around any vehicles waiting to turn right on Chertsey Road. Given the number of right turn moments expected, there is a likelihood that traffic turning right will back up and still affect the through traffic, but the scheme will limit the amount of time right turning traffic affects traffic for Windsor Road.
**Option B – Widening the South-East Footpath and changing the STOP line**

Option B includes a combination of widening the footway around the south east part of the junction and changing the position of the STOP line.

Although the alterations make no difference to the priorities at the junction, the changes will give pedestrians more room and give drivers greater visibility at the junction. The combination of these will make the junction easier for both users.

**OTHER OPTIONS CONSIDERED**

**Traffic Signals on all three arms of the junction with provision of controlled crossing for pedestrians**

Traffic signals were originally proposed for the junction for a number of reasons. Firstly, the introduction of signals removed any concerns with visibility with traffic controlled by green lights. Having traffic controlled by signals also allowed for the stop line to be moved back and for the footpath on either side of the junction to be widened, giving enough room for a controlled crossing.

Consideration was originally given to widening the northbound approach to allow two separate lanes, similar to Option A, but the stop line was located too close to the bridge which is a natural pinch point which would cause issues with phasing the traffic signals.

Although this option has a number of advantages, the modelling of the junction showed that signals would increase congestion in the area rather than reduce it. As a result, the scheme was removed from the options.
A mini roundabout option was considered to reflect those used at other junctions on the High Street. As there is no room to provide deflection at the junction, other features, including zebra crossings and a speed table, were suggested to encourage drivers to slow down and obey the priority at the junction.

This proposal was removed from the options as the give way line on Chertsey Road is further back than the current junction. This reduces visibility at the junction further than it currently is and increases the risk to those exiting the road.

Another issue with the design was the footways on either side of Chertsey Rd are too narrow to accommodate the poles for a zebra crossing without restricting the footway below an acceptable width.

**Change of Junction Priority Option**

With the A319 formally running along High Street and Chertsey Road, we reviewed the possibility of changing the priority at the junction for traffic on the A319 instead of the current High Street – Windsor Road priority. The change would remove issues with forward visibility for those exiting Chertsey Road, addressing safety at the junction.

This proposal was removed from the options as tracking showed larger vehicles travelling along the A319 would cross the centre line and come into conflict with other drivers. Although the current layout is similar, the existing priority requires traffic from High Street to Chertsey Road to slow before crossing the oncoming carriageway. The alternative layout would reduce the need to slow before the corner and potentially result in head-on collisions due to the limited visibility around the corner.

This option also considered the installation of a zebra crossing on High Street. Unfortunately, the bridge and the nearby corner with Chertsey Road limited visibility of oncoming traffic and could potentially increase the risk of serious personal injury collisions.
For more specific information on all the above proposals please see the plans provided.

**OTHER SCHEMES IN THE AREA**

**Chertsey Road:**

Surrey County Council undertook a public exhibition in January/February 2017 on proposals for the 30mph section of Chertsey Road. The proposals were designed to address concerns with vehicle speeds within the 30mph speed limit, improve safety and look at alternative crossing facilities for pedestrians.

The results of the consultation showed the public supported the gateway feature at the 30mph speed limit terminal that included the red surface and a 30mph roundel marking and the footway build out around the junction with Delta Road.

Both options will be added to the list of schemes for the borough and scored against Surrey County Council priorities. The schemes will then be considered as and when funding becomes available.

**Watts Farm Parade – One way scheme:**

In December 2016, Surrey Heath Local Committee agreed a group of schemes to fund in the 2017/18 financial year. One of those schemes was to make Watts Farm Parade, a commercial road running adjacent to Chertsey Road, one way.

After reviewing accessibility for larger vehicles, typically delivery vehicles, it was found that making the one-way system eastbound would have stopped even the smallest of delivery vehicles from accessing the road (see plan below).

As a result, it has been agreed that we will start consultation with the public on introducing a one-way road requiring traffic to head westbound along the road. Statutory consultation on the scheme will start later this year. Should the scheme be supported by the public then we expect the scheme will be delivered by the end of March 2018.
As part of the public consultation Surrey County Council are hosting two public events at the Chobham Parish Pavilion. The pavilion is located within the recreation grounds and can be accessed by car from Station Road (A3046). Although parking is available, spaces are limited so please walk where possible.

These events will be held on Monday 25 September (1pm -5:30pm) and Wednesday 27 September (6pm – 8:30pm). All documents and plans will be on display during both events, with Surrey Highways Officers on hand to answer any questions on the consultation.

We want to know what you think about the proposals. It is therefore important that you complete the online questionnaire (available via the link on the consultation webpage) by 29 October 2017. This will allow your views, and those expressed by others, to be considered when determining which scheme will be taken forward from this consultation.

You can have your say either through the QR link below or through Surrey County Council’s website (www.surreycc.gov.uk). Alternatively, if you have no access to the web then we can provide you with a paper questionnaire to fill out and return. To receive a paper copy, please contact Surrey County Council either by phone (0300 200 1003) or letter and explain that you wish to comment on the “High Street junction with Chertsey Road public consultation”. Please remember to provide a valid address for the form to be sent to.

The views expressed during the consultation will be assessed and a decision will be made about the future of High Street junction with Chertsey Road. Once a decision about preferences has been confirmed, the consultation webpage will be updated to advise of the outcome of the consultation. Progressing a scheme to the construction stage will be dependent on available funding. At this time funding availability is unknown so the future programme cannot yet be determined. However, this consultation will help the council gauge the views of residents, businesses and passing road users and be better placed to take any improvements forward as soon as it is possible.