



SURREY
COUNTY COUNCIL

Chertsey Road, Oyster Lane and connecting roads (north of A245 Parvis Road), Byfleet

Proposed Traffic Management Measures



Background

Introduction

Chertsey Road and Oyster Lane, north of A245 Parvis Road and including various connecting and side roads, are local residential roads that all have a 30mph speed limit. Chertsey Road and Oyster Lane provide a through route between the busy A245 Parvis Road to the south and A318 Oyster Lane/Barnes Wallis Drive to the north. Traffic cannot enter Oyster Lane from the A318 and so this only provides a direct through route in a north bound direction. Chertsey Road can be used as a direct through route in both directions.

There are traffic calming measures, including 6' 6" width restrictions, on both roads. These were introduced many years ago and the width restrictions remove the great majority of large lorries from the through traffic, although it is acknowledged that some of these vehicles enter the roads by mistake and get stuck at these features.

Local residents have expressed concerns that large numbers of drivers use the roads as a "rat-run" to avoid queues and congestion on Parvis Road, Sopwith Drive, Barnes Wallis Drive and A318 Oyster Lane (north of Barnes Wallis junction).

Accident data

Accident statistics have been examined, and in the period of January 2019 until November 2022 there were two personal injury collisions on the roads within the estate. These were:

- **March 2021 – two vehicle, low speed collision in Chertsey Road between Parvis Road and Lake Close (congestion due to parked cars, both vehicles tried to go forward but were unable and leading vehicle then reversed into the other).**
- **July 2021 – two vehicle collision on Chertsey Road at junction with Walnut Tree Lane (vehicle pulled out of side road into path of car on Chertsey Road).**
- **December 2021 – vehicle turned into Campbell Close and struck a pedestrian.**
- **July 2022 – two vehicle collision on Oyster Lane due to driver distraction in vehicle causing them to veer into the other, oncoming vehicle.**

A318 Oyster Lane junction with Chertsey Road - no personal injury collisions involving vehicles turning in or out of Chertsey Road.

A318 Barnes Wallis Drive junction with D3760 Oyster Lane – no personal injury collisions.

A245 Parvis Road junction with Oyster Lane – one personal injury collision involving a vehicle entering or exiting Oyster Lane.

A245 Parvis Road junction with Chertsey Road – three personal injury collisions involving vehicles entering or exiting Chertsey Road.

Issues identified

The main issue of concern can be summarised as follows:

- 1. The perceived level of traffic on Chertsey Road and Oyster Lane (as a result of drivers using the roads as an alternative to avoid delays on the Parvis Road, Sopwith Drive, Barnes Wallis Drive, Oyster Lane route).**
- 2. The perceived speed of traffic in some locations.**
- 3. Traffic conditions make it unpleasant to walk to and from Byfleet Primary School.**

What options are there?

Proposed measures

In response to the concerns raised by local residents, Surrey County Council has proposed 5 alternative schemes, with a 6th option being 'do nothing' and leaving the roads as they currently are. These options are:

- 1. Option 1a – One-way lengths of road that enable motor vehicles to travel in one direction only, but at the same time allow cyclists to travel in both directions.**
- 2. Option 1b – One-way lengths of road that enable motor vehicles to travel in one direction only, but at the same time allow cyclists to travel in both directions plus, one road closure that prevents any motor vehicles driving through, but still allowing cyclists to travel in both directions.**
- 3. Option 2a – Two road closures that prevent any motor vehicles driving through, but still allowing cyclists to travel in both directions.**
- 4. Option 2b – Three road closures that prevent any motor vehicles driving through, but still allowing cyclists to travel in both directions.**
- 5. Option 3 – Two road closures that prevent any motor vehicles driving through, but still allowing cyclists to travel in both directions. This option prevents any traffic travelling between Parvis Road and A308 Oyster Lane, including residents.**
- 6. Option 4 – 'Do nothing', leaving the roads as they are.**

The schemes are considered to be appropriate alternative options that would help improve road safety and reduce vehicle volumes. Speeds are already generally controlled by the existing traffic calming.

ALL the options listed are proposed as 'EXPERIMENTAL' schemes. This would then allow the impacts of the scheme and the views of the local residents to be assessed before any decision was made as to whether the closures should be made permanent or whether the introduction of alternative measures should be considered.

This also means that a measure could be removed or altered at any point if it became necessary. The experimental period is likely to be in place for 12 months.

If Option 1a, 1b, 2a, 2b or 3 were implemented permanently following a successful trial period, a formal 'Notice' and consultation would be undertaken enabling further feedback before a decision was made whether to install permanent features.

Many of the options will require drivers to travel further to drive between north and south. This is likely to make the 'rat running' less attractive and reduce the through traffic. However, to achieve this, residents will also need to travel further in some directions and follow similar routes. The level of inconvenience for residents will vary depending on the scheme and where residents live.

Access for larger vehicles and deliveries may become more inconvenient due to the implementation of some options. Existing 6'6" width restrictions are already in place to deter Heavy Goods Vehicles (HGV) through traffic. Providing suitable turning areas for larger vehicles is essential to avoid the necessity of an HGV having to reverse for unrealistic or unsafe distances. Therefore, the options proposed take this into account so that turning is available, and within the limits of the public highway.

Separate plans showing the likely direction that traffic will need to take for each option will be available separately on additional plans.

Examples of the type of temporary measures that would be used are shown below in the photographs. Permanent examples are also shown in the photographs.

All the road closure options both temporary or permanent would still permit pedestrians and cyclists to pass in both directions.

The one-way lengths would maintain access for cyclists in both directions. The detail as to how this would be best achieved will be designed into any scheme, taking into consideration the parking that occurs over some lengths.

The existing traffic calming in Oyster Lane and Chertsey Road is likely to remain as part of any permanent scheme. However, there may be some opportunity to remove some features, or make some adjustments to the existing features to complement any permanent proposals. The detail of this can only be decided and progressed once an option has been decided for permanent installation.

Option 1a – One-way lengths of road

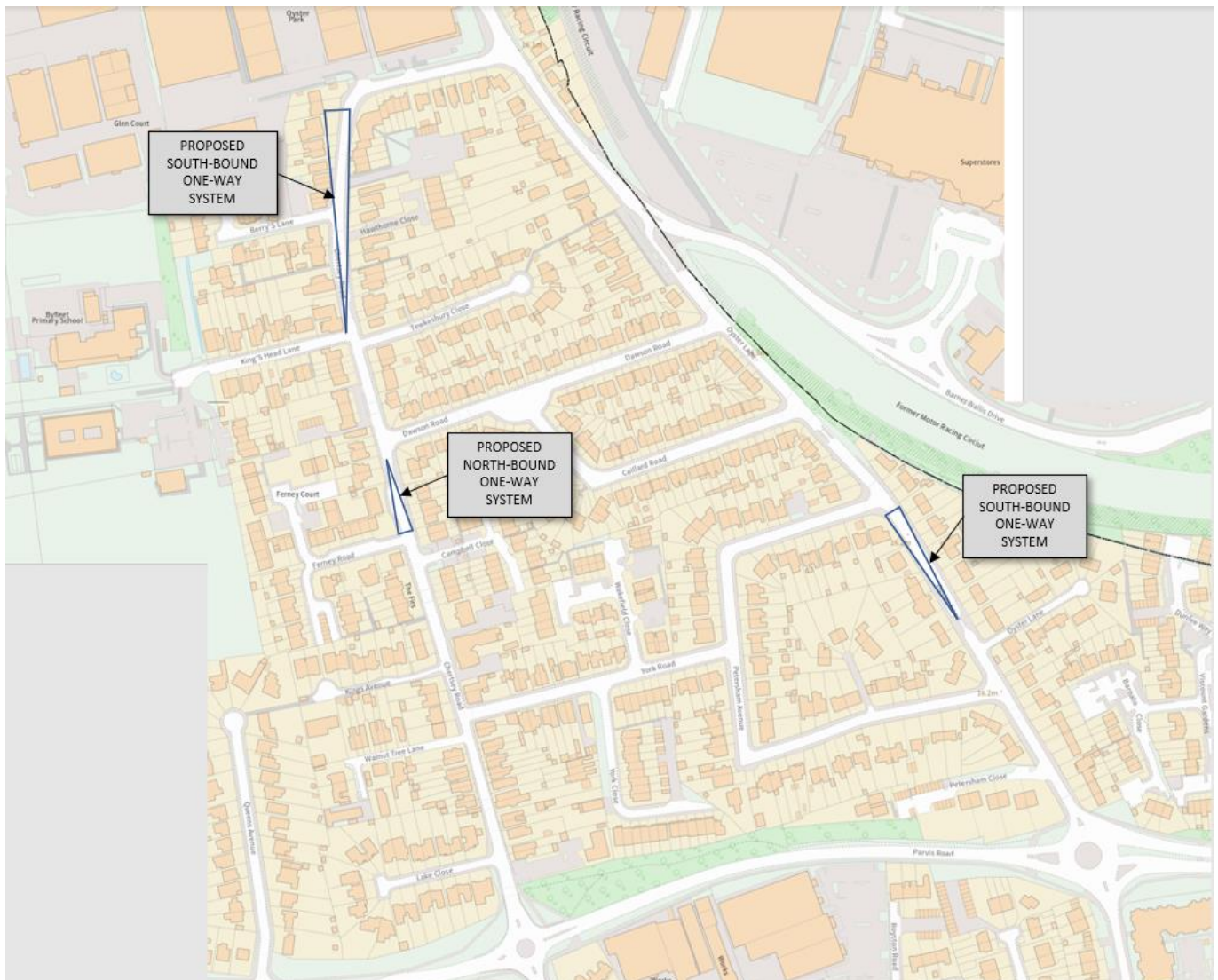
Option 1a proposes the creation of a one-way (south bound only) section of road on Chertsey Road between Oyster Park industrial estate and Kings Head Lane. This would prevent north bound vehicles from using this section of road to get to the A318 Oyster Lane. This traffic would need to take the longer route via Dawson Road.

A further section of one-way road (north bound only) between Ferney Road and Dawson Road. This prevents south bound traffic continuing along Chertsey Road to join the A245 Parvis Road. This traffic would need to take the longer route via Dawson Road.

A final section of one-way road (south bound only), between Petersham Avenue (north) and Oyster Lane cul-de-sac (no.58-80). This would force north bound traffic, heading towards the A318 Oyster Lane, around Petersham Avenue.

It is better to extend the one-way sections of road between junctions. This ensures that traffic is less likely to try and travel the 'wrong way' due to the increased length. It also enables a more suitable turning area for vehicles that cannot continue at the end of the one-way road, particularly Heavy Goods Vehicles.

See plan below.



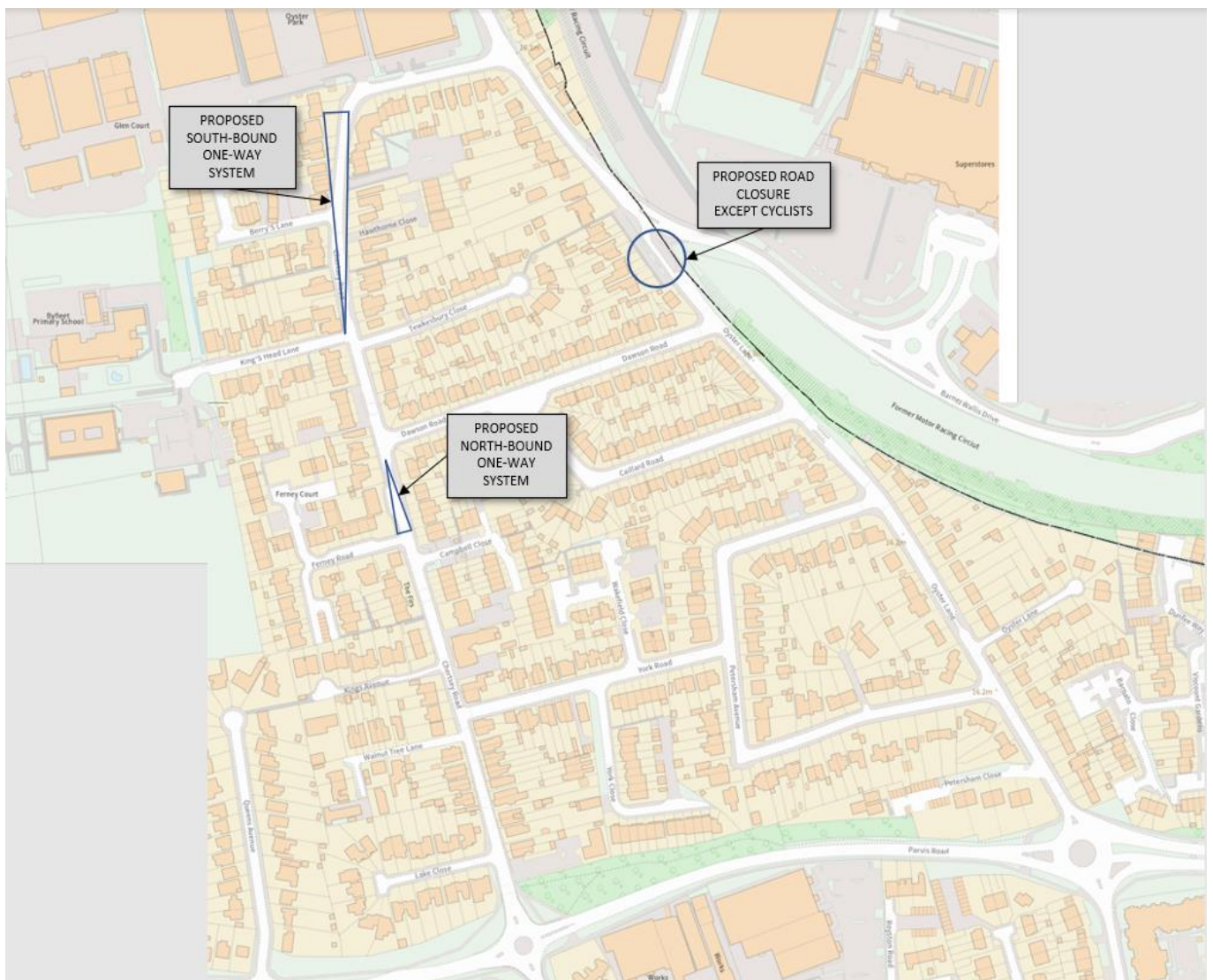
Option 1b – One-way lengths of road and one road closure

Option 1b proposes the creation of the same sections of one-way as Option 1a, but with a road closure at the Oyster Lane junction with Barnes Wallis Drive in place of the south bound only one-way section in Oyster Lane.

This will prevent any north bound traffic from joining A318 Oyster Lane at the junction (traffic is currently already prohibited from travelling south bound at the junction).

This option prevents any northbound rat-running, **including residents**.

See plan below.



Option 2a – Two road closures

Option 2a proposes closing the road in both directions on Chertsey Road outside no.52 Chertsey Road, at the existing 6'6" road narrowing.

A further closure in both directions on Oyster Lane at the existing exit point to the Barnes Wallis junction.

This will force rat-running traffic in both directions to take a longer route via Dawson Road, although Caillard Road, York Road and Petersham Avenue might also be used. However, it enables residents to maintain access north and south.

See plan below.



Option 2b – Three road closures

Option 2b proposes the same closures as Option 2a, but an additional road closure in both directions on Oyster Lane outside 35 Oyster Lane at the existing road narrowing feature.

This will force rat-running traffic in both directions to take the additional longer route via Dawson Road but will also force it along Petersham Avenue. However, Caillard Road and York Road might also be used. Like Option 2a, it enables residents to maintain access north and south.

See plan below.



Option 3 – Two road closures

Option 3 proposes two road closures in both directions.

One closure on Chertsey Road outside no.56, at the location of the existing road table.

A second closure in both directions at the Oyster Lane junction with Barnes Wallis Drive (traffic is currently already prohibited from travelling south bound at the junction).

This will prevent any rat-running traffic travelling north to south, **including residents**.

However, it will also mean that all properties on Chertsey Road and adjoining roads north of the Dawson Road junction will need to access their properties from A318 Oyster Lane.

All properties on Oyster Lane and Chertsey Road south of and including Dawson Road, and adjoining roads, will need to access their properties from A245 Parvis Road.

See plan below.



Below are some examples of temporary and permanent point road closures, which could be used to implement Options 2a, 2b and 3.



Source: transportxtra.com



Source: Twitter/E17modalfilters



Source: Twitter/E17modalfilters

Option 4 – No changes

Option 4 proposes to leave the network in its current form and make no changes at all.

What do you think?

We want to know what you think about the proposals, and which of the options you would prefer. The views that you express will influence what happens next. It is therefore very important that you complete a feedback form, which can be found on the consultation webpage.

Two drop-in events will be held to give you the opportunity to find out more about the proposals and Officers will be available to answer any questions you may have. You are encouraged to come along to one of these events before completing a feedback form. However, if you are unable to attend either of them, it is still important that you complete a feedback form so that your views can be considered.

The drop-in events will be held at St Mary's Community Centre (Stream Close, Byfleet, KT14 7LZ) at the following times:

- **6pm to 9pm on Thursday 13 July 2023**
- **9am to 12.30pm on Saturday 15 July 2023**

Please submit your feedback form by Friday 8 September 2023 to ensure your views are considered as part of the consultation.

What happens next?

The views provided by residents will be carefully considered together with comments received from other key stakeholders (such as the emergency services) before deciding how to proceed.

If it is decided that one of the Options that involve changes should be introduced, then various processes will need to be completed (including detail design of the scheme and statutory procedures) before the measures can be installed. However, we would aim to have the measures in place by the end of March 2024.

Updates on the results of the consultation and the decision on how to proceed will be posted on the consultation pages on our website.

Thank you very much for taking the time to read this leaflet. We hope you have found it helpful, and we look forward to receiving your views.