



Ottershaw Neighbourhood Plan

Evidence Base Document

Local Highways & Transport Assessment

June 2024

Ottershaw Neighbourhood Area
Local Highways & Transport Assessment
for
Ottershaw Neighbourhood Forum

April 2024

Produced by the Ottershaw Highways Team.

Approved By: The ONF Steering Committee.

Final Version

Background

This assessment has been prepared to inform Ottershaw's Highways Plan and Neighbourhood Plan and responds directly to persistent and well-documented community concerns regarding local highways and transport conditions.

The evidence base underpinning the assessment draws on three structured community surveys, a programme of face-to-face engagement events, and a substantial body of feedback provided through established social media channels. Collectively, these sources provide a consistent and representative picture of local transport issues.

In response, a dedicated Highways Team was established in 2022 to oversee and contribute to the development of this work. The team comprises a broad and representative cross-section of residents from across Ottershaw, covering the majority of the village area, with additional targeted input provided on an ad hoc basis where site-specific issues required it. Membership includes representatives from Ottershaw Neighbourhood Forum (ONF), the Ottershaw & West Addlestone Residents Association (OWARA), and the Murray Road Residents Association (MRRA).

Scope

This assessment applies to the area defined by the Ottershaw Neighbourhood Area (ONA), as shown on the accompanying map.

The assessment considers:

- The **current baseline and planned use** of roads, pavements, and public footpaths within the ONA.
- The **function, condition, and safety** of the local highway network, with particular regard to **pedestrian movement and accessibility**.
- Identification of **locations presenting elevated risk to pedestrians**, including conflict points with vehicular traffic.
- **Public transport provision** currently operating within the ONA, including accessibility and connectivity, identifying any perceived shortfalls.

The assessment also sets out **proportionate recommendations** for changes or interventions required to address the issues identified, informed by community evidence and local conditions.

Matters outside the ONA boundary, except where they have a demonstrable and direct impact on movement, safety, or connectivity within the ONA, are not within the scope of this assessment.

The assessment takes account of the now approved A320 HIF Ottershaw Roundabout being in place although road alignments in this area may differ slightly..



The Ottershaw Neighbourhood Area (ONA)

Roads, Cyclepaths, Footpaths & Pavement Configuration

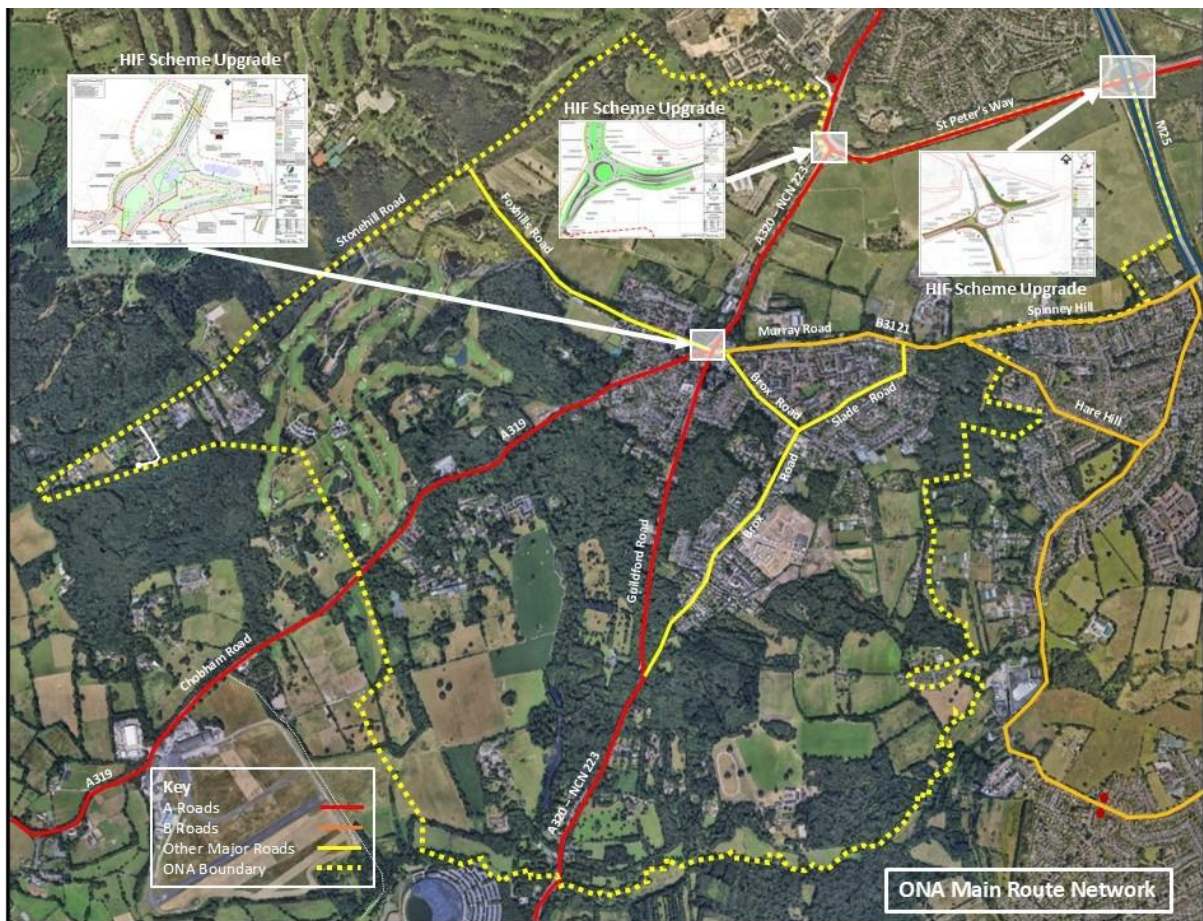
Main Roads

Ottershaw is served by a network of A and B roads that perform a strategic function for both the local and wider area. The Ottershaw Neighbourhood Area (ONA) is bisected by the A320 Guildford Road, which forms the principal north–south route linking Woking, Chertsey and the M25.

The A320 is currently subject to improvement works as part of the A320 Highways Infrastructure Scheme. These works are required to support the delivery of more than 3,000 additional dwellings planned as a result of the Runnymede Borough Council Local Plan within the surrounding area.

Within the ONA, the principal changes arising from the scheme comprise the replacement of the existing Ottershaw roundabout, the reconfiguration of the St Peter’s Way roundabout, the carriageway from St Peter’s Way roundabout to M25 Jct 11 and the upgrading of M25 Junction 11 itself. No other significant upgrades to the primary road network within the ONA are currently planned.

The main road network is shown in the diagram below.



ONA Main Road Network

Other Residential Roads

The other residential roads in the ONA are predominately short residential cul-de-sacs, constrained by the green belt which surrounds Ottershaw's Main Settlement Area and predominates across the ONA. These are shown in the diagram below.



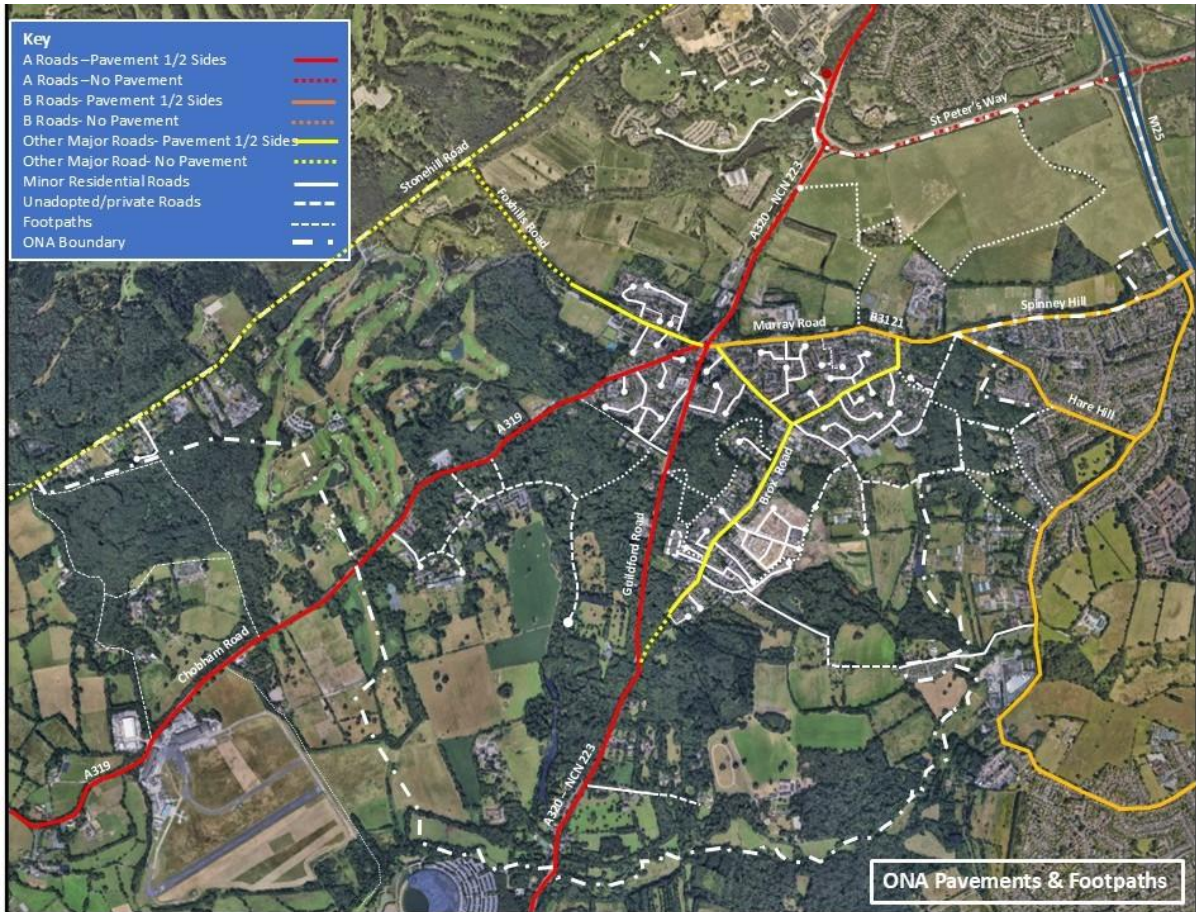
ONA Minor Residential Roads

Pavements & Footpaths

Pavement coverage across the ONA is generally good with just Stonehill Road, Foxhill Road (beyond top car park for Memorial Fields) and the south end of Brox Lane lacking made paths. A number of roads also have only one pavement, Murray Road, Spinney Hill being the main ones.

Footpath coverage is widespread but of mixed quality with a number of unsafe access points.

Pavement & footpath coverage is shown in the diagram below. The Broxborough development will add further footpaths to the network including connectivity between Ottershaw and lower Rowtown.



ONA Pavements & Footpaths

Cyclepaths & Cycleways

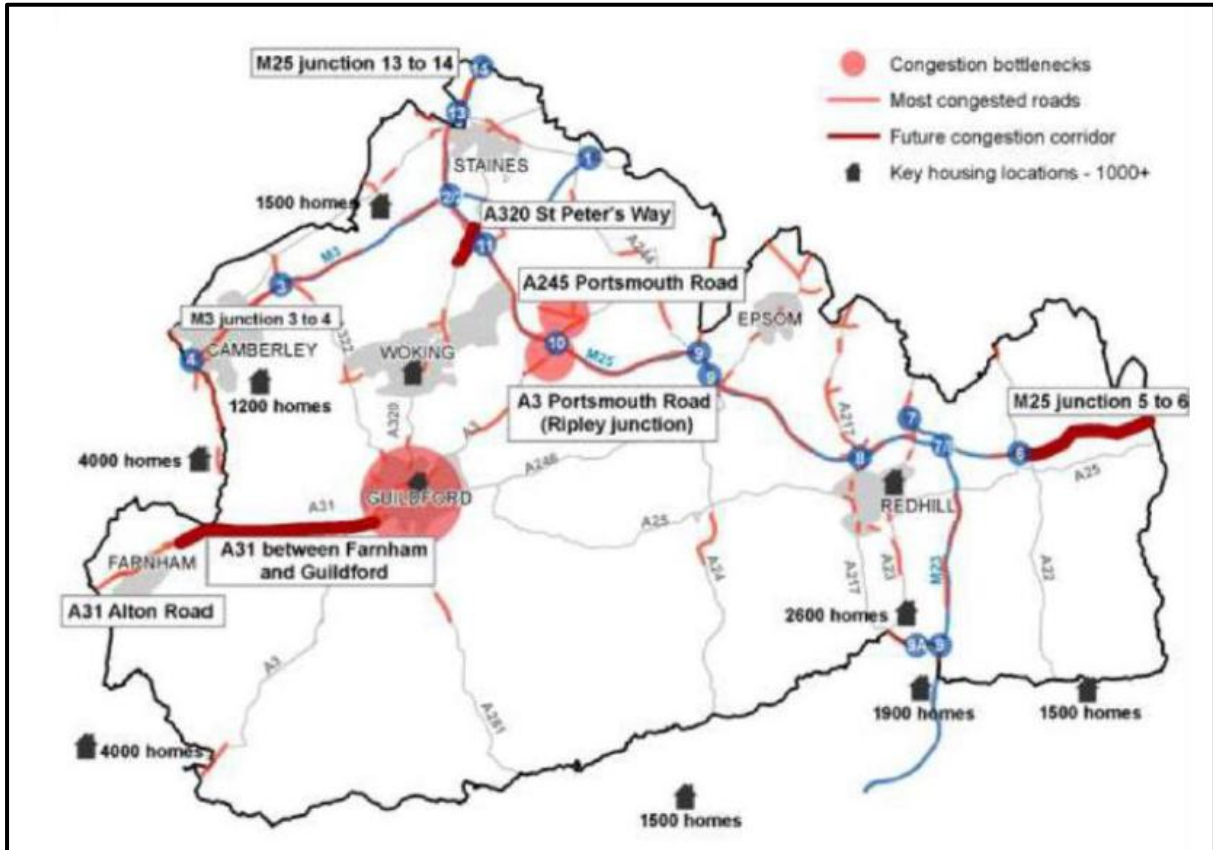
Counter to the national emphasis towards active travel including cycling, the ONA is very poorly provided for and partially as a result has a very low incidence of regular use (<3%). Although the National Cycle Network 223 runs N-S beside the A320 and is soon to be upgraded in part as a result of the A320 HIF scheme, this remains the only thoroughfare for cyclists and even that is shared with pedestrians through most of its journey through the ONA.

Infrastructure Issues

The Main Road Network

Network Saturation. Aside from the A320, the main road network in and around Ottershaw closely resembles that of more than 50 years ago. In the intervening years many infill and major area developments have added to the burden placed upon this infrastructure. The increasing predominance of house owners to have more than one car and often more than two in this area has placed a further stress on the network. This trend is unlikely to change in the near term given its comparative remoteness from major transport hubs. On the south side of the A320 Brox and Slade Roads provide a convenient cut through “rat run” for motorists wishing to avoid congestion on the A320, a worsening situation as the A320 becomes further saturated. Murray Road and the North end of Brox Road regularly experience congestion.

On the north side of the village both Chobham and Foxhills Roads are increasingly overloaded, particularly at peak times. This is expected to worsen significantly with the completion of the Longcross development of c1800 dwellings. The traffic analysis produced for the HIF scheme at the Ottershaw roundabout provided clear evidence of network saturation around the roundabout, however the justification for the HIF scheme was based upon SCC's Highways and Transport Strategic Business Plan (2016-2021). A high level diagram from the report is included below which even then shows the A320 corridor around Ottershaw as a key choke point.



Surrey Congestion Map (circa 2016)

The following is drawn from ARCADIS traffic analysis for the new Ottershaw roundabout. This clearly shows how most of the roads in and around Ottershaw Village Centre are becoming congested.

Table 5-1: AM Peak Period Arcady and LinSig Results

	2019 Base Year		2030 Future Do Nothing	
	RfC	Queue Length (vehs)	RfC	Queue Length (vehs)
Junction 10				
Guildford Road North Ahead	0.78	3	0.72	5
Murray Road	1.18	41	1.45	128
Guildford Road South	1.04	33	0.91	8
Chobham Road	1.06	10	1.83	55

ARCADIS Traffic Analysis Extract (2019)

A queue length of 128 vehicles on Murray Road would stretch to the junction with Slade Road. A queue length of 55 vehicles on Chobham Road would stretch to Cross Lane.

It is worthy of note that the current scoping for the HIF scheme has a planning horizon of only 2030. With the change in government policy driving significant increases in housing development it is reasonable to predict that the A320 corridor will become again saturated withing a few years, thus requiring further intervention. Providing some protection to Ottershaw for this increase is therefore seen as paramount in order to protect the character of the village.

Vehicle & Pedestrian Safety.

Ottershaw's main road system has been in place for many years and the speed limits associated with these routes also. There is no traffic calming. In general the internal roads are 30mph and the extrenal/connecting roads 40mph with the one exception being Murray Road which is 40mph throughout. An additional controlled crossing will be introduces across Chobhan/Foxhills Roads as a result of the A320 HIF scheme.

The village centre has only one marked pedestrian crossing in the village centre, one controlled panda crossing on Guildford Road south and several uncontrolled crossing points including one to the Village car park.

In the southern part of the village there are 3 schools together with a nursery, GP Surgery and a soon to be built elderly care facility.

To the west of the village there in an uncontrolled crossing between the Church/church hall and the car park. This also has a blind crossing point across the northbound carriageway of the A320.

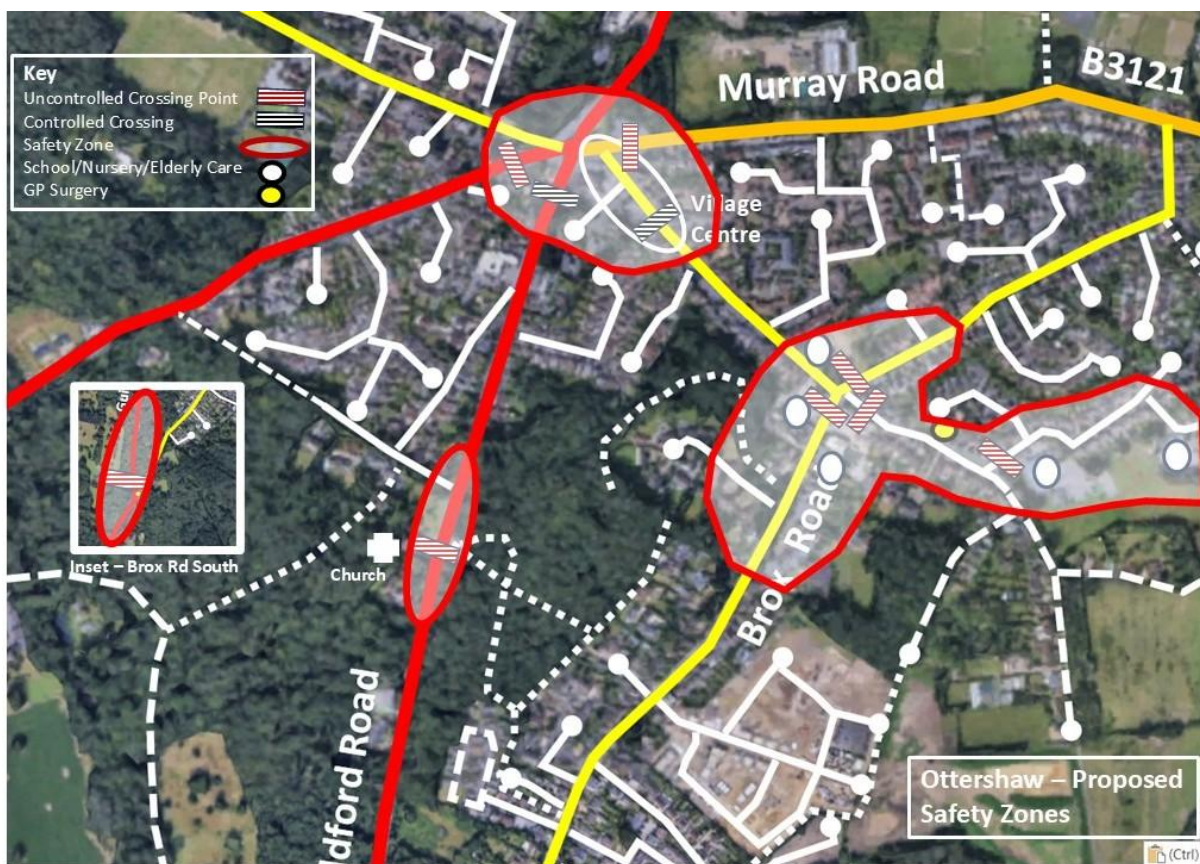
To the south of the village there is an uncontrolled crossing over the A320 onto the NCN 223.

The areas within the village centre and close to the schools experience a significant amount of traffic congestion and on-street parking between the peak hours of 8:15 and 9:15 and 2:30 and 3:30 (mon-fri). The business peak hours are 0730-0900 and 1600-1800. There are therefore nearly 5 hours of peak traffic per day.

The main car park near the village centre services the Village Hall and the Village Centre and runs close to capacity.

The only dedicated on-street parking is in the village centre. This is minimal. Overspill parking for the shops regularly extends south down Brox Road.

The above has created a number of areas (zones) where heightened safety should be considered. These are shown in the map below. These are considered the minimum areas for enhanced safety consideration.



Ottershaw Safety Zones

All the main roads in the ONA experience a significant amount of speeding, mainly due to the relatively straight nature of the infrastructure. At the south end of Brox Road vehicles turning right across the A320 are often travelling at 40mph or more.

The location of new housing developments has also created additional minor choke points in the infrastructure.

Parking around the village centre is limited and large vehicle loading and unloading causes problems daily. Outside of the village centre on street parking is becoming an increasing issue with vehicles slaloming down roads at speed often in evidence.

HGVs business embedded within the main settlement area only add to the congestion issues.

Volumes of traffic within and around the village are already high and with the 3000+ homes being delivered under Runnymede Borough Councils Local Plan 2030 is set to increase significantly. This will increase further given the governments new housing policy to build 1.5million homes in the coming 5 years.

With this increase, retaining the effective function of local roads whilst preserving the identity of the area and the village is seen as critical and not possible without intervention.

Finally, the quality of the road surface in many areas is at best average.

Community Concerns: The following were the main issues arising from engagements with the local community:

- Resistance to the new roundabout development/design. Concern it would not improve traffic congestion or flow.
- HGV and heavy vehicles in and travelling through the village.
- Speeding and unsafe driving, particularly on Brox and Slade Roads.
- Inappropriate speed restrictions.
- Congestion around and through the village centre.
- Limited parking in Village Centre.
- The poor condition of roads and pavements.
- A320 and Murray Road congestion driven “rat running” via Brox and Slade Roads.
- The increase in residential on street parking.
- Parking on verges and safety issues around the schools.

Recommendations.

Future highways planning must address highway safety in all four zones and where applicable the area surrounding them. Solutions for consideration should cover but are not limited to:

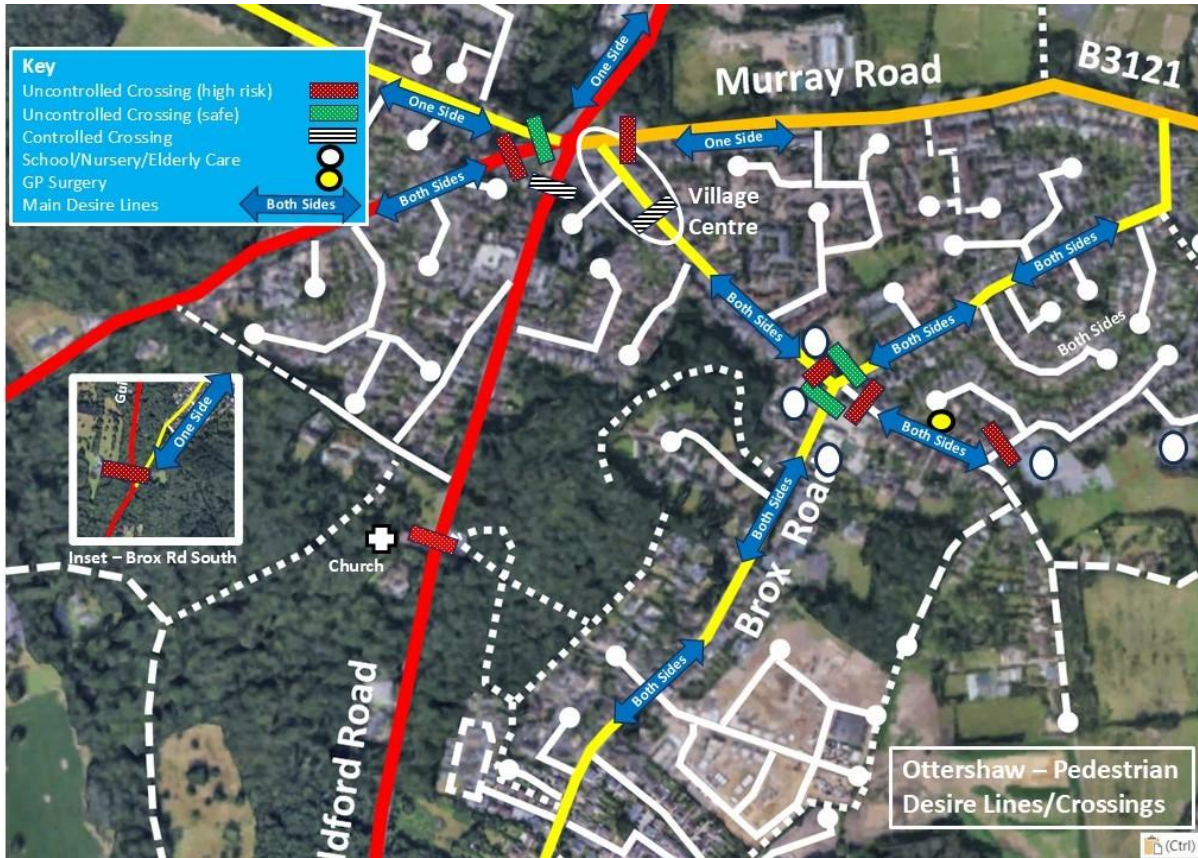
- Congestion/queue mitigation.
- Speed limit restrictions.
- Safer crossings.
- Vehicle access restrictions.
- Traffic calming.

Studies to better define requirements is recommended prior to implementation.

Pavements & Footpaths

The aim within and around Ottershaw should be to preserve safety whilst providing expedient routes to and from all key facilities and amenities. To achieve this Ottershaw needs to have connected, well maintained safe pedestrian routes and crossing points. Whilst this may have been the case 30years ago, this is no longer in evidence. With the rapidly increasing population and traffic volumes this will become more of an issue.

The key desire lines and areas of risk are shown on the map below.



The SCC/RBC Local Cycling and Walking Infrastructure Plan(LCWIP) includes Ottershaw in its Phase 1 and 2 developments. For walking this means a walking “corridor” between Ottershaw & Addlestone and creating a pedestrian “zone” within the village centre. The intention is to deliver within the next 10 years.

Community Concerns.

The following were the main issues arising from engagements with the local community:

- Improving pedestrian safety.
- Traffic calming.
- Pedestrian crossing provision (with a focus on the Brox, Slade, Bousley junction)
- Pavement quality and choke points.

Recommendations.

Safety should be addressed at all high risk crossing points. Pavement maintenance should be reviewed and areas of risk to elderly and less abale addressed.

Cyclepaths & Cycleways

Apart from the NCN223 running alongside the A320, Ottershaw has no other provision for cyclists across its neighbourhood area. Although there is no clear requirement for provision within the village itself, there are clear benefits from safer connectivity with surrounding towns. The SCC/RBC Local Cycling and Walking Infrastructure Plan(LCWIP) includes Ottershaw in its Phase 2 developments. For cycling this means making provision for cyclists between Ottershaw and Addlestone.

Public Transport

Rail. Ottershaw has no station of its own, however Chertsey, Woking, Addlestone and West Byfleet are all within 4 miles and do have stations. Typically this does mean having to use two different modes of travel for longer distances.

Bus. Bus services in the area are privatised. There are 3 operators who service the area:

- White Bus Services. (446)
- Falcon Buses (461/557)
- Carlone Buses (592)

Service Reach. The service reach is as follows:

- 446: Woking, Chertsey, Staines, and Heathrow Airport (Hatton Cross / Terminal 4).
- 461: Addlestone, Weybridge and Kingston.
- 557: Addlestone, Chertsey, Shepperton and Sunbury.
- 592: Woking, Byfleet/New Haw, Row Town, Ottershaw, Addlestone.

Reach to other areas is therefore fairly good. It is only areas to the west such as Chobham, Virginia Water and Egham which are not catered for.

Service Frequency. Service frequency is as follows:

- 446: Variable throughout day - 20-40mins. Mon-Sun.
- 461: Variable throughout day – 20-25mins. Mon-Sat.
- 557: Variable throughout day - 40-75mins. Mon-Sat.
- 592. Once daily Mon, Wed, Fri only.

Service Timings. With an increasing prevalence of employment outside of the village and senior education also being all located elsewhere, together with the demise of all the yellow school bus services there is a significant requirement to provide a good level of service, particularly early and late. Timings are as follows:

- 446: First 0505. Last 2130-2145.
- 461: First 0746. Last 1849.
- 557: First 0610. Last 1825.
- 592: First 1050. Last 1350.

Thus only the 446 and 557 are suitable for employment or educational use. Byfleet/New Haw are the main areas which are not serviced adequately.

Recommendations.

A national emphasis already placed upon active travel and a downturn in private vehicle can only be realised if bus services are adequate to meet this need, currently they are not.

Bus service frequency must be improved, primarily the service start and end timings to facilitate a greater availability for employment and educational uses.

Conclusion

If Ottershaw is to retain the core of its character it is essential that the recommendations in this assessment are observed and addressed.