

Proposal – One way system – A287 – Bell Road – Midhurst Road (A286)

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## Project Goals

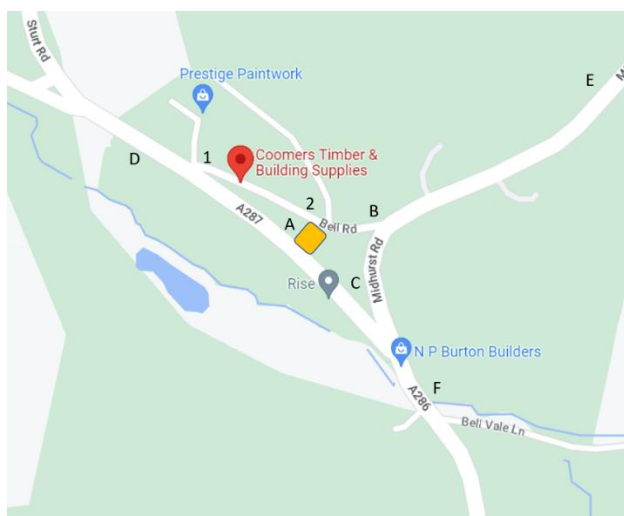
1. Safety
  - a. Improve sightlines for road traffic.
  - b. Easier movement of foot traffic across roads
2. Traffic management
  - a. Reduction in traffic friction
  - b. Reduction of waiting time at junction before saving changing lane
  - c. Reduction of traffic light usage, in section completely removing need for traffic lights for maintenance.
3. Commercial interests
  - a. Improved access for Coomers building merchants.
  - b. Improved customer parking for companies like the pizza van
4. Financial
  - a. Lower maintenance cost
  - b. Increased access for loading and unloading for Coomers lorries.
5. Creation of new wildflower meadow

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Overview

1. Following the yellow area on map join Bell Road direct to A287 bypassing the Coomers and the parking outside. A single lane road is all that is necessary, but two would be better but keep road width of bell road.
2. Install one-way signs.
  - i. Blocking traffic from B – A, expect large vehicles loading or unloading.
  - ii. Blocking traffic from A – C due to removal of oncoming traffic on Bell Road adequate space for turning should be available.
3. Road section from 1 – 2 should be

‘unadopted’ into a Private Street.

Proposed routes.

From	To	Route Before	Route After
F	D	Clear change of lane, with high visibility of converging traffic	
E	D	Rather than possibly turning at B, where you would have limited sight of opposing traffic on a fast road.	You would drive to C, with much improved sight lines, and due to the removal of opposing traffic, have more space for a quicker turn, reducing time spent manoeuvring while blocking oncoming traffic
D	E or F	Rather than taking C where vehicles with limited visibility such as vans, lorries, find it harder to see traffic coming from their left side, and sometimes must block the other side of the road to increase their sightlines.	You would Take B, where every vehicle would have increased sightlines both to their right and left, and with the removal of opposing traffic on that section, would increase space for larger vehicles to manoeuvre.
D	Stopping at Coomers to D	Due to space issues, to return to you arrival point, you could either join the Midhurst road and turn at C, increasing individual interactions slowing traffic in all directions Or Head E, lowering local traffic interactions but increase traffic in town	To take new road to turn straight back, reducing traffic interaction

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Further details into new road section

- The picture on the left shows where the road would need to be, cutting across the green.
- On the right is Coomers building merchant.
- Top right is the loading / unloading area of Coomers and parking for customers and the Pizza van.

Further Details into Route changes

Sight lines and Direct sunlight and shade

From E- D

Exciting route



*Sight lines*

On the left shows how much advanced warning of oncoming cars, being a blind corner with speeds limit of 40, though speeds can be up to 50.

*Direct sunlight and shade*

Cars turning right are out of direct sunlight. With dappled sunlight as seen in the picture, shows how the contrast between the shade and light can hide cars. Oncoming traffic have little warning of conflicting traffic turning into their path. The waiting traffic are also in deep shade.

Proposed route.



*Sight lines*

Both waiting to turn, and oncoming traffic have much improved sightlines.

*Direct sunlight and shade*

Traffic waiting are protected from direct sunlight, though oncoming traffic are brightly lit.

