

Annex A A307 Portsmouth Road, Cobham – post scheme review Before bridge removal



Accident Data

The accident records for the 5 year period prior to August 2012 showed 16 reported accidents on the A307 over an approximate length of 1km, between the Old Common Road and Icklingham Road junctions. Of the 16 accidents, only 1 involved a pedestrian which was near the motor service centre outside property no. 114, where a vehicle reversing out of the driveway struck a pedestrian on the footpath. There were no accidents reported at the informal crossing near the health centre.

On review, the majority of accidents were due to careless or erratic driving behavior with 7 accidents being fairly typical collisions, 5 due to loss of control, 3 resulting in rear end shunts and 1 due to overtaking a turning vehicle.

Pedestrian Survey

A pedestrian survey was undertaken in March 2008. The data showed that in the period 07:00 – 19:00 a total of 227 pedestrians crossed the A307 in the vicinity of the bridge. 35 of those used the bridge, 6 crossed at the northern end of the pedestrian guard railing and 186 crossed in the vicinity of the bus stop near the health centre.

Vehicle Survey

A speed survey was undertaken in the vicinity of the old footbridge between 14th – 20th July 2012 for the periods 0:00 – 24:00 that detected 85th percentile speeds of 39mph NE bound and 38mph SW bound with 75% of vehicles exceeding the 30mph speed limit.

After bridge removal



The pedestrian refuge islands were completed on 1 December 2012, although the scheme was not substantially complete until later.

Accident Data

The accident records for the period 1 December 2012 to May 2014 shows 2 reported accidents on the A307 over an approximate length of 1km, between the Old Common Road and Icklingham Road junctions. Of the 2 accidents, none involved pedestrians. There were no accidents reported at any of the crossing points.

Both of the accidents occurred at the junction of Portsmouth Road with Copse Road.

Pedestrian Survey

Following the removal of the bridge, a similar survey was undertaken in April 2012. In the period 07:00 – 19:00, a total of 201 pedestrians crossed. Of this total, 9 pedestrians crossed at the northern end of the guard railing, and 192 crossed near the health centre; making use of the central island at the bus stop.

Following installation of the pedestrian refuge islands a pedestrian survey was conducted over a 4 hour period and the data showed that within that period a total of 22 pedestrians crossed the A307 in the vicinity of the old bridge. Of this total, 4 pedestrians (18%) crossed at the old bridge location, 1 person (5%) crossed at the improved island north of the old bridge location, 9 pedestrians (41%) crossed at the central island near the health centre and 8 pedestrians (36%) crossed at the new island south of the health centre.

Vehicle Survey

A speed survey was undertaken in the vicinity of the old footbridge using a hand held radar on 28th May 2014 that detected 85th percentile speeds of 36mph NE bound and 35mph SW bound with 62% of vehicles exceeding the 30mph speed limit NE bound and 54% SE bound.

Summary and conclusion

The tables below summarises the data and clearly show that the pedestrian movement across the A307 Portsmouth Road has remained relatively equal since January 2007.

The scheme seems to have had a positive influence on driver behavior and vehicle speeds, which has resulted in a reduction of some 3mph in measured 85th percentile speeds.

The accident data however has shown a marked reduction in personal injury collisions from 16 during the preceding 56 months to 2 post completion, during the last 18 months. This effectively is a reduction of just over 60%.

	Accident Data Jan 07 - Aug 2012 56 months	Pedestrian movement March 2008 07.00 – 19.00	Speed 85%	
			NE bound 14-20 July 2012 7 day 24hr	SW bound 14-20 July 2012 7 day 24hr
Pre	0.28 p/m	227	39	38

	Accident Data Dec 12 - May 2014 18 months	Pedestrian movement April 2012 07.00 – 19.00	Speed 85%	
			NE bound 28 May 2014	SW bound 28 May 2014
Post	0.11 p/m	201	36	35

The scheme can be shown to have been a success based upon both the positive speed and casualty reductions shown above. Pedestrians are using the new pedestrian refuge islands. There have been no pedestrian safety concerns raised by the local community since the completion of the scheme.



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