



**A25 SHERE ROAD JUNCTION WITH A248
SHERBOURNE, ALBURY:
PROPOSED JUNCTION IMPROVEMENT**

GUILDFORD LOCAL COMMITTEE

3rd MARCH 2005

KEY ISSUE

This report recommends approval for an improvement designed to improve safety at the above junctions.

SUMMARY

The A25 Shere Road has a continuing collision problem at its junction with the A248 Sherbourne and Albury Sandpit access. These collisions involve vehicular conflict at and on the approaches to both junctions. The proposed scheme is being promoted to reduce the high incidence of collisions within this section of the A25 Shere Road.

Report by

LOCAL TRANSPORTATION DIRECTOR

Surrey Atlas Ref.

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GUILDFORD B.C. WARD

TILLINGBOURNE

COUNTY ELECTORAL DIVISION

SHERE

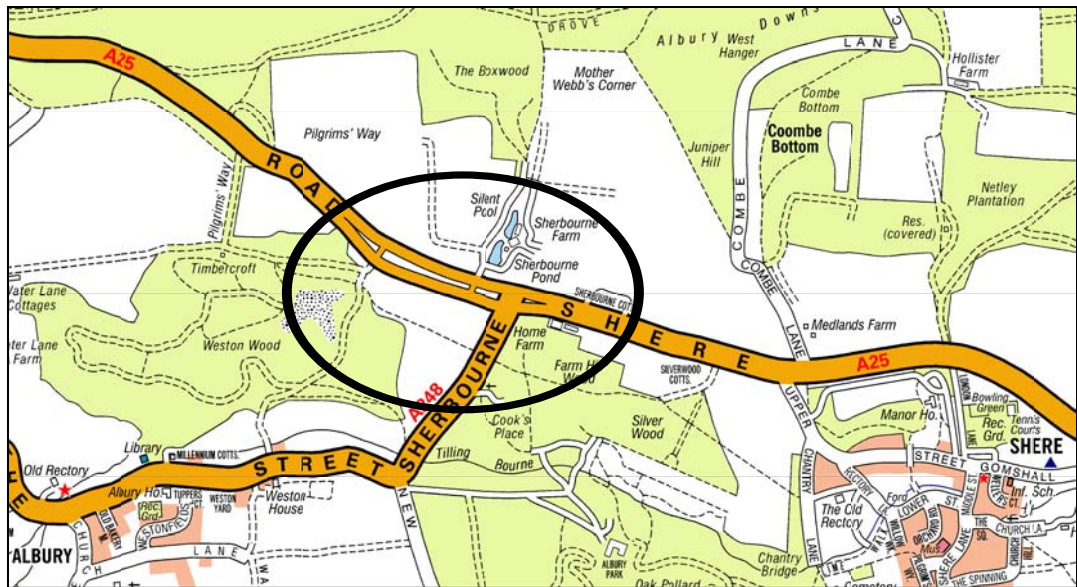
OFFICER RECOMMENDATIONS

The Committee is asked to agree:

- (i) that the proposed scheme at the A25 Shere Road at its junctions with the A248 Sherbourne and Albury Sandpit, as shown on the attached drawing no. 6516 - 08 and detailed in this report, be approved for construction.
- (ii) that the existing gap in the central reserve opposite the Silent Pool car park exit be permanently closed.

INTRODUCTION and BACKGROUND

- 1 The A25 Shere Road junctions with the A248 Sherbourne and the Albury Sandpit have a continuing collision problem which involves vehicular conflict at and on the approaches to both junctions. Guildford Accident Working Group has investigated the site and suggested moving through traffic away from the junctions and also provide acceleration and deceleration lanes to improve the situation. A location plan is shown below.



- 2 The section of the A25 Shere Road in the vicinity of the A248 Sherbourne has experienced 44 Personal Injury Collisions, as reported by Surrey Police during the period shown in the table overleaf.
- 3 The most common contributory factors for these collisions are injudicious manoeuvres and excess speed.
- 4 Both the A25 Shere Road and A248 Sherbourne in the vicinity of the junction are derestricted, i.e. speed limits of 60 mph and 70 mph apply on single carriageways and dual carriageways respectively.