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From D – F

<p>Exiting route Looking left</p>  <p>Looking Right</p> 	<p><i>Sight lines</i> Due to angle the roads connect, there is an extreme difference between the angles drivers need to check for oncoming traffic, especially for those with reduced mobility, or limited neck movement.</p> <p><i>Direct sunlight and shade</i> Due to the camber of the road decreasing the angle of attack towards the sun, sun glare can hamper visibility towards traffic coming from the right, this is especially an issue as traffic from the left is mostly in shade.</p>
<p>Proposed Route Looking left</p>  <p>Looking right</p> 	<p><i>Sight lines</i> Are much increased looking both left and right.</p> <p><i>Direct sunlight and shade</i> Traffic coming from both sides has reduced shading, improving visibility.</p>
	<p>On the left show what happens, with a van, or someone with limited mobility must angle their vehicles to allow them better sightlines, for me this shows a bad design. This van is small enough not to block the road fully, but you can see where this could happen.</p>

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Traffic Management

Due to the removal of opposing traffic in the high wear areas, the blocking off of areas for maintenance would not be need, as opposing traffic wouldn't be forced though a single lane, when traffic lights are needed they would be reduced, from either 3 – 2, or not at all. There is only the section of Midhurst Road at B that would require the full 3 light traffic management.

From E – D



The picture on the left shows if there is a car waiting to join the road, the car coming off the road.

- Must slow.
- Take a tighter turn.
- Spend longer in the danger zone of oncoming traffic.

Remove the obstacle of oncoming joining traffic, reduces all these issues by increasing space allowing smoother faster turning, though still not fast enough to cause people to take more risks.

From D – F



The picture on the left, with removal of opposing traffic lane means.

- Adequate space for large vehicles to turn left or right.
- Creates a left or right turn lane, creating more space for waiting cars.
- Neither turn lanes would hamper the other sight lines, vastly increasing safe traffic clearing.

From D – D



The picture on the left shows for someone coming from D to Coomers and wanting to return.

- There is limited space, having to join a busy main road and off just to perform a U-turn, or turn onto main road and increase traffic though the high street to return.
- If a linking road was between this would

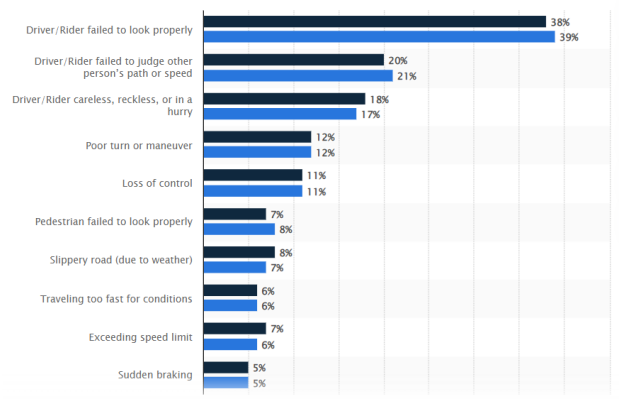
reduce traffic and increase safety on main road

New Road

- Would decrease traffic interactions.
- Prevent partial or full road blockages from Coomers lorries being unloaded or loaded.

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### Safety concerns all sections.



<https://www.statista.com/statistics/323079/contributing-factors-leading-to-road-accidents-in-great-britain-uk/>

The left graph shows the causes of accidents in the UK, if we look at the following.

- Failed to look properly.
- Failed to judge others speed.
- Exceeding speed limit.
- Driver in a hurry

Are all effected by sight lines, the further you can see, to more time you have to look properly, judge others speed, or know when you can be in a hurry safety.

Each one of the follows effected by drivers not signalling or not expecting opposing traffic in their path, this causes.

- Poor turn or manoeuvre.
- Sudden breaking.
- Loss of control.

By creating a one-way system, drivers would be more able to judge other drivers' intentions, reducing sudden braking and the loss of control (effected by the another risk factor of weather conditions)

Due to the blind bend in the road, the extreme angle of the joining roads C effects this risk factor.

