

Cabinet Member for Highways, Transport & Economic Growth Decisions25th February 2025**TITLE: TRAFFIC LIGHTS AT THE JUNCTION OF ACACIA AVENUE AND EGLEY ROAD**

We the undersigned petition Surrey County Council to Install traffic lights at the junction of Acacia Avenue and Egley Road in order to help slow traffic down coming from either end of Egley Road and to allow traffic in and out of the Barnsbury Estate in Woking.

Justification:

It can be extremely difficult to come out of the Barnsbury Estate in Woking due to the amount of traffic at certain times of the day especially during the school runs and work rush hour. It can be particularly dangerous especially when cars are turning into Acacia Avenue while other cars are trying to turn out onto Egley Road heading north into Woking. There are many instances of near misses, previous accidents have happened and there is a concern that a serious accident may happen sooner or later. Also, there are hardly any speed limit signs along Egley road and people exceed the 30mph limit regularly.

Submitted by: Salvo Raia

RESPONSE:**Introduction.**

Acacia Avenue is one of two roads that give access to and from the Barnsbury Estate, located to the east/southeast of the A320 Egley Road. The other road, Almond Avenue, is approximately 500m further south and exits the estate alongside Barnsbury Primary School.

Like Acacia Avenue, Almond Avenue forms an uncontrolled, priority junction with Egley Road. However, the layout of the Acacia Avenue junction is complicated by the presence of "service roads" running parallel to Egley Road and separated from it by a grass verge in the region of 5m wide.

In addition, there is a bus stop layby immediately to the northeast of the junction on Egley Road and a pedestrian refuge island approximately 10m to the southwest, on Egley Road.

Background.

The idea of installing traffic signals at both junctions has been raised previously, with the Almond Avenue junction being the subject of a report that was presented to the Woking Local Committee on 26 April 2004. Unfortunately, it was not feasible to install traffic signals at the Almond Avenue junction due to the likely cost of diverting statutory undertakers' equipment to allow for the necessary road widening and traffic signal installation.

The only reference to the Acacia Avenue junction appears to be in a report about the "A320 Route Management Study" that was presented to the Woking Local Committee on 20 October 2008. The report hints at the likely cost of installing traffic signals at this junction at that time, being in excess of £500,000 with no timescale for its implementation. There seems to be no subsequent mention of such a proposal since that time.

The speed limit on Egley Road was reduced from 40mph to 30mph, at the start of the Covid pandemic.

Speed limit and lack of signs.

As mentioned above, the speed limit along Egley Road was reduced in 2020, by which time the Hoe Valley School had opened and the character of the road was beginning to change. Speed surveys had shown that speeds were generally sufficiently low for the limit to be reduced, using signs alone, in line with Surrey County Council's speed limit policy at the time. The recorded speeds, in the vicinity of the Almond Avenue junction, were very slightly above the threshold for us to change the limit, but Surrey Police were happy to support a reduction on the basis that Vehicle Activated Signs were installed in the vicinity to remind drivers of the speed limit. These signs only illuminate when an approaching vehicle exceeds a certain speed and triggers the sign. However, there are no other speed limit repeater signs due to the road being subject to a 30mph speed limit and is illuminated by a system of streetlights. In such circumstances, small diameter repeater signs are not permitted and in the absence of any signs to the contrary, the streetlights indicate to drivers that the speed limit is 30mph.

Collision history.

Despite residents' concerns about the safety of the junction, and the fact that signalisation of it was suggested in the past, it has a relatively good safety record in terms of personal injury collisions. Our database of such collisions, using data provided by Surrey Police, shows just one personal injury collision in the last 3-year period for which data is available (from 01/07/2021 to 30/06/2024). This was in April 2024 and resulted in two occupants of a vehicle both sustaining slight injuries. That vehicle had turned right onto Egley Road from Acacia Avenue into the path of a vehicle approaching from the direction of the town centre. The details of the incident suggest that the vehicle approaching the junction from the town centre was indicating left, making the other driver think the vehicle would be turning when, in fact, the indicator had mistakenly been left on and the driver was continuing along Egley Road.

It should be acknowledged that our database only contains details of collisions in which an injury was sustained. Damage-only collisions in which no-one was harmed but property was damaged, are not included.

Summary.

Although it seems likely that the most recent personal injury collision at the Egley Road/Acacia Avenue junction would have been prevented if the junction was controlled by traffic signals, the primary cause of the most recent personal injury collision was the failure of the driver to cancel their indicator. Whilst one personal injury collision is one too many, the number of personal injury collisions at this junction is much lower than other junctions where funding for the installation of traffic signals has been prioritised.

The cost of installing traffic signals at this junction is also likely to be substantial. Although no design work has been undertaken, experience suggests that the cost could be in excess of £750,000. The bus stop on Egley Road, just to the north-east of the junction with Acacia Avenue, would also need to be relocated. The relocation could be problematic due to the trees along the road, which would likely need to be felled to provide a new bus layby. The trees opposite and on both sides of the junction would almost certainly obscure traffic signal heads, which would compromise safety. The two "service roads" running parallel to Egley Road, with their entrances approximately 5m from the junction with Egley Road, would also be an issue, with drivers exiting them having poor sight of any traffic signals installed.

Given the uncertainty about whether traffic signals could be installed and operated safely, and the likely cost, there are no proposals, at this current time, to signalise this junction.

Matt Furniss

Cabinet Member for Highways, Transport & Economic Growth Decisions

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