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WEST CLANDON VILLAGE SAFETY SCHEME FEASIBILITY REPORT



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1 SCOPE

To investigate and recommend improvements through the village of West Clandon.

2 BACKGROUND

2.1 Requested By

It has been brought to the attention of the West Clandon Parish Council, that local residents are becoming increasingly concerned about the speed, noise and pollution caused by the traffic using the A247 which runs through the village of West Clandon.

As a result the Parish Council undertook a review of the A247, from the A246, south of the village, to the on-slip of the A3, north of the village. This review indicated a number of actual and perceived problems including maintenance issues as well as speeding concerns.

2.2 The Environment

West Clandon village is located approximately 4.5 miles northeast of Guildford and part of it is within a conservation area.

The busy main road through the village is the A247 which links the A246 with the A3 and, owing to the number of low bridges within the West Surrey area, is one of the few principle roads (A class) for high-sided vehicles that service the West Surrey area.

The A247 section that runs through the village is approximately 2 miles long.

- a) The first 1.4 miles is a bendy unlit road and subject to a 30mph speed restriction. Within this section some dwellings and property boundaries abut the carriageway. Whilst others, non-footway sections, have narrow verges of approximately 300mm wide. Footway widths vary from 0.7 to 1.5m wide.
- b) On the northbound approach to the junction of Lime Grove, the environment changes with fewer dwellings more spaciouly spread out and, set further back. The footway on the west side increases to around 1.5m with the east side having a wide verge.

Throughout the route there are road markings to separate opposing flows, which consist of warning lines and centre lines.

There are two speed restrictions along this route 30 and 40mph. Both have repeater signs at regular intervals.

3 PROBLEMS RAISED BY THE WEST CLANDON PARISH COUNCIL

3.1 Southbound Approach To St Peter and St Paul's Church

Narrow carriageway and a tight bend with poor forward visibility. Sight line obstructed by dwelling.

3.2 The Bull's Head and West Clandon School.

No crossing facility outside the school.

Vehicles regularly overrunning on to the footway in order to pass HGVs travelling in the opposing direction. The footway is narrow here, 1 to 1.6m, and contains a cellar cover. As a result of overrunning the cover is being damaged. Carriageway width is 5.3m

3.3 Double Bend Outside Clandon Regis

The Parish Council asked whether there is the possibility of installing double white lines through the double bends outside Clandon Regis golf club.

3.4 Outside Summers

Narrow carriageway on bend. HGVs and cars cannot pass each other without mounting the footway.

3.5 The Junction With Station Approach

To investigate justification for installations of traffic signals.

3.6 The Junction With Lime Grove

Possibility of installing double white lines through the bend.

Consider relocating the 30/40mph speed limit to the north side of Green Lane. A distance of 500 metres north of its present location.

3.7 Junction With The A3 Slip

To justify installation of a roundabout.

To investigate installation of central reservation.

3.8 Tithebarns Lane

Investigate a reduction in the national speed limit to 40mph.

4 SITE INVESTIGATIONS AND OBSERVATIONS

4.1 Southbound Approach To St Peter And St Paul's Church

On the southbound approach to the church, The Street (A247) narrows to approximately 5.5m creating a narrow section, which is difficult for wider vehicles to pass each other. This is further hindered by the longitudinal alignment of the west side kerbs, which has created an area of carriageway at the apex of the bend unusable for northbound HGVs.

Gardner Cottage is currently experiencing HGVs brushing semi-mature yew trees which in turn knock against their windows and possibly the foundations. The main trunk at ground level appears to be under the property's front wall. It then grows almost horizontally for approximately 2m before growing vertically adjacent to the edge of the carriageway.

On both approaches to the bend there are advance warning signs, which are faded and damaged.

4.2 The Bull's Head and West Clandon School

In the footway outside the Bull's Head public house there is a cellar cover, which is bowed inward from vehicle overrun, as the carriageway is narrow.

Outside the school there are no dropped kerbs for crossing the road. However, as the footway along the east side is non-continuous there is no requirement to cross directly at the school.

- a) To the north of the school near to the junction of the A246 with Meadowlands there is a new pelican crossing.
- b) To the south there is no footway along the east.

4.3 Double Bend Outside Clandon Regis

The carriageway around the bends outside Clandon Regis is approximately 5.5m wide and is typical of this route. Although there is one personal injury collision here, there are claims by residents of a number of damage only collisions.

4.4 Outside Summers

On both approaches to the bend there are advance warning signs, which are faded.

The carriageway is under 5.5m wide and has an old brick and wood barn abutting the highway with approximately 500mm of verge. The forward visibility is obscured by the building as it is on the inside curve of the bend.

On the west side the footway is 900mm wide and wider vehicles mount this to pass one another.

4.5 The Junction With Station Approach

Currently there are no dropped kerbs at this junction to assist pedestrians crossing. On the north side of Station Approach there is part of a footway, which ends at the bridge parapet. As the footway does not protrude sufficiently into the carriageway visibility to the north is obscured by the parapet.

To the south of the junction there is only banked grass verge with a gated access to a field and no footway.

Once over the railway bridge the characteristics of the A247 changes in that the highway, and therefore the carriageway, widens and straightens out.

4.6 The Junction With Lime Grove

Approximately 38m north of the Lime Grove junction the speed limit changes to 40mph this being the most appropriate limit for this type of environment, wider verges, properties set further back from the edge of carriageway and less accesses.

Surrey Police have provided Surrey County Council with the results of its on the spot speed surveys. These were carried out on three dates 21-09-06, 05-10-06 & 08-10-06 between Lime Grove and Station Approach with the 85th percentile speeds recorded at 39, 37 and 39mph respectively.

Since these speeds are above both the posted 30mph limit and intervention level, Surrey Police have undertaken a local speed reduction measure by installing 2 temporary vehicle activated signs (VAS) which illuminate with 30mph sign should vehicles approach above this limit. They are also backing this up with an enforcement campaign.

4.7 The Junction With The A3 Slip

On the approach to this junction the road widens still further to accommodate a dedicated right turn lane. This is achieved by road markings alone and has no mandatory restrictions. i.e. "Length of road along which drivers should not overtake by passing through the marking unless it is seen by the driver to be safe to do so" quoted directly from The Traffic Signs Regulations And General Directions 2002.

Visibility in all directions is well above current standards.

In the last 4 years, there have been seven personal injury collisions. All but one were attributed to "Turning right injudiciously". The other being a "Failure to give way". No single contributory factor can be found within the data provided.

4.8 Tithebarns Lane

Tithebarns Lane (road number C39) is a typical rural road of around 6m widths with few accesses and one short length of double bends as it crosses over a water course via a bridge.

5 CONCLUSIONS

Although the route through the village of West Clandon is an “A” class road and the only viable route for high sided vehicles that service the local community, it is below to-day’s standards in regard to width of carriageway. In places it is below the requirement for centre lining, currently 5.5m for rural roads.

Footways are non continuous and below the ideal width of 2m, which is an issue for pedestrians walking through the village. This is further exasperated, as the route is unlit, by dazzle from approaching vehicular headlights.

The route is bendy which, although adds charm to the village, it also contributes towards the low personal injury collisions recorded throughout West Clandon village by reducing speeds and making drivers aware that further care needed when travelling through the village.

As there is no singular contributory factor to the collisions at the A3 slip road junction other than they are right turners. It may help to install traffic islands, as this would minimize the known overtaking manoeuvres that happen here and would help break up the view to north thus providing a distance marker.

Signage on a whole is well placed with good clear visibility but would benefit from renewal due to age deterioration and vehicular damage. There may be additional benefit by increasing the size of the signs to 750mm from to the current 600mm.

6 CONSIDERATIONS

The number of personal injury collisions, environment, extent of the highway boundary and finance were all taken into consideration before putting forward the recommendations.

To bring the A247 in line with to-day’s standards would involve increasing the extents of the highway boundary. This could probably be achieved by obtaining land by Compulsory Purchasing Orders, if Agreements cannot be achieved with land owners and/or other vested parties.

Overall, when measured against personal injury collisions the cost would out weigh any economical gains.

7 OFFICER RECOMMENDATIONS

7.1 Route Approach Measures

Implementation of the following measures as a route approach:

- a) Remove centre lines where carriageway widths are below 5.5m and add edge of carriageway markings to emphasis the narrowness and/or bends.
- b) Improve signage.
- c) Install gateway features at either end of the village.
- d) Where signage is an advance warning sign install “SLOW” markings on the carriageway.
- e) Install reflective marker posts and/or edge of carriageway markings around the bends outside Clandon Cottage.
- f) Install reflective marker posts and/or edge of carriageway markings around the bend at the Lime Grove junction.
- g) Install white and red bidirectional road studs either at individual hazard spots or throughout the village along the edges of the carriageway.
- h) Install white and white bidirectional centre road studs as above, however, this may cause a small increase in road traffic noise due to over running.

7.2 Individual Measures

Implementation of one or more of the following measures at specific locations throughout the extents of this feasibility report:

- a) It would be beneficial from a highway perspective and for the owners to remove the tree from outside Gardner Cottage hedgerow. This will require agreements between the cottage owners, Surrey County Council and Guildford Borough Council.

There are other implications to consider before removing the tree, as it is possible that the root ball is partially under the buildings front wall.

- b) The cellar frame and/or door could be strengthened to take the weight of vehicles if the owner wishes to. Surrey County Council would consider supporting this by providing advice and possibility financial contribution.
- c) At the junction of Station Approach consideration were given to introduce traffic signal control, however to due to a number of factors such intrusion light and noise into the properties opposite the junction, the need for the signal to be at some distance at the either end of the bridge and therefore adding to delays and pollution, high risk of possible Red Light violations and finally (without adding pedestrian phasing) giving a false impression to pedestrian when the traffic stops in one direction or knowingly taking the opportunity to cross. Therefore it was

considered that this option would not be practical or cost effective for the benefits it may provide. Therefore, it agreed to look at alternative solution to provide dropped kerbs to aid pedestrians crossing at the junction. This could be achieved either on the north side of the Station Approach by adjusting the kerb alignment to obtain visibility past the bridge parapet or on the south side by providing a short length of footway. In addition to provide along the bridge provide an edge of carriageway marking in order to move vehicles towards the centre line to improve visibility to and from the junction.

- d) At the junction of Lime Grove install new sharp deviation in route signs on both approaches.
- e) Install two traffic islands at both ends of the dedicated right turn lane, within the existing road markings, at the A3 slip road junction.

7.3 Advantages

Addresses the various issues raised within this report.
Provides consistency of signing for the hazards.
May reduce vehicle speeds.
Maintains the village's characteristics.
Prevents overtaking manoeuvres without impeding parking and/or loading.
Cost effective when measured against personal injury collisions.

7.4 Disadvantages

Does not remove the hazards.
Widths of the carriageway remain unaltered.
Widths of the footway remain unaltered.

APPENDIX 1 DRAWINGS