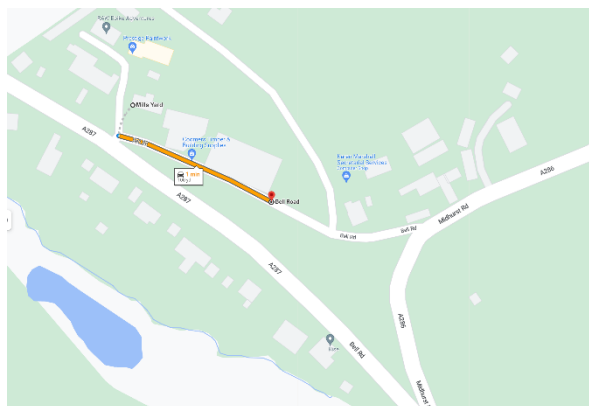
- Poor Turn or manoeuvre

The proposed plan with reduced the angle of turn from E – D, making it faster, while also providing great time to judge when to initiate the turn.

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## Financial

### New Road



Google maps measures this road currently at 100 yards, this would be reduced. Depending on road design, this would be reduced to only 25% or current maintenance required.

As previous objections were raised by Coomers due to lorry loading unloading, and as the company makes profit of the use, wants a controlling interest in the road, and at times prevents other from using it. The road should be diverted and turned into a private road.

Private streets are privately maintained roads where the public has a right of way. If a private street needs repairs, the local authority has the right to make it safe under the Highways Act and charge residents for the work.

<https://www.pureblockmanagement.co.uk/news/private-roads-what-do-they-mean-for-residents>

### Increased parking

With fewer car travelling though current road, making it easier for customers to both Coomers and the pizza van when it's there. Encouraging more customers

### Reducing in costs

	Length	Cost	Saving
Tanners lane (example)	176 yards	£10,500	
Current	100	Roughly £8000	
Proposal	25	Roughly £2000	£6000

Distances taken from google maps and costs from Haslemere council website. As most of cost would be in machine, human resources rather than materials.

<https://mycouncil.surreycc.gov.uk/Data/Waverley%20Local%20Committee/20120921/Agenda/ITEM%209%20HIGHWAYS%20ANN%203.pdf>

### Reduction in general maintenance costs

Reduction of wear and tear on the roads in general due reduction

- Harsh breaking – accelerating.
- Accidents damage – oil or other fluids leaking into surface.

By concentrating wear on tear to mostly one side of the now two lane one-way system, when there is maintenance to be completed the overall cost and distribution would be lower, as traffic management such as traffic lights would not always be needed, as there would not be opposing traffic channel down one lane.



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## Further details Coomers concerns

### Loading and unloading

The loading and unloading of their lorries have not always followed the health and safety law, though there is not an exacting measure, there is a framework for testing the legality if necessary. Although on most of the cases, the fact that the Coomers lorry completely blocks the road in question is both good and bad for their cause.

The following section of the health and safety executive, Risks to the public from un/loading vehicles on the highway, OC 789/5.

## Control measures

7 The prime objective should be to remove the risk to members of the public by making arrangements for the lorry to park off the road and pavement area. This may be achieved by changing the layout of the yard or parking area to allow un/loading within the workplace site. Alternatively smaller delivery vehicles could be used. For construction operations the access of delivery vehicles should be considered at the design stage and appropriate rules incorporated into the construction phase safety plan. If the use of the highway is unavoidable then LAs may impose conditions on the practice and enforce in the event of contravention.

[https://www.hse.gov.uk/foi/internalops/ocs/700-799/789\\_5.htm](https://www.hse.gov.uk/foi/internalops/ocs/700-799/789_5.htm)

This encourages other methods to be created to reduce risk to the public, this also will improve traffic movement, and would be good PR for the company.

### Private road, costs, and material issues

As a private road, the cost of maintenance could be charged to the residents or mainly Coomers, though that doesn't have to be the full costs, and the possibility excites that they could provide the materials at cost or near cost, and the council could still open the tender for the rest of the contract.

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## Summery and key selling points

- Though requires initial financial expenditure, the reduction in road maintenance, would easily return that investment over a short period.
  - With reduction of the now private road usage and designation would require less costly maintenance, plus as current commercial venture is as a builder merchant the materials would be cheaper for them.
- Safety would be increased.
- Traffic flow would be improved.
- Future proof the road, as the traffic increases
- Improve relations between Coomers and drivers traveling though especially when lorries loading or unloading are blocking traffic.
- Reduced traffic accidents reducing demand on police for emergency traffic control.
- Reduction in traffic control required during road maintