

# **Chertsey Road**

# **Ashford**

# **Speed Management**

## **Feasibility Report**

**March 2020**



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## **1. INTRODUCTION:**

A petition was presented to Surrey County Council's Joint Committee for Spelthorne in December 2018 requesting speed reducing measures along Chertsey Road from its junction with Feltham Hill Road to Staines Road West. This report is to investigate feasible options to manage vehicle speeds on this section of Chertsey Road.

## **2. SITE ANALYSIS:**

This report will focus on the section of Chertsey Road from the junction of Staines Road West to the junction with Feltham Hill Road. Fig 1 illustrates the study area.

Chertsey Road is bound by the A308 Staines Road West to the south and the A244 Cadbury Road to the north east, and forms part of a route between Ashford and Feltham.

Chertsey Road is a C class road which has been classified as a secondary distributor road (SPN 2). The study area in question is approximately 0.65 miles long and is subject to a 30mph speed limit. The alignment is generally straight with 1.7m width footways adjacent to the carriageway on both sides and is fronted by residential properties.

Chertsey Road forms part of three bus routes that help to form an important part of the integrated transport system.

There are both northbound and southbound bus stops located near to the junction of Staines Road West and Feltham Hill Road.

Located on the junction with Feltham Hill Road there is a Primary School, Nursery and a Children Centre for which Chertsey Road and Feltham Hill Road are key routes. Sections of Feltham Hill Road and Chertsey Road have traffic calming measures and are part of a 20mph Zone. Fig 1 illustrates the areas with traffic calming.

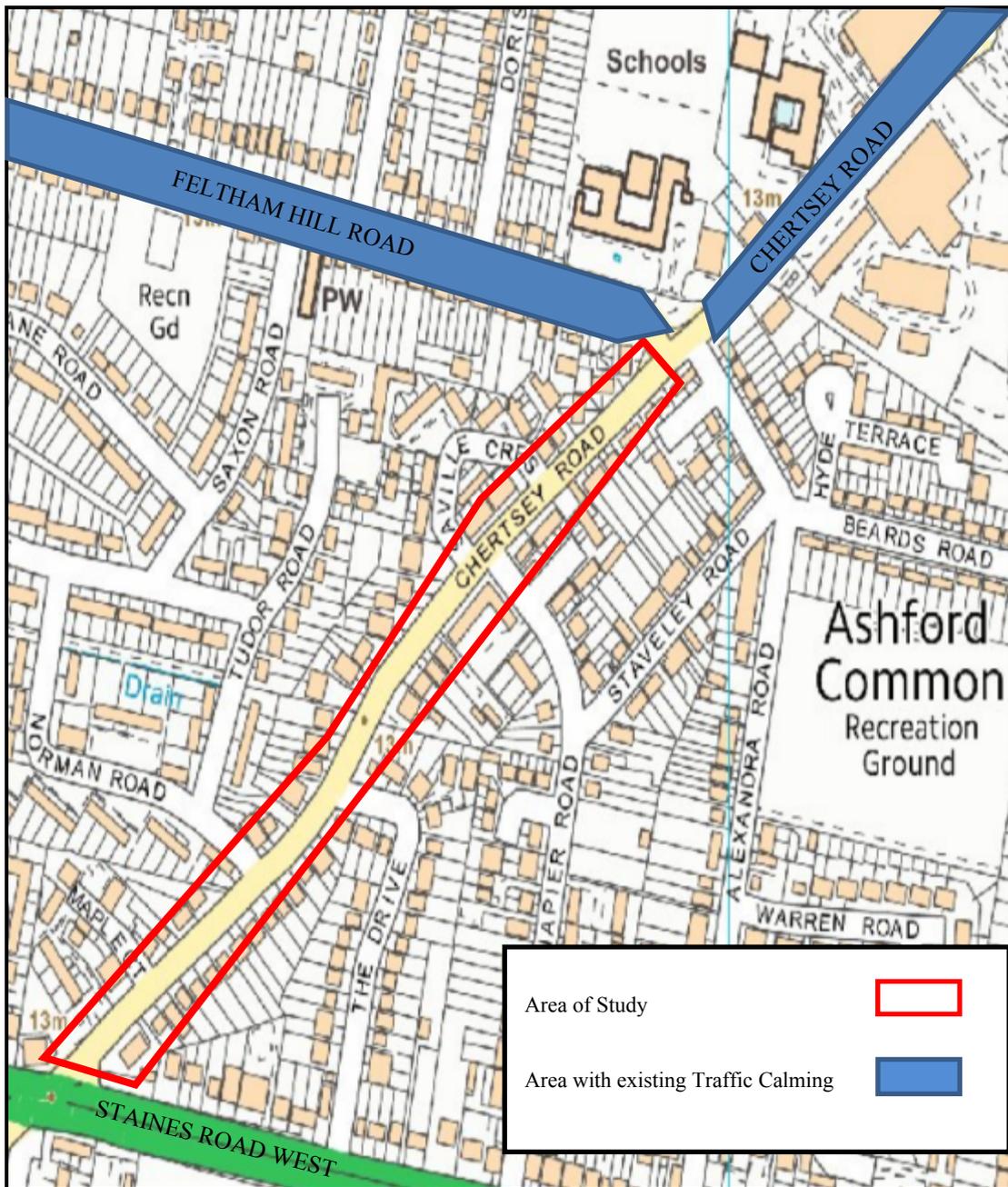


Fig 1. Location Plan

### **3. DATA COLLECTION;**

#### **3.1 Speed Data**

Speed data for this location was assessed for a one week period from Tuesday 04 June 2019 to Monday 10 June 2019. The results are shown in the following table:

<b>Location &amp; Direction</b>	<b>Average Mean Speed</b>
<b>Chertsey Road – Southbound</b>	31.1 mph
<b>Chertsey Road – Northbound</b>	30.6 mph

Fig 2 Speed Survey Results.

The results suggest good compliance with the existing 30mph speed limit.

#### **3.2 Personal Injury Collisions**

An assessment has been made of the personal injury collisions along Chertsey Road. Data has been collected from dates between 1<sup>st</sup> January 2016 and 31<sup>st</sup> May 2019. 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 were a total of eight personal injury collisions, all with a severity of slight. Six of these collisions were located at the busy crossroad (Blackdog) junction with Staines Road West. Two of these collisions involved child pedestrian – one at the junction with Staines Road West, who misjudged the traffic signals and walked in front of an oncoming vehicle. The second child, ran out onto the road into the side of an oncoming vehicle.

<b>Latest 3 year and year to date collisions ( 01/01/16 to 31/5/19)</b>			
<b>Year</b>	<b>Slight</b>	<b>Serious</b>	<b>Fatal</b>
2016	1	0	0
2017	4	0	0
2018	2	0	0
2019 (Jan to May)	1	0	0
<b>Total</b>	<b>8</b>	<b>0</b>	<b>0</b>

Fig 3 Personal Injury Collision Data

When the police attend personal injury collisions they assess and log the contributory factors that led to the collision. The table below shows all the recorded factors that led to a collision along Chertsey Road. Traffic speeds have not been recorded as a contributory factor in any of the collisions.

<b>Collision contributory factors (01/01/2016 to 31 May 2019)</b>	
<b>Factor</b>	<b>Number</b>
Poor turn or manoeuvre	1
Failed to look properly	4
Careless/reckless in a hurry	2
Disobeyed automatic traffic signal	1
Dazzling Sun	2
Defective or missing mirrors	1
Impaired by alcohol	1

Fig 4 Personal Injury Collision Contributory Factors

### 3.3. Highway Extents

The Highway Extents on Chertsey Road and surrounding roads have been obtained to understand what measures could be developed without having to acquire land.

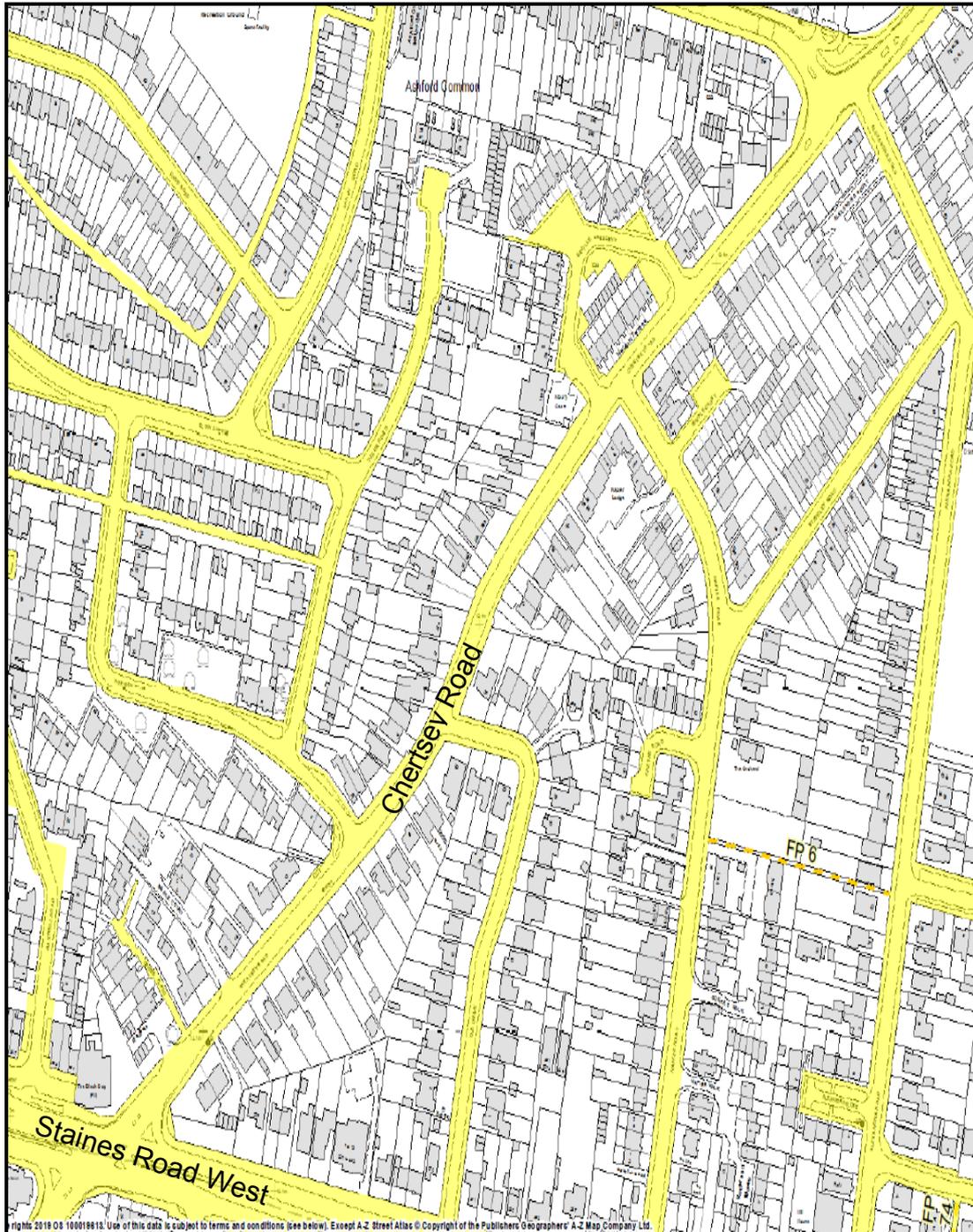


Fig 5. Extent of Publicly Maintainable Highway

### **3.4 Road Safety Audit**

The options produced and discussed within this report are common place on the public highway but it should be noted that if any of the options are promoted for construction they will be subject to independent Road Safety Audits throughout the design process and following implementation. Road Safety Audits may recommend changes or additional works.

## **4. DISCUSSION AND OPTIONS:**

The response to any request for action needs to be proportional to the recorded facts. In this instance the facts relate to the recorded speeds of vehicles and the recorded personal injury collisions. As such, two options have been considered proportional and are reported below.

### **4.1 Option 1 - Do nothing**

This option looks at carrying out no works.

Budget Price: £0

#### Conclusion

The recorded speeds have demonstrated that there is a general compliance to the 30mph limit, and that there are few recorded personal injury collisions, None of which had excessive speed recorded as a contributory factor. For these reasons there is little justification in terms of managing vehicle speeds or addressing a history of collisions resulting in injury, to install any traffic calming along Chertsey Road. However, we recognise the public's desire for improvements and as the Highway Authority Surrey County Council should be actively looking to provide improvements to the Highway network that could help to reduce personal injury collisions. These type of measures may also enhance the environment for residents and road users, and potentially encourage increased travel by sustainable methods such as walking or cycling.

### **4.2 Option 2 – Speed Cushions**

Speed cushions are suggested as they are a cost effective vertical traffic management method, which are preferred by bus companies and emergency services as they have the least impact on their wide wheel-based vehicles.

Narrower cushions would be used as this is a bus route. The positioning of cushions would be largely dictated by the existing vehicle entrances for residential properties. It is also worth noting cushions are already in place on the northern section of Chertsey Road.

The location for 6 pairs of speed cushions have been identified at a regular spacing along the length of the route.

Advantages of Cushions include:

- Buses can drive over them with no discomfort for passengers
- Emergency vehicles can travel more quickly over them than tables
- Can be avoided by cyclists
- Drainage should not be affected

Disadvantages of Cushions include:

- Vehicles with a wide axle may be able to drive over speed cushions faster than road tables
- Narrower cushions used on bus routes will slow other vehicles less
- Some traffic could transfer onto alternative routes
- Noise and vibration experienced by residents close to the cushions

Budget price: Approximately £30,000

### Conclusion

Consultation would be required with residents and the emergency services. Consultation would also be required with the Passenger Transport team if this option were to be pursued.

### **4.3 Other option considered:**

#### Road Tables

On site investigations have identified a number of locations where the installation of traffic calming is feasible. Road tables have been considered, but not progressed due to the following reasons:

- Lack of identified pedestrian crossing desire lines
- Noise generated affecting local residents
- Cost - where there are no significant factors indicating that the additional expense could be justified

### **RECOMMENDATIONS:**

Chertsey Road is a Strategic Route, and as such needs to be allowed to function as one, by not putting in too many restrictions. If restrictions were put in place, this may move traffic onto other roads that are less suitable, creating issues elsewhere.

Whilst the recorded data does not support the introduction of any measures, it is recognised that residents have asked for changes to be made and that vertical traffic calming already exists on adjoining roads. As such, if the desire for traffic calming is significant then the installation of speed cushions is a balanced/cost effective response. Anything greater than this, would be disproportionate to the evidenced need.

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