

A3050 Terrace Road, Walton-on-Thames Cycle Facility

Feasibility Report

March 2018



Project Title: A3050 Terrace Road, Walton-on-Thames
Cycle facility

Document Title: Feasibility Report

Client Reference: PC0803

Date: March 2018

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Amendment List

Issue / Rev	Issue / Rev Date	Removed		Inserted	
		Page	Issue / Rev	Page	Issue / Rev

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1. INTRODUCTION:

Requests have been made for Surrey County Council to investigate the feasibility of installing a cycle facility along the northern side of Terrace Road, Walton-on-Thames, roughly between its junctions with Russell Road and Sunbury Lane. Elmbridge Local Committee agreed to fund this report as a result of these requests.

Recently a cycle facility was installed along both sides of the length of Terrace Road between Walton-on-Thames town centre and Waterside Drive. A small section, however, was omitted, creating a break in the cycle facility for those cyclists traveling along the northern side of the road.

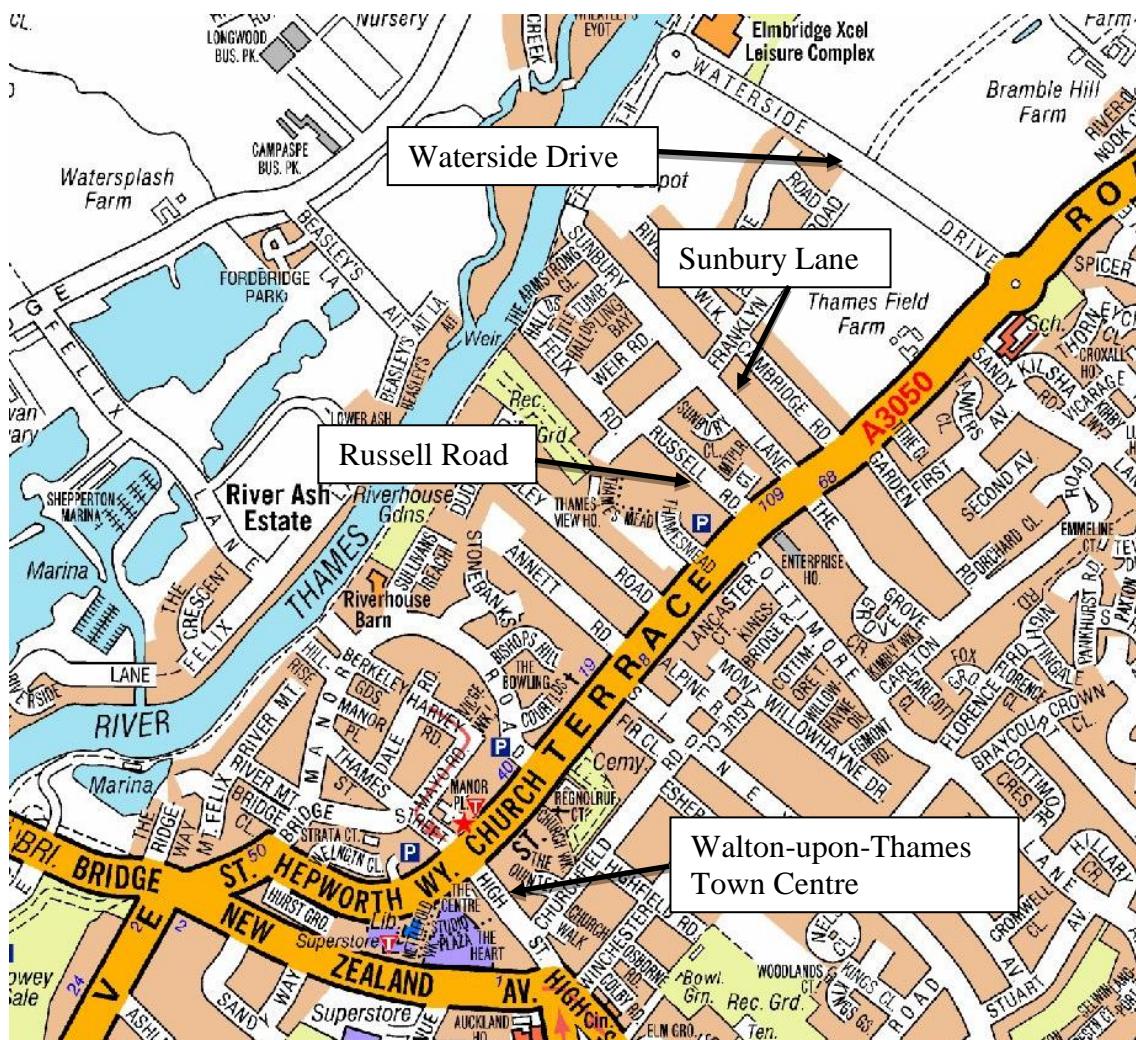


Figure 1: Location plan

This feasibility report looks at options to remove the break in cycle facilities, and to provide a continuous route.

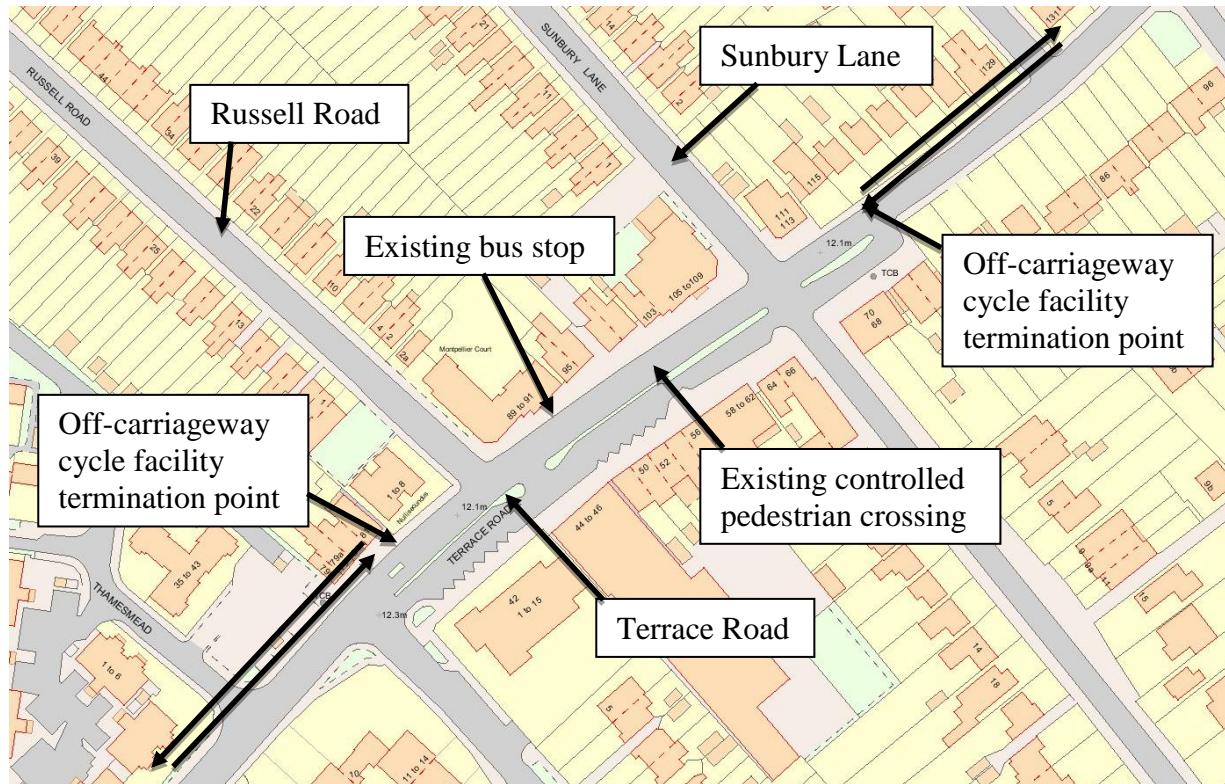


Figure 2: Location plan

2. SITE ANALYSIS:

The section of Terrace Road under investigation runs south-west to north-east between the vicinity of the junctions of Russell Road and Sunbury Lane.

The length of Terrace Road under investigation is approximately 130m.

The carriageway widths along Terrace Road are approximately 8.0m wide. There is also a service road with on-street parking running along the southern side.

Terrace Road has footways running on the northern side of the carriageway and along the southern side of the adjacent service road. There is a narrow island that separates Terrace Road from the service road.

