



**A320 EGLEY ROAD JUNCTION WITH
HILLSIDE AND ALMOND AVENUE –
PROPOSED JUNCTION
IMPROVEMENT**

**LOCAL COMMITTEE FOR WOKING
26 APRIL 2004**

KEY ISSUE:

To consider a proposal for an improvement to the junction of Egley Road with Hillside and Almond Avenue, to improve road safety.

SUMMARY:

There is an accident problem at the Egley Road/Hillside/Almond Avenue junction. A scheme involving the widening of Egley Road and the provision of dedicated right turn lanes has been designed and is supported by the Police and a large majority of local residents. This scheme will not prejudice the future proposed traffic signal scheme. The Committee is asked to approve the proposal for construction.

CONSULTATIONS:

The residents of Barnsbury Estate and Hillside and the two schools within the Barnsbury Estate have been consulted by letter.

Some 500 questionnaires were sent out with the letters and 162 were returned. The returned questionnaires indicate that residents are heavily in favour of the proposal.

Further details of the consultation results are given in the main body of the report.

The Police have been consulted and support the proposals as they remain concerned about the number of collisions occurring at this location.

County and Borough Councillors for the area have been consulted.

OFFICER RECOMMENDATIONS:

The Committee is asked to agree

that the junction improvement shown on Drawing No. 11720 be approved for construction.

INTRODUCTION and BACKGROUND

1. Egley Road forms part of the A320 which runs from Guildford to Chertsey via Woking and carries substantial levels of traffic. Hillside and Almond Avenue form a staggered crossroads junction with Egley Road. (See Location Plan attached at Annex A). The speed limit on Egley Road is 40mph.
2. Hillside is a residential cul de sac of 48 houses. Almond Avenue is a residential road and is one of only two roads (the other being Acacia Avenue) which give access to Barnsbury Estate, a residential area of about 430 households, with an infant school and a junior school.
3. Egley Road is about 7.5 metres wide at the junction. Consequently, vehicles waiting to turn right into either Almond Avenue or Hillside block the road for following vehicles. A number of personal injury collisions have occurred where vehicles waiting to turn right into one of the side roads have been struck in the rear by following vehicles. Most of these accidents have involved vehicles turning right into Almond Avenue, although some have involved vehicles turning right into Hillside. There is evidence that a number of “damage only” accidents have also occurred at this location. However, these are not formally recorded.
4. The Committee will be aware that there is an Intermediate Scheme proposal for traffic signals, both at this junction and at the Egley Road/Acacia Avenue junction some 450 metres to the north. However, funding for the signals has so far not been forthcoming. With injury accidents at the Egley Road/Hillside/Almond Avenue junction continuing to take place, the Police remain concerned that action must be taken to improve road safety.

ANALYSIS AND COMMENTARY

5. In order to improve the safety record of the junction, it is proposed to widen Egley Road on the west side and to provide a dedicated right turn lane into Hillside and into Almond Avenue, as shown on Drawing No. 11720 attached at Annex B. This will enable drivers to turn right into the side roads, whilst allowing following vehicles to pass on the nearside. The northbound bus lay-by will be relocated as shown.
6. The proposal will be substantially cheaper than the traffic signal proposal, but will involve very little abortive work; Egley Road will be widened sufficiently to accommodate traffic signals at a later date if funding becomes available. The traffic signal scheme is still desirable, as this will enable pedestrian crossing facilities of both the main road and the side roads to be provided.

7. The results of the consultation exercise are set out in the table below. As can be seen, a large majority of respondents are in favour of the proposal.

Street	Questionnaires sent out	Questionnaires returned	For	Against	D/K
Almond Avenue	5	1	1	-	-
Ash Close	26	9	9	-	-
Ash Road	88	11	11	-	-
Egley Road	2	2	1	1	-
Hawthorn Close	19	5	3	2	-
Hawthorn Road	155	63	56	7	-
Hillside	48	33	22	9	2
Laburnum Road	78	18	14	4	-
Lilac Avenue	9	5	3	2	-
Old Hill	1	1	1	-	-
Willow Way	69	14	13	1	-
Total	500	162	134	26	2

8. Some respondents who were not in favour of the proposals mentioned the voluntary one way system operated by the schools, whereby parents are encouraged to enter Barnsbury Estate via Acacia Avenue and leave via Almond Avenue. They pointed out that, at school times, it is difficult for residents to enter Almond Avenue from Egley Road. However, residents are aware of this, and generally use Acacia Avenue at these times. The proposal is intended to provide a safe waiting area for any drivers who choose to turn right into Almond Avenue.
9. Other residents suggested a roundabout or mini-roundabout junction instead of the proposal. However, this would not assist cyclists or pedestrians, and would involve abortive work if the traffic signal scheme is funded at a later date.
10. Some respondents felt that the proposals would make it more difficult to turn out of the side roads. Off peak, the proposal is not considered to make any difference in this respect. At peak times, vehicles on Egley Road will not be held up by other vehicles waiting to turn right into the side roads. This may increase the waiting time experienced by drivers waiting in the side roads. However, they are able to wait safely, whereas at present, drivers waiting to turn right into the side roads are vulnerable.
11. Other respondents felt that the proposals would encourage higher speeds through the junction. The proposal will help to channelise traffic as it passes through the junction and accentuate the presence of the side roads, using a road layout which is common at major/minor intersections throughout the country.

12. One resident was concerned about reversing into her property on Egley Road. However, the proposal may make this easier, as, provided nobody is waiting to turn right into Hillside, following vehicles will have sufficient room to manoeuvre around her vehicle.

FINANCIAL IMPLICATIONS

13. £90,000 has been set aside in the Local Transport Plan Implementation Programme for 2004/5.

SUSTAINABLE DEVELOPMENT IMPLICATIONS

14. The proposals should improve road safety, in line with LTP and central government targets.

CRIME & DISORDER IMPLICATIONS

15. There are no crime and disorder implications.

EQUALITIES IMPLICATIONS

16. There are no equalities implications

CONCLUSIONS AND REASONS FOR RECOMMENDATIONS

17. The proposal has been designed to improve safety at the Egley Road/Hillside/Almond Avenue junction. The Police and a large majority of residents support it. It will involve very little abortive work if the traffic signal proposal is funded at a later date.

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BACKGROUND PAPERS:

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