

## Esher traffic signals – initial appraisal

### **J512 – A307 Portsmouth Road / Station Road**

#### J512 Works carried out;

This site has been validated for MOVA operation and minor changes have been made to the MOVA configuration.

A horse detector that was unnecessarily extending Station Road has been switched off.

#### J512 Further works;

Potential to assess whether the horse detector is required in current format or if alternative detection is required.

#### J512 Observations and recommendations;

Signal poles for the crossing on Portsmouth Road are in the middle of the footway causing an obstruction for mobility scooter users and pushchairs.

The pushbutton units not within recommended distances from tactile paving.

There are no audibles for all red pedestrian movement at the crossing for visually impaired people.

The Scilly Isles Roundabout regularly queues back through this traffic signal junction.

Traffic regularly queues back from Esher Town Centre through this junction.

### **J514 – A307 Portsmouth Road / Civic Offices**

#### J514 Works carried out;

This site has been put onto SCOOT control and validated for operations. Minor fix to controller was applied to allow central control systems to take control of site.

Timings adjusted to synchronise better with J552.

Site operating well during normal traffic flow.

Detector settings optimised.

#### J514 Further works;

Site to be monitored during peak times to assess if further tuning required.

#### J514 Observations and recommendations;

Vehicles turning right in lane 2 into the Civic Offices can block vehicles going ahead causing conflicts with vehicles in lane 1.

Additional No U-turn sign required for northeast bound traffic to stop vehicles doing a U-turn and conflicting with pedestrians on the crossing. Traffic regulation order required.

Pedestrians were observed having difficulty crossing the uncontrolled crossing across the entrance of the road to the Civic Offices.

Controller using obsolete equipment that will require reconfiguration work if this equipment develops a fault and needs to be replaced.

Upgraded outstation monitoring unit required to replace obsolete existing unit to resolve faults with the controller going off UTC control.

## ITEM 9

### **J552 – A307 High Street / A244 Esher Green**

#### **J552 Works carried out;**

This site has been put onto SCOOT control and validated for operations.  
Site operating well during normal traffic flow.  
Old equipment removed from controller that had the potential to cause control conflicts between two separate systems.  
Detector settings optimised.

#### **J552 Further works;**

Site to be monitored during peak times to assess if further tuning required.

#### **J552 Observations and recommendations;**

Site has a pollution monitor that could be removed if not being used.  
Pedestrian ramps not to current standards; trip, slip, fall hazard.  
Width of crossings sub-standard.  
Insufficient waiting area for pedestrians on central island.  
Dis-used street furniture in the vicinity that could be removed.  
Issues with vehicles merging when turning out of Esher Green. Vehicles regularly change lanes post of mid turning manoeuvre.  
Controller using obsolete equipment that will require reconfiguration work if this equipment develops a fault and needs to be replaced.  
Upgrade outstation monitoring unit required to replace obsolete existing unit to resolve faults with the controller going off UTC control.

### **J551 – A307 High Street / A244 Claremont Lane**

#### **J551 Works carried out;**

This site has been put onto SCOOT control and validated for operations.  
Site operating well during normal traffic flow.  
Old equipment removed from controller that had the potential to cause control conflicts.  
Detector settings optimised.

#### **J551 Further works;**

Site to be monitored during peak times to assess if further tuning required.

#### **J551 Observations and recommendations;**

Carriageway defect on Claremont Lane about 56m from stop line, the road has sunk quite badly in this location.  
Vehicles hitting nose on carriageway due to level changes just beyond the 2<sup>nd</sup> stop line on Claremont Lane heading northbound, worse in lane 1 but evidence in lane two as well.  
Issues with vehicles merging on Church Street not helped by vehicles parking on the double yellow lines, at times for long periods of time as mentioned in general observations.  
Vehicle observed turning right out of service road onto High Street against no-right turn sign. This was due to significant queues on Church Street.  
Difficulty for pedestrian movements on uncontrolled crossing at the junction. Most noteworthy are

pedestrian across Church Street along northern footpath.

Vehicles in lane 1 of A244 High Street outside The Bear observed cutting into right turn lane 2, often blocking the ahead traffic in lane 1 as lane 2 is held at a red signal. Vehicles observed using lane 2 more than lane 3 outside The Bear as more vehicles want to turn left at the end of Church Street and are wary of merging in Church Street.

Northeast bound vehicles turning left from A307 High Street into Church Street use the service road outside the shops as a main road, to bypass the signals and potential queue at the lights.

Controller using obsolete equipment that will require reconfiguration work if this equipment develops a fault and needs to be replaced.

Upgraded outstation monitoring unit required to replace obsolete existing unit to resolve faults with the controller going off UTC control.

#### **J504 – A244 Copsem Lane / Milbourne Lane**

##### **J504 Works carried out;**

Claremont Drive extending unnecessarily due to missing detector loop on street. Detection in MOVA dataset adjusted for Claremont Drive to reduce the time the phase is extending after queue has cleared.

Detectors for southbound traffic on Claremont Lane cut incorrectly for MOVA operation. The MOVA dataset has been adjusted for this but still undercounting vehicles causing inefficient operation. Site validated under MOVA operation as much as possible given the issues in the layout of the detectors.

##### **J504 Further works;**

Site to be monitored during peak times to assess if further tuning required.

Reports of right turn queue into Millbourne Lane blocking ahead movement at peak times.

Need to observe this happening on site.

##### **J504 Observations/recommends for consideration;**

Additional detector, either slot cut loop or above ground, recommended on Claremont Drive to give more accurate counting of vehicles so the phase can terminate when the last vehicle in the queue crosses the stop line.

Vehicles entering Claremont Drive observed clipping the stop line loop and putting in unnecessary demands to this phase. Recommend that stop line loop is recut as a unidirectional loop.

Detector loop for southbound traffic on Claremont Lane cut over 2 lanes and undercounting vehicles causing MOVA to be less efficient. Recommend that 2 new loops on this approach are cut in place of the existing. This would require new MOVA dataset and minor re-validation if works are delivered.

Depending on further site observation at peak times lane markings may need to be modified and island removed near Haymeads Drive to improve the available stacking space for right turning vehicles at peak times, this would also require additional loops and validation works if delivered.

## ITEM 9

### Esher wide

#### Observations / recommends for consideration;

Vehicles entering and exiting the service roads along the A307 High Street can cause near misses and occasionally block a lane on the High Street while people wait for a space to become available or a delivery is underway.

Persons making right turns into the above mentioned services roads regularly cannot complete the manoeuvre without mounting the kerbs or reversing back into the live lane of the High Street.

Parking on double yellow lines on Church Street not being enforced causing lanes to be blocked. Enforcement is well enforced on bays in the High Street, however it was observed on several occasions that vehicles on double yellow lines around the gyratory of Esher were left alone. One large van was in location for over 5 hours and two different enforcement team took no notice. The queues caused by its location grid locked Esher's gyratory twice over this period due to the reduce capacity of lanes.

Observed queues causing almost gridlock on the gyratory system. Recommend that the priority be changed at the Lammas Lane / Church Street junction to give priority to traffic on the one-way system. Effectively Church Street is drowned out by the A244 incoming flow which eventually caught the tail of queue in Church Street back to Esher Green.

Difficulties for pedestrians using the uncontrolled crossing points.