Year	Fatal	Serious	Slight	Total
1994	-	1	6	7
1995	-	1	3	4
1996	-	1	5	6
1997	1	-	7	8
1998	-	-	4	4
1999	-	-	2	2
2000	-	1	3	4
2001	-	-	1	1
2002	-	-	1	1
2003	-	-	5	5
2004	-	-	2	2
Total	1	4	39	44

THE PROPOSALS

- 5 The proposals are shown on drawing no. 6516 – 08 attached at the end of this report. These direct all traffic wishing to exit the A248 Sherbourne to turn left and those drivers wishing to proceed east, towards Dorking, circulate around an elongated central island via a new central reservation gap before turning right onto the eastbound A25 carriageway.
- 6 Drivers proceeding east on the A25 from Newlands Corner will experience minimal changes to the carriageway alignment and will be able to perform the right turn into A248 Sherbourne as exists at present.
- 7 Drivers within the A25 wishing to enter Silent Pool from the east will be required to circulate the elongated central island. Drivers exiting Silent Pool will also be required to circulate the elongated central island if wishing to proceed west on the A25.
- 8 Drivers will be directed to perform such manoeuvres through the use of re-alignment of existing kerbs and the provision of carriageway markings and signs.
- 9 Permanent closure of the gap in the central reservation opposite the Silent Pool car park exit. Drivers exiting the car park will be directed to circulate the elongated central island via a new central reservation gap if wishing to proceed west on the A25.
- 10 The new central reservation gap will be in accordance with current standards and include acceleration and deceleration lanes and hence improve the situation currently experienced at the existing Silent Pool car park exit gap.

CONSULTATIONS

- 11 Consultation with Surrey Police, Surrey Fire & Rescue, Surrey Ambulance Service, Guildford Borough Council, the Parish Council, Borough and County Members, and bus operators via the County Council's Passenger Transport Group has been made. While some responses have yet to be received, David Davis, local County Member and GBC have agreed with the recommendations. Any further consultation responses will be reported verbally at the Committee meeting.

FINANCIAL IMPLICATIONS

- 12 The cost of the proposed scheme is currently estimated at some £60,000.

SUSTAINABLE DEVELOPMENT IMPLICATIONS

- 13 The completed scheme is expected to reduce the existing high incidence of collisions along this section of the A25 Shere Road, and will therefore contribute to LTP targets for improved road safety.

DELIVERY & MONITORING OF LOCAL TRANSPORT PLAN OBJECTIVES

- 14 The effectiveness of this project against LTP objectives and strategies, and the monitoring regime planned are as follows:

LTP OBJECTIVES	EFFECT (including delivery of TARGETS)
Safety	Scheme will improve safety for road users. Also pedestrian safety will be enhanced through improved pedestrian facilities.
Environment	Very slight negative, due to additional highway furniture.
Economy	No effect
Integration	No effect
Accessibility	Marginal positive benefit, due to improved footway provision

LTP STRATEGIES	EFFECT (including delivery of TARGETS)
Passenger Transport	Marginal positive effect due to increased access for pedestrians of bus stops.
Walking	Marginal positive effect, due to improved footway provision
Cycling	No effect
School Travel	No effect.
Traffic Management	Positive effect
Speed Management	Direct positive effect, due to eastbound reduction to single lane
Transport Telematics	No effect
Parking	No effect
Road Safety	Direct positive effect
Travel Awareness	No effect
Highway Maintenance	No effect
Bridge Management	No effect

MONITORING CARRIED OUT OR PLANNED	
'Before' monitoring carried out	Traffic counts at both junctions. Collision data analysis
'After' surveys planned	Collision data analysis

CONCLUSION

- 15 The scheme is aimed to reduce the high incidence of personal injury collisions within this section of the A25 Shere Road and as a consequence assist in the overall casualty reduction efforts within the Guildford area.

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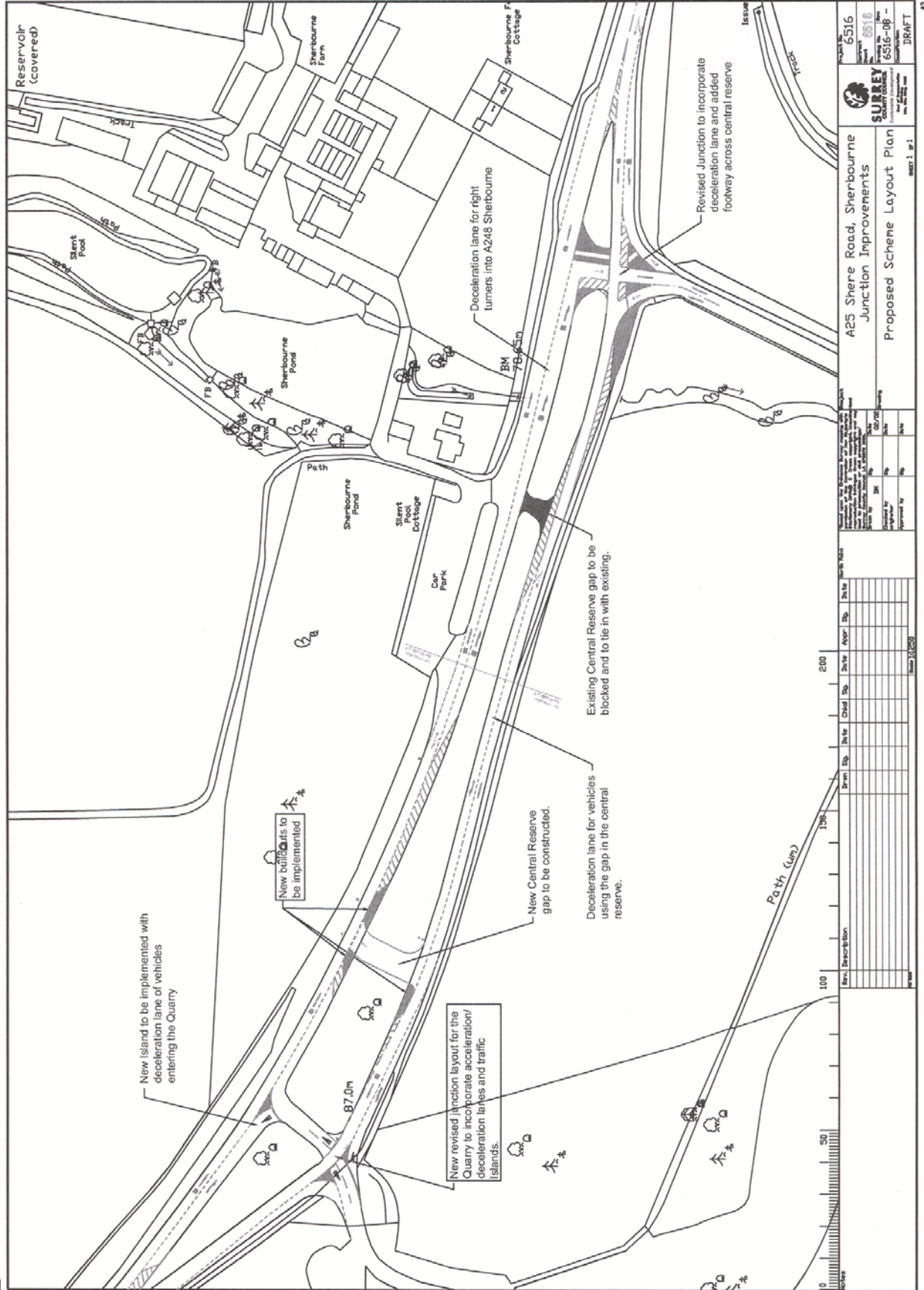
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BACKGROUND PAPERS:

Feasibility report
Accident Working Group minutes 15/05/01



<p>Project No: 6516 Client: SURREY COUNTY COUNCIL Drawing No: 6516-08 Title: A25 Shere Road, Sherbourne Junction Improvements Proposed Scheme Layout Plan Date: 12/05/2010 Scale: 1:500 Issue: 1 of 1 Status: DRAFT</p>	
<p>Author: [Name] Designer: [Name] Checker: [Name] Approver: [Name]</p>	
<p>Rev. Description</p>	<p>Scale</p>
<p>100</p>	<p>1:500</p>
<p>200</p>	<p>1:500</p>