Beyond the rear of the highway extents, along this section of Terrace Road, are private forecourts and commercial properties (see Figure 3 for public highway extents plan).



Figure 3: Highway extent plan (yellow indicates public highway)

There is an existing system of street lighting on Terrace Road, with lighting columns predominantly on the northern side of the carriageway.

There is an existing traffic signal controlled pedestrian crossing approximately half way between the side road junctions of Russell Road and Sunbury Lane.

Despite there being a bus shelter and bus cage road markings, no buses currently use this stop, and there are currently no plans to introduce a service that would use it. The position of the shelter only allows a gap of 1.2m between it and the kerb edge, for pedestrians to use (see Figure 5).

There are a number of items of street furniture, such as bins, CCTV post and lamp columns that have been positioned in such a way as to reduce the available width of the footway. There is adequate space for these to be repositioned to increase the width of available footway.

There is evidence that some shops have placed signs onto the highway part of the footway.

There is a break in facility for cyclists travelling along the northern side of the carriageway/footway between Russell Road and Sunbury Lane, where they are

required to leave the shared off-carriageway and join the carriageway or dismount and push their bicycles along the footway. There is a cycle facility on the other side of the carriageway that runs either through the service road or on the southern footway that caters for cyclists travelling in both directions.



Figure 4: Photograph of Terrace Road, looking north east



Figure 5: Photograph of bus shelter, looking north east

ITEM 8



Figure 6: Photograph of Terrace Road, looking north east



Figure 7: Photograph of Terrace Road, looking north east

3. DATA COLLECTION:

3.1 Personal Injury Collision Data

An assessment has been made of the personal injury collisions along Terrace Road, between its junctions with Russell Road to the west and Sunbury Lane to the east, for the last 3 full years and part of 2017 where data is available, giving

the period between 1st January 2014 and 30th September 2017. The Police and Surrey County Council do not collect or hold 'damage only' collision data, and therefore we are unable to report or comment on these. During this period there are five recorded personal injury collisions, four had a severity of 'slight' and one 'serious'. Injury categories are defined by the Department for Transport 'Instructions for the Completion of Road Accidents Reports from non-CRASH Sources' document, found at the webpage below:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/230596/stats20-2011.pdf

Latest 3 year and year to date collisions (01/01/14 to 30/09/17)			
Year	Slight	Serious	Fatal
2014	2	0	0
2015	1	0	0
2016	0	0	0
2017 (Jan to September)	1	1	0
Total	4	1	0

Figure 8: Personal Injury Collision Data

When the police attend personal injury collisions they assess and log the contributory factors that lead to the collision. The table below shows all the factors that led to the collisions that have been recorded at this location during this assessment period. Some collisions have a number of factors attributed to them.

Collision contributory factors (01/01/14 to (30/09/17)	
Factor	Number
Loss of control	1
Careless/Reckless/In a hurry	1
Failed to look properly	1
Failed to signal/misleading signal	1
Failed to judge other persons path	1
No factors given	1

Figure 9: Personal Injury Collision Contributory Factors

All the collisions took place during daylight, all collisions happened when the road surface was dry.

Three of the five collisions involved cyclists. All cyclists injured were in their late 40's or older. One collision was as a result of a driver's foot slipping off the brake pedal and colliding with a bicycle in front. In another collision the cyclist was on the carriageway heading south-west towards Walton-on-Thames when a car driver unexpectedly turned left into the cyclist. The most recent recorded collision involved a car driver and cyclist on the carriageway heading north east towards Molesey, the car driver in front slowed, and the cyclist went to overtake, the car

driver then turned right and the cyclist collided with the car causing the cyclists serious injury.

4. DISCUSSION AND OPTIONS:

The primary purpose of a cycle facility is to provide users with a safe and convenient route. Given the restrictions of the highway, the options available to create a cycle facility are limited.

4.1 Do nothing

This option looks at carrying out no works. If no works were conducted then it is likely that collisions involving cyclists could continue at approximately the same rate. In the majority of the cycle-involved collisions, the injury was caused by the cyclist being hit by a vehicle conducting a turning movement, where the driver has not seen them, and the cyclist has not anticipated the turn.

By doing nothing, there will continue to be a break in cycle facility, where cyclists travelling north east bound are encouraged to rejoin the carriageway, however cyclists travelling south west bound along the northern shared facility are not catered for, and should either cross the road to use the facility on the southern side or walk with their bicycle until the facility resumes. In all likelihood, cyclists will continue to cycle along the footway that has not been designated for shared use. To encourage cycling and other sustainable transport modes, it is important that users feel they have adequate provision along the length of their route.

Conclusion – Doing nothing will not improve the number of personal injury collisions involving cyclists, nor will it remove the break in route that could otherwise be addressed. It is therefore recommended that this option is not chosen.

Guide price for construction £0k

4.2 Option 1 – Shared footway/cycleway, off-carriageway facility (See drawing number: PC0803-01)

Either end of the break in the cycle facility is an off carriageway shared footway/cycleway. It would therefore be logical to provide a continuation of facility along the whole route. Among the benefits are that cyclists can travel in both directions on either the north or south side of the carriageway.

This option looks at converting the existing footway to a shared footway/cycleway and allowing cyclists to cycle off the carriageway and away from vehicles.

In order to provide an off-carriageway shared facility there needs to be adequate footway width and ideally have as few breaks, such as side road junctions, as possible. The reason for this, is that if a cyclist has to stop to give way frequently then there is more chance they will choose to cycle on the carriageway, where they do not need to give way. This will mainly depend on the cyclist using the route and whether they are confident/professional, vulnerable/casual user, or somewhere in-between. Whereas vulnerable/casual cyclists are more likely to choose to use the off-carriageway facility, confident cyclists are more likely to continue to cycle on the carriageway, even if they are immediately adjacent to the facility. It is unlikely that all cyclists would choose to use an off-carriageway cycle facility.

The existing footway along the northern side of the Terrace Road has a width of between 2.2m and 2.5m. There are many shared facilities within Surrey that are a minimum of 2.0m and work well, however new guidance is currently being developed that would suggest off-carriageway facilities should be at least 2.5m wide. If this guidance were to be followed, then the existing footway would then require widening, this would be achieved by widening into the carriageway. However, given the widths of the facility on other parts of this route, widening the footway in this part is not viewed as necessary at this time.

At present there are features along this section that further restrict footway widths down to 1.2m. This width is completely inadequate for a shared pedestrian/cycle route. In order to maximise the available widths, the bus shelter would need to be removed, whereas other features such as bins, and lamp columns would be repositioned. Elmbridge Borough Council manage this bus shelter, and Clear Channel who own the shelter itself have agreed to remove it.

This option would allow those who wish to use the off-carriageway facility to travel a seamless route.

Conclusion – This option provides a full facility for those cyclists that would chose to use an off-carriage route.

Guide price for construction £25-150k

4.3 Option 2 – Signed only, on-carriageway facility (*See drawing number: PC0803-02*)

An on carriageway facility would typically consist of advisory or mandatory cycle lanes.

In this location the majority of the length of carriageway has either a bus cage or zig-zag road marking that would prevent cycle lane markings being applied in its current layout.

As the bus stop is not being used, and with no current plans for it to be so, the road markings can be removed.

Under the Traffic Signs Regulations and General Directions 2016, it is now possible to have the zig-zag marking up to 2m away from the carriageway edge to allow cyclists to ride on the nearside of the lines. This will have the same effect as an advisory cycle lane.

Having the facility on the carriageway may deter some vulnerable/casual users from cycling along this route, indeed some may well still chose to cycle on the footway as is currently being done.

An on carriageway cycle facility at this location is not without its limitations. Whilst it may provide a continuous facility for those cyclists travelling north east bound, those cycling south west bound would not be able to utilize the on carriageway section as they would be facing oncoming traffic. In much the same way as currently exists, cyclists travelling south west bound would be forced to either cross the road where no facilities exist to help them, push their bicycle along the footway, or most likely they would cycle along the footway that is not designated for this use.

Conclusion – This option can be seen as a partial improvement over the existing arrangement, but does not provide a full facility for all users.

Guide price for construction- £5-10k

5. RECOMMENDATION:

As the bus shelter can be removed then Option 1 would be the recommended option as it would provide a continuation of the off-carriageway shared footway/cycleway facility that currently exists nearby. If the bus stop fails to be removed for any reason, then it is recommended to return to this committee for further discussion/decision.