



Ottershaw Village Highway Proposals

May 2024
Version 1.1

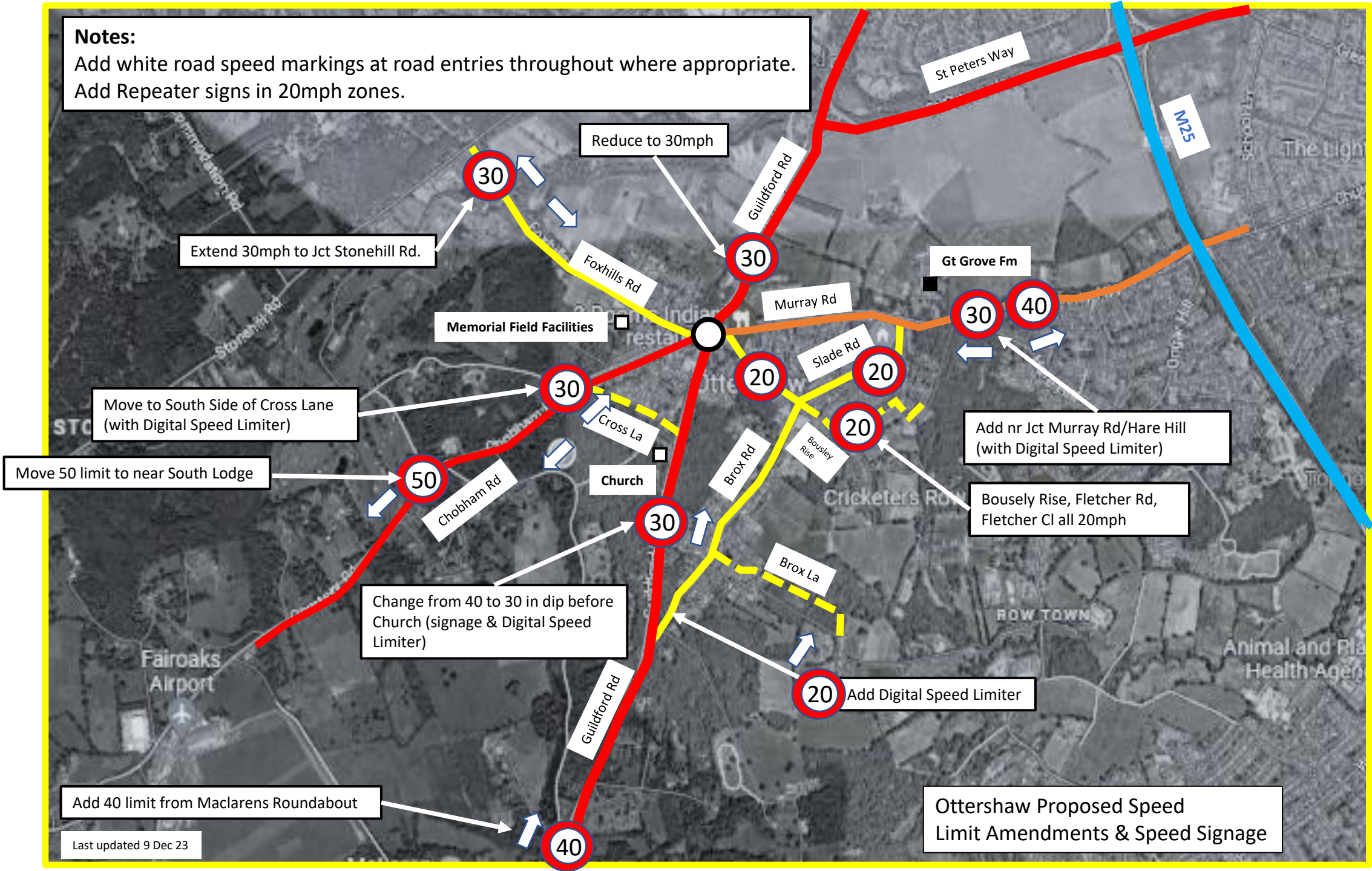
The following proposals have been developed over the last year and should be progressed independent of the A320 HIF scheme and ideally most should be instigated in advance to ensure the village is well prepared for the upheaval should the project proceed.

It is our considered opinion that the HIF scheme and roundabout issues can easily be managed without any undue impact to these proposals.

The proposals include the relevant issues from RBC Cllr Mann and is endorsed by himself and the highways reps of the above residents groups.

Notes:

Add white road speed markings at road entries throughout where appropriate.
Add Repeater signs in 20mph zones.



Add 40 limit from Maclarens Roundabout

Last updated 9 Dec 23

Ottershaw Proposed Speed Limit Amendments & Speed Signage

What else might be required?:

- Traffic calming in zone. Tables/chicanes.
- Repeater signs in zone.

Access Restriction Entrance to Brox Rd

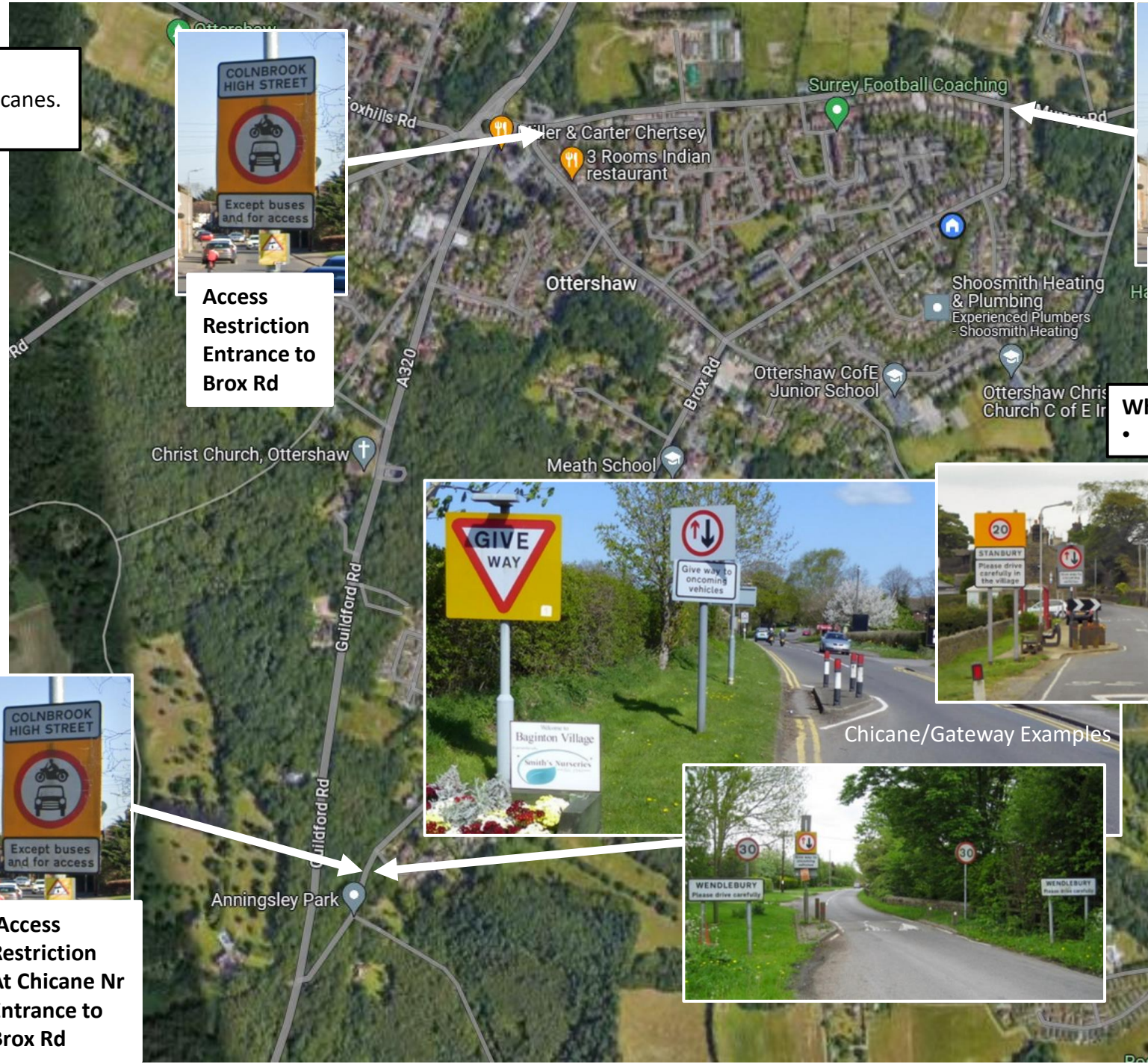
Access Restriction Entrance to Slade Rd

What are we trying to achieve?:

- The removal of Rat-Runs in village.

Access Restriction At Chicane Nr Entrance to Brox Rd

All-Motor Vehicle Access Restrictions 20mph Zone Requirements



Chicane/Gateway Examples



Notes:
Bus stop locations across village need review.
Parking in village will also need to be reviewed.

Add Pelican Crossing by Church

Roundabout. Proposed locations of new Bus Stops

Chicane/Village Entry Gate

38m

Inset

Address/Reshape Right Turn From Brox Rd

Footpath Required (N side of Brox Rd).

Add Toucan Crossing to connect NCN223

See Village Centre slide.

New Junction layout – see other slide.

See Bousley Rise slide.

Note: There are other changes to consider here driven by Broxborough Park and Oaklands developments (eg Bus Stop locations and parking).

See Inset

Ottershaw Highways Proposed Changes

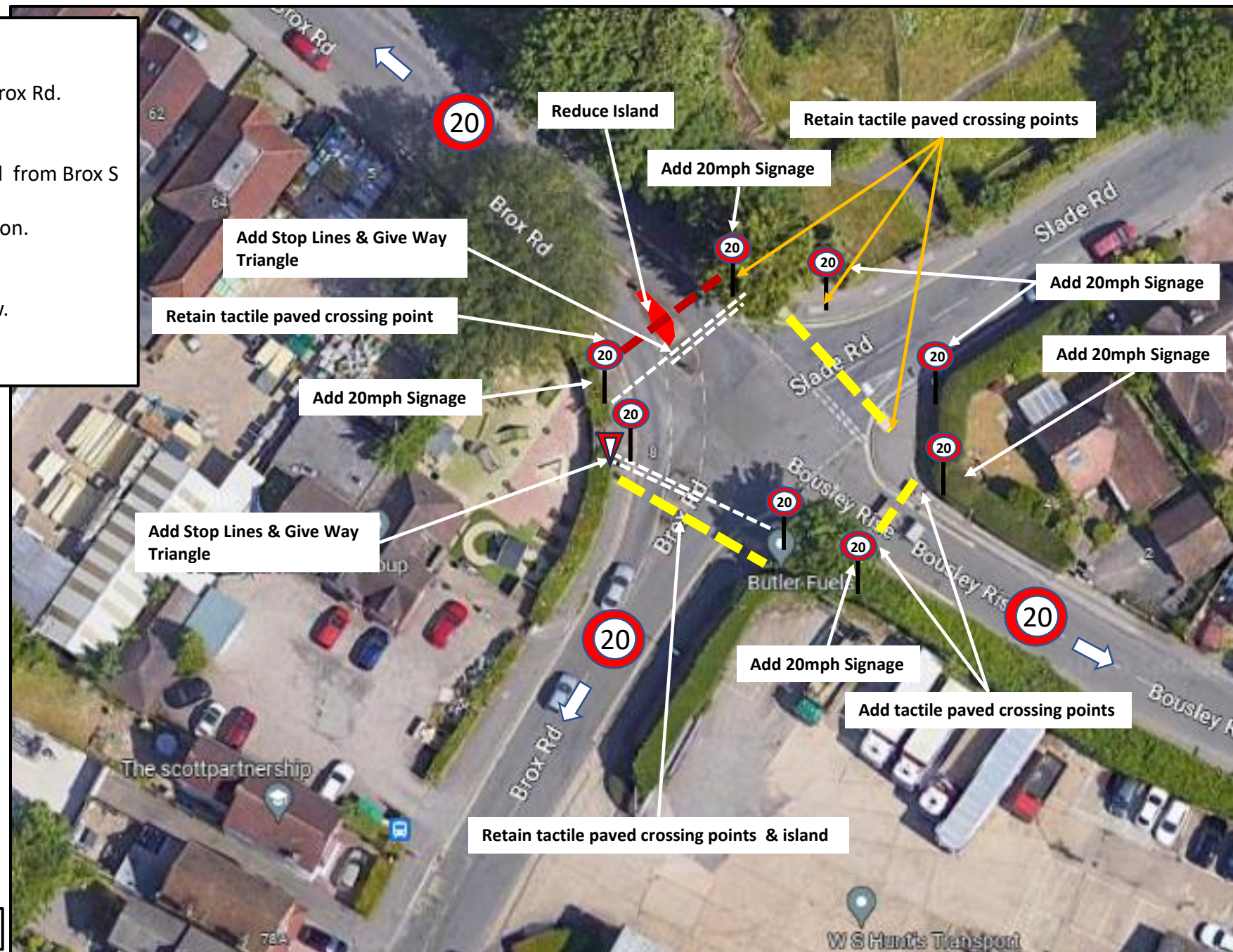
The general area and elements of the proposed Solution will require analysis in order to get the right individual and collective results.

What are we trying to achieve?:

- Safe crossing points across all arms of the junction.
- Improved safety from vehicles travelling north on Brox Rd.
- Removal of the blind corner risk.
- More priority for pedestrians.
- Improved safety from vehicles turning into Slade Rd from Brox S and Bousley.
- Reduction in vehicle speeds on and around the junction.

Other Issues with Junction:

- Parking restrictions on/around corners require review.
- Bus Stop locations require review.



Brox Road/Slade Road/Bousley Rise Junction Proposal

Village Centre

Thoughts/Notes:

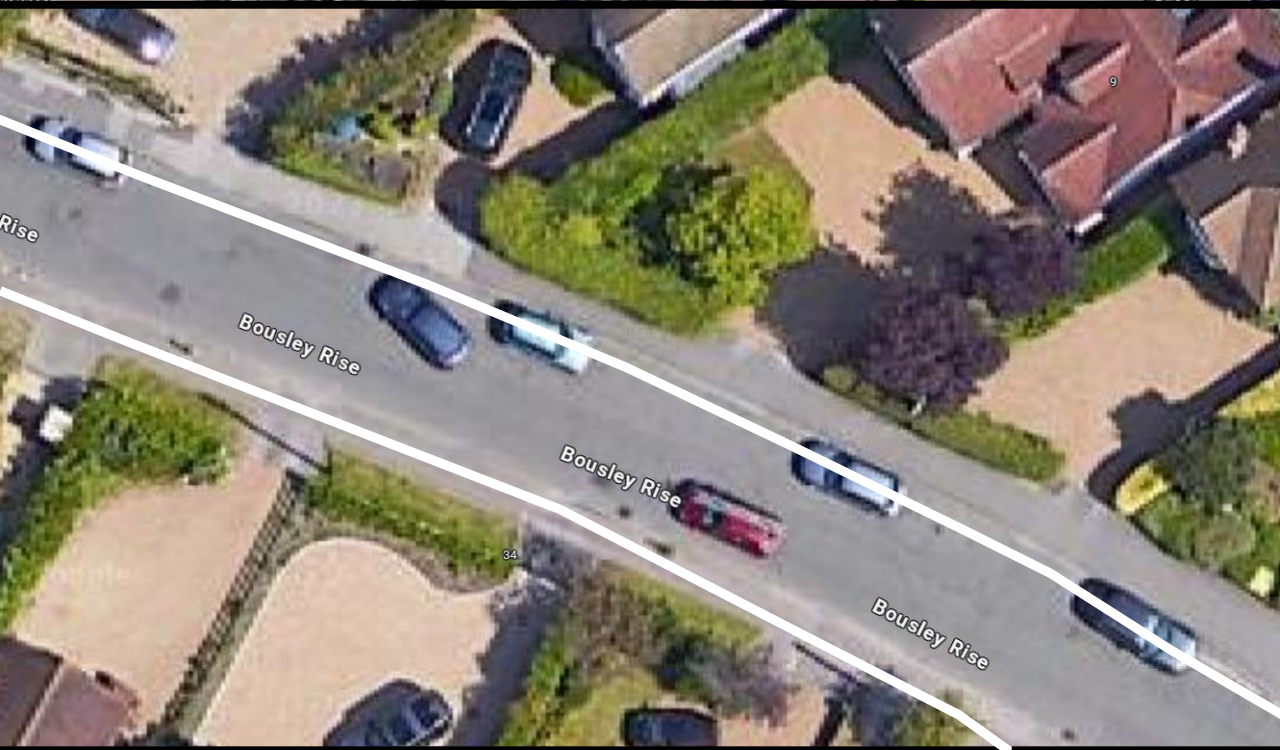
- ?Use 3 Rooms pull in for Bus Stop?
- ?Move 3 rooms parking to by Village Hall opp M&C entrance.
- Crossing point N Brox Rd not required if new roundabout.
- Crossing point Murray Rd not required if new roundabout.
- Village Centre bus stop essential fo elderly. N bound must remain same location even if roundabout replaced.



The Bousley Rise Pavement problem:

Pavements are too narrow and traffic congestion at peaks is forcing vehicles onto pavement.

Option 1: Widen pavement on N side and remove on S side. Use driveway areas as a 'pull ins' for passing of vehicles.



Foxhills Country Club
- Golf Club & Resort

Botleys Mansion

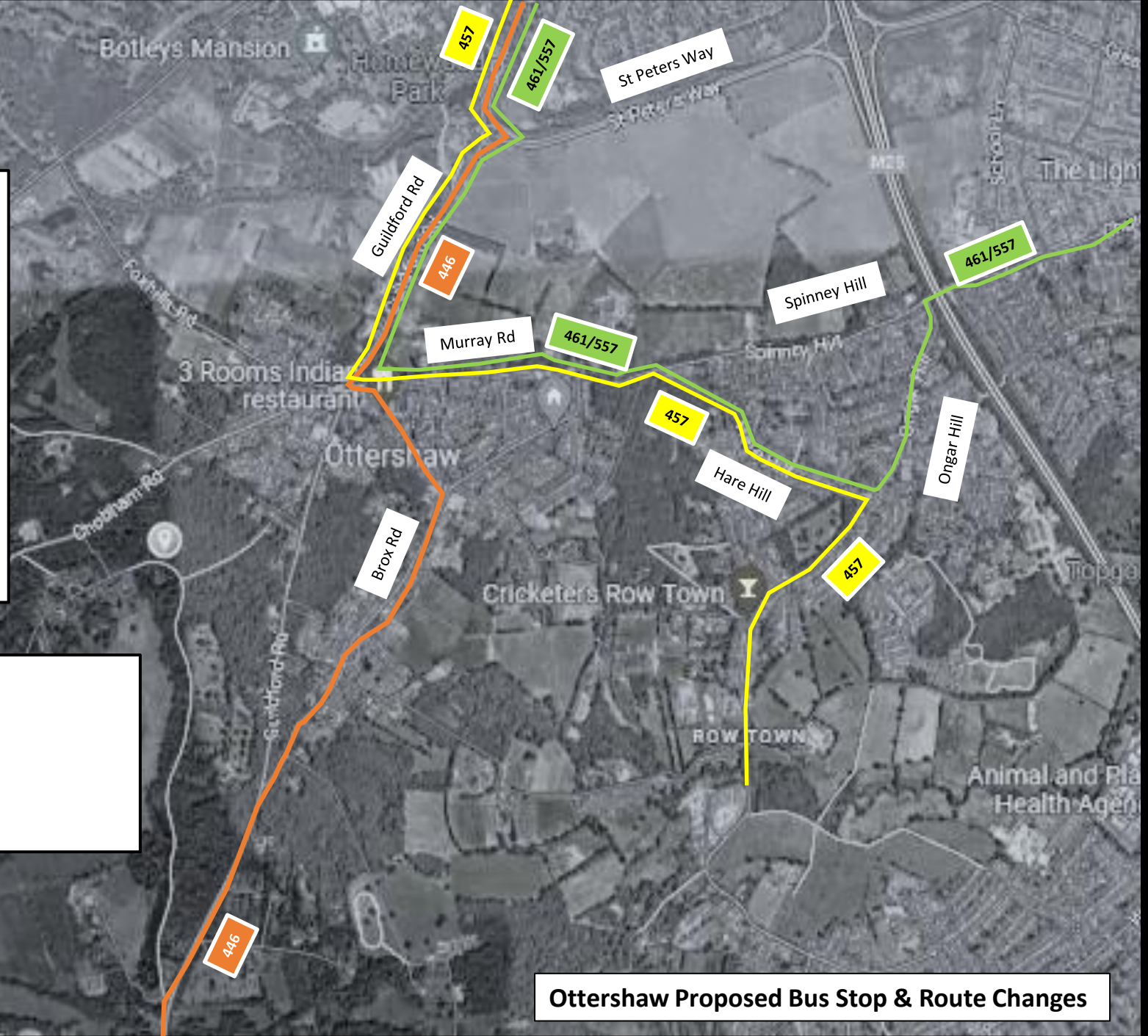
Homey Park

St Peters Way

446: Woking/Chertsey/Heathrow/Staines.
White Bus.
 Every 30mins W/days
 Every Hour W/ends
457: St Peter's-Addlestone.
Moovit.
 Every 7-10mins
 No W/ends.
461: Kingston/St Peter's.
Falcon.
 Every 30mins.
 No W/ends.
557: Addlestone/Sunbury.
Falcon.
 45min-hourly.
 Not Sun.

Issues:
 Only 1 bus to Woking.
 No buses to Chobham.
 No buses to Guildford/Camberley.
 No Buses to W Byfleet.
 Check start/end times.

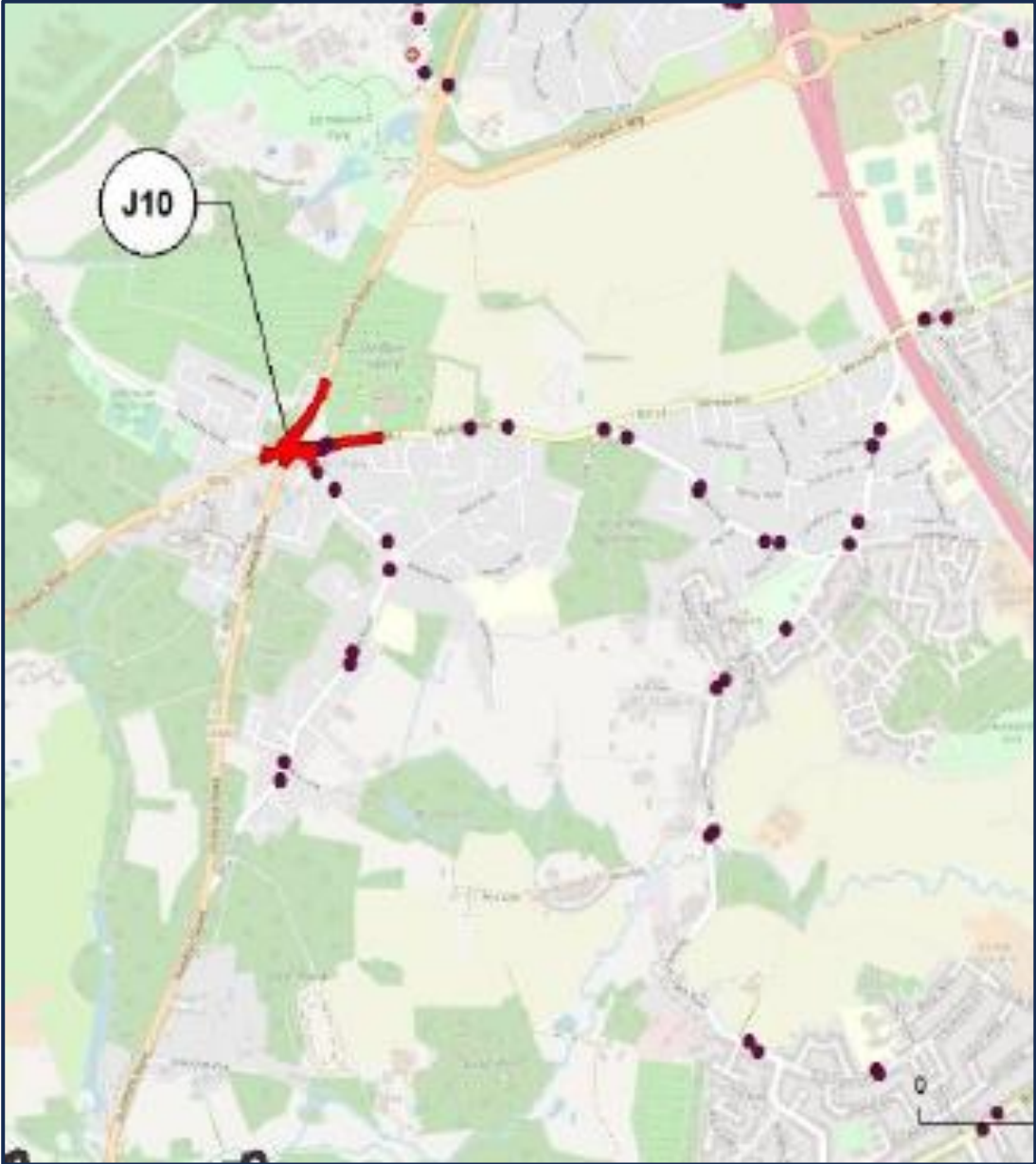
Last updated 9 Dec 2023



Ottershaw Proposed Bus Stop & Route Changes

Ottershaw & Environs Bus Stop Locations

Key
Current Location.....●
Possible New Location.....●

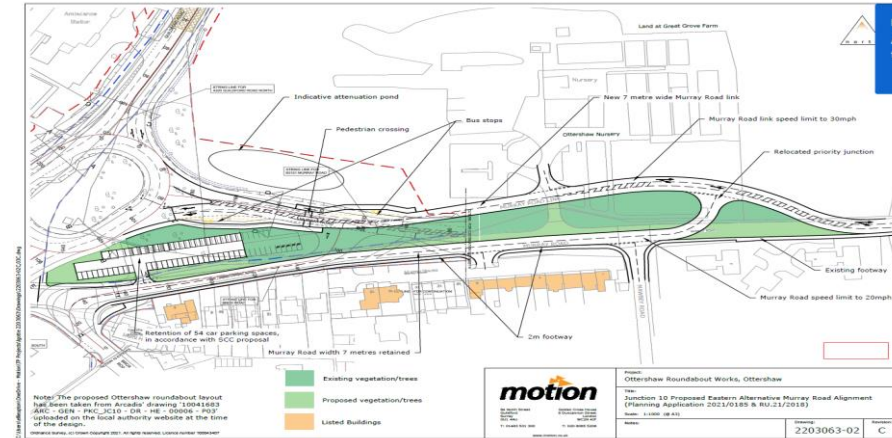


If We End Up With Either of these.....

ARCADIS/SCC Roundabout Design

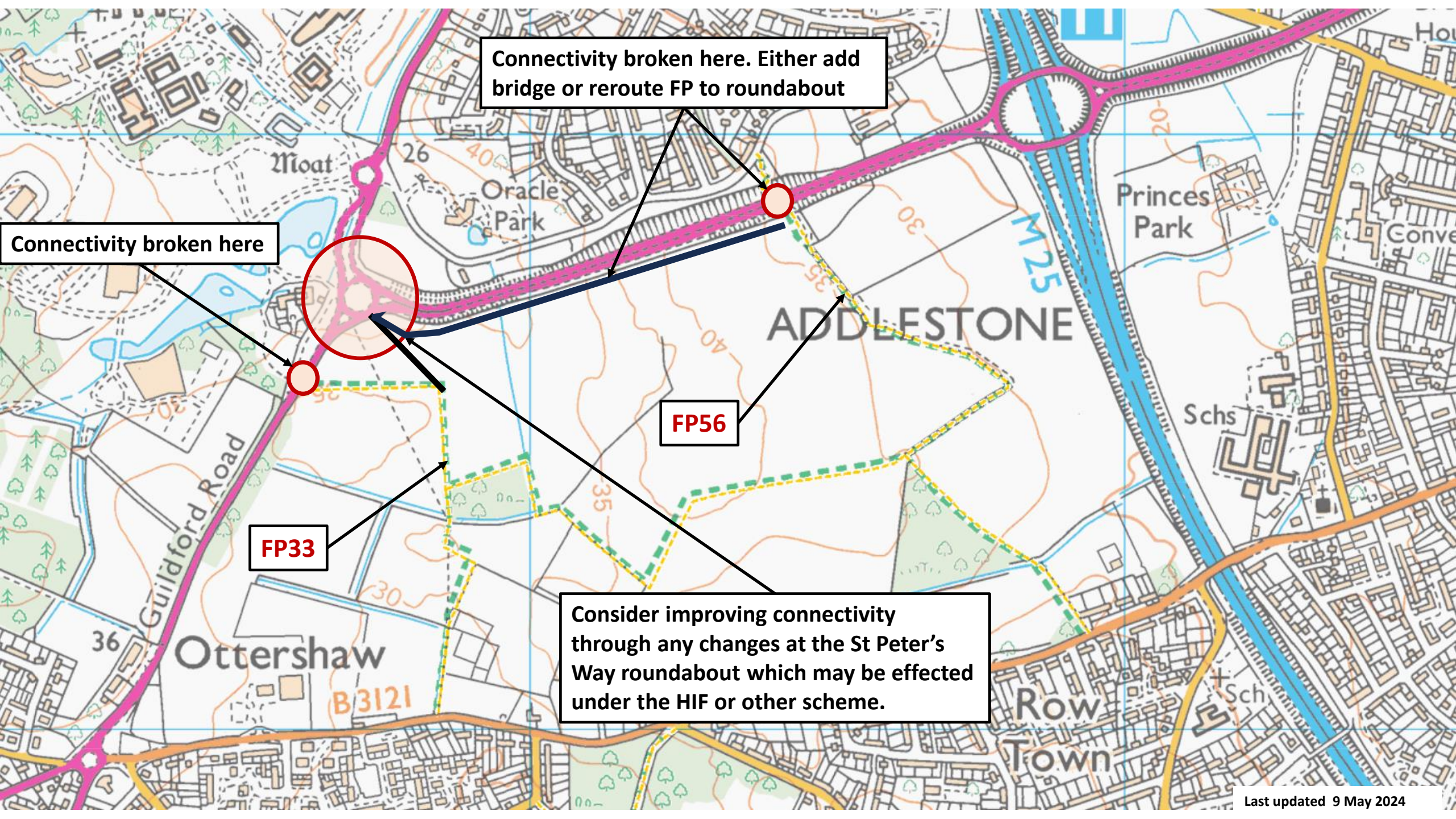


motion Roundabout Design



1. Traffic lights on S/Bound carriageway A320 on roundabout need moving onto jct.
2. Traffic lights on W/bound carriageway Murray Rd Jct roundabout. Add pedestrian crossing facility.
3. A320 crossing point lost N side of roundabout. Reinstall.
4. Murray Rd Bus Stop travelling west will have to move N onto new part of Murray Rd. Add Footway.
5. Proposed Toucan on S side of A320 roundabout should be Pelican to force cyclists to dismount and encourage NCN users to continue on NCN.
6. Crossing type for N side Murray Bus Stop into village to determine.
7. Tactile paved crossing over Chobham Rd needs retaining. It is only crossing point for residents living here into the new scheme.
8. Crossing near sharp bend on Brox in village needs scoping.
9. Proposed cycle route through village needs to be changed. It does not work and there is no scope for widening footway on new bit of Murray Rd.

All ARCADIS talk about is 'Safety' because this is all SCC would recognize officially.....they have no regard as to how it 'works'



Connectivity broken here. Either add bridge or reroute FP to roundabout

Connectivity broken here

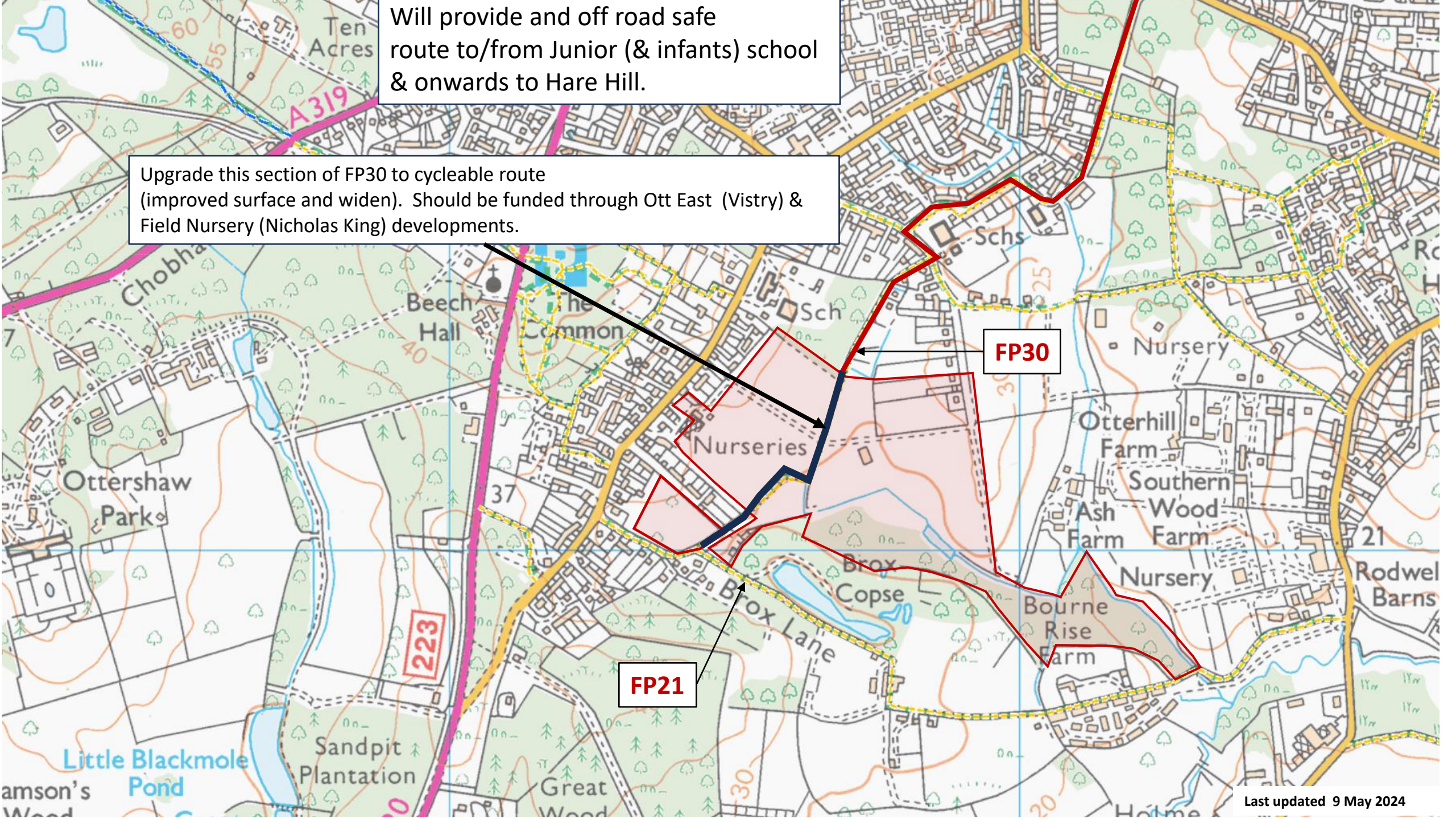
FP56

FP33

Consider improving connectivity through any changes at the St Peter's Way roundabout which may be effected under the HIF or other scheme.

Will provide and off road safe route to/from Junior (& infants) school & onwards to Hare Hill.

Upgrade this section of FP30 to cycleable route (improved surface and widen). Should be funded through Ott East (Vistry) & Field Nursery (Nicholas King) developments.



FP30

FP21

Appendix A

Back-Ups, Comments Record and Sources

Carl's Issues List

All in green are captured in slides.

Ottershaw Highways Issues 2022

Proposed	Pros	Cons	Bob Comment
1. Reduction speed limit to 20mph	Safety for all including road crossers, reduction of air and noise pollution, congestion easing, fuel saving.	None	Scope needs careful thought especially considering roundabout solution. Village Centre yes but the rest prob no.
2. Speed Cameras (Brox Rd, Slade Rd and Murray Rd)	1. Extremely effective at keeping motor vehicles within the speed limit 2. Can keep speeds low in the wider area (not just immediately in front of the camera) 3. No negative impact on emergency vehicles or buses	Kickback from community?	Note Foxhills Rd will soon become a rat run from Longcross. Also moce chabham Rd on to by Ether Hill. Currently traffic does not slow in time.
3. On-street parking which will also slow traffic.			Not sure speed cameras is solution for Slade. Some form of calming perhaps. Brox is likely to be so congested as a lower limit not needed.
4. Digital speed signage			Too many cameras may equal complacency or intrusion.
Improve sight-lines at certain exits	Safety for all	Less availability of on-street parking	Seem like a good compromise and good for village entry points such as S end Brox.
1. Brockhurst corner from Brox rd into Slade Rd needs double yellow lines	Safety for all		Needs careful thought with 2 developments potentially going in. All on-street parking in this vicinity will be an issue. Note New development parking currently way undespecified.
2. Acute bend on Slade Road needing double yellow lines on inside of bend at least	Safety for all	Less availability of on-street parking	Needs careful thought with 2 developments potentially going in. All on-street parking in this vicinity will be an issue. It would be nice to know what is going to end up on the TP site....
3. Brox Rd / Slade Rd into Bousley Rise needs double yellow lines			
1. Gateway at that Woking end of Brox Rd.			
2. Speed bumps / cushions / table	Safety for all	Pollution?	Where
3. Chicanes			Where
Approach local companies and schools etc about providing parking solutions			Good idea.
1. Adequate on-street parking for residents and visitors (Brox Rd, Ottershaw Shops, Fletcher Rd and Bousley Rise)			Surgery move if it proceeds will assist. We may have to look at pavement design outside Londis.
2. White line marking out of driveways entrances and exits			
3. Removal of double yellow lines outside Meath school and replace with single yellow lines ie. 08:00 - 17:00 Monday to Friday			????
1. Improved crossing of A320 at Woking end of Brox Road - Pelican Crossing / Reservation			Plus add speed restriction to 40mph all way to Maclarens.
2. Safer crossing from church car park to Christchurch. Reduce speed to 30 mph and pelican crossing / Reservation			
4. Safer crossing at Junction of Brox Rd, Slade Rd and Bousley Rise.			Need to talk covered in part or affected by HIF roundabout solution.
By slowing traffic but encouraging flow this is enhanced			Yes, pondered this many times but the issue is multiple desire lines. You may need railings to restrict and target crossing points and then augment these.
1. Fitting of posts to stop parking on footpaths			Problem here is parhs in many places are narrow and this will impact further..
2. Footpaths need to be widened for 2 way foot traffic to avoid having to walk in the road. Mainly on Brox Rd, Slade Rd and Bousley Rise.	Safety for all		Trick one to fix.

Comments to Consider (1):

Only concern removing island at Brox/Slade Rd jct. People will cut corner off when they drive north. An awkward corner, island makes people stick to it. [Gemma]

20MPH Zone gateway signs as anyone enters Bousley Rise at Hunts corner [Jim].

Hunts corner changes [Jim].

Yes to trying to change the priority & check speed on Brox/Slade Rat Run.

Something wrong with just Give Way on Brox Rd where shown. Other arms have no priority between – could lead to traffic on Brox Rd (from village) into Bousley AND in reverse direction assuming priority & those entering the junction from Slade thinking they have priority also. If Brox to get a GiveWay, Slade should also?

Agree with Gemma and the principle of helping peds across all **four** arms safely [Jim].

Brox Rd Parking [Jim].

Many of the side roads need protecting from obstructive parking by the use of **50mm** double yellow lines extending 10metres in both directions round every corner. This applies to full length of Brox Road. And may apply to Slade Road also?

ALL bus stops need demarcation.

Working on the principle of highway code's statement that there should be no parking on a pavement *unless* there are signs saying it is OK – We need those signs OR enforcement of illegal parking. Or both! We have plenty of kids in buggies and others in mobility scooters etc. At present unable to use pavements safely.

Where we want yellow lines needs pacing out yet again – Carl, David N-C and myself were involved with this after we lost Mike F. Happy to schedule another walk along with yourself and others also and make some proper notes? (I have copied David on this response.)

Consideration about use of 50mm double yellow lines on bends to make residential driveways.

Not sure about effectiveness of parking signs/markings. They will/should be a deterrent [Jim].

As I understand it if there are parking restrictions in place **ONLY** the Local Authority can enforce them. In our case SCC. Has anyone tried to get SCC to turn out on an evening, weekend or Bank Holiday?

If there are no restrictions in force (such as parking far too close to a junction for safety and as advised by highway code), **ONLY** the police can investigate and enforce for obstruction – IF they are available, can be bothered and agree that there is obstruction. Anarchy reigns.

To cross Bousley Rise at the Slade/Brox junction, no tactile paved crossing area....trust me I've hiked a buggy up that curb many times[Gemma]

Bollards! Bousley Rise cars mounting pavements whilst children are walking along them. Just recently a mum reported her little girl on a scooter wasn't seen by someone mounting the pavement - a near miss. A daily occurrence, a very stressful experience walking to school. Impatience driven and no matter how many newsletters the school mention the issue in, it will never change these drivers leaving home that little bit earlier. There are a few bollards down the road but I would suggest they need to be all the way down. Yes not particularly pretty but I bet if we did a poll of the people who walk to school, they would all welcome them. Convincing SCC (?) to have more could be hard as they regularly get knocked over too.....I wonder why! [Gemma]. **Highways Comm: SCC will not do bollards but a widening scheme could be a solution – Slide 7 refers.**

FP Opp Clarendon Gate needs clearing etc. Also a speed issue.[Bob/Sus].

NCN223 between Tridents and Cross Lane needs clearing back to leave a 2-3m cyclepath for safety. At present a cyclist cannot get past a pedestrian because too narrow.[Bob]

Comments to Consider (2):

NCN223 between Beech Hall and Church also needs clearing back to make wider.[Bob]

NCN223 past Old School house where it moves away from road needs sorting to deal with the winter time inundation/flooding.[Bob]

Note: There are also a host of Footpath issues to address. FP30, FP33, FP56.[Bob]

Crossing point at bottom of Hare Hill needs to be made safer.[Bob]. **Highways Comm: Mitigated by 20mph limit proposals for Slade Rd.**

Cycle Routes to Chobham, Addlestone need to be addressed if possible.[Bob]

Island on bend N of slade, Brox, Bousley Jct needs to be retained. [Gemma]

75% of attended at primary schools come from outside Ottershaw. The parking issue at peak originates from the [Bob-source Good Shepherd Trust CEO]

Note:

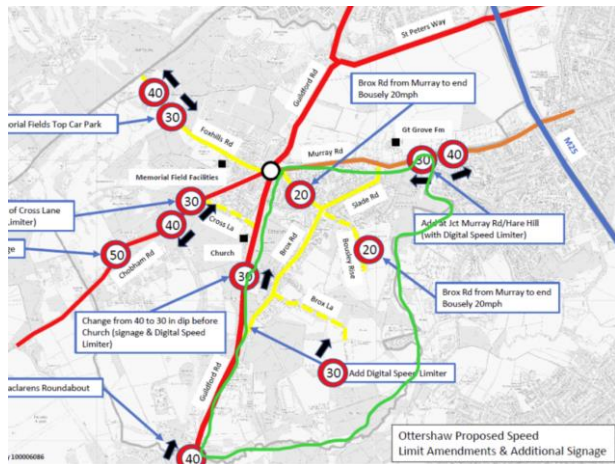
SCC LTP4 and LCWIP are driving pedestrian zoning and cycle connectivity in our area. [Bob]

Sus Comments 23 Nov 23

•Jim mentioned Gateway 20 mph signs and I think this is a must along with road speed limit markings. One on entering Brox Road from A320 Guildford Road, one on entering Brox Road from Murray Road and on entering Slade Road from Murray Road. There are many benefits; to enhance our Village feel and promote safety, to promote neighborhood watch and crime. The one below is on Chertsey Road in Chobham.



- Everything within Green should be 20 mph.
- Certainly, from Brox Road to Slade Road, this should be 20 mph because of pedestrians and schools. It will discourage 'rat-runners' from different entry points into our village.
- There's no pavement at the top of Brox Road joining onto A320 Guildford Road, even more sense to reduce this to 20 mph.



•As the Ottershaw East kicks off, no doubt the grabbers and articulated will be making it at speed to travel through our road, hence the need to sort these speed limits. The above are my opinions but some were looked at when the independent Highway Expert put his thoughts across.

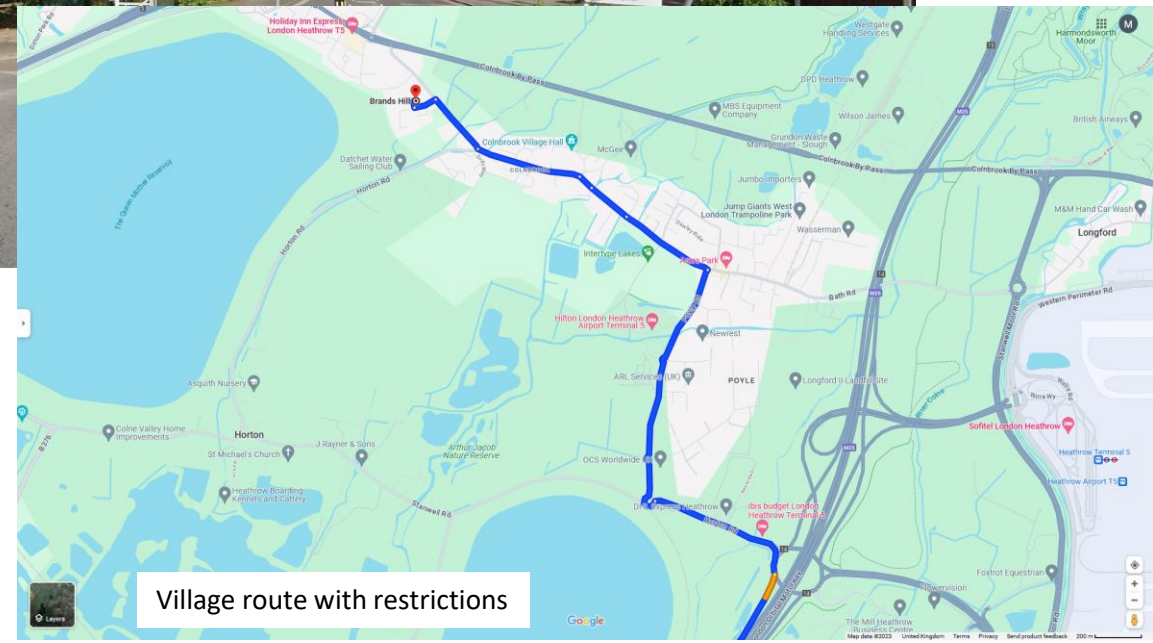
Thanks

•With reference to below. 30 mph is ok but I do not believe we should have a 40 mph on Foxhills Road to Stonehill Road for the principle reason of a public recreational ground nearby. Furthermore, a 30 mph will be welcomed by avid cyclists that use this route from Foxhills Golf Club. The more support the better.

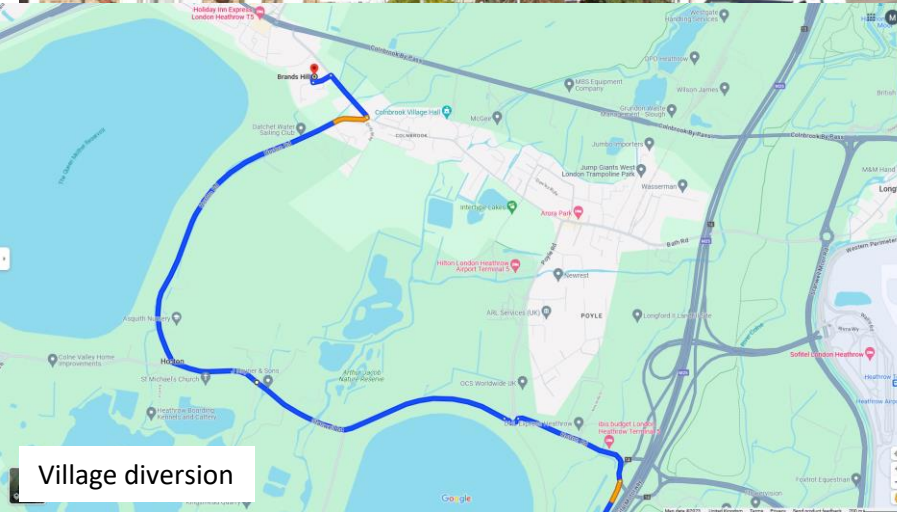


Highways Comm:
Top Left: Agreed. Clarify not Guildford or Murray.
Bott Left: Foxhills Rd Agreed.
Top Left: Gateway. We are proposing one Brox Rd S. (chicane style. At present no others. Brox would be affected by roundabout, Slade limited on space.)

Mick – Access Restrictions



Village route with restrictions



Village diversion

Highways Comm: Signage agreed. Gateways only Brox S

Suggested for N & S end Brox and Spinney Hill end of Slade. Does not restrict access to shops, schools and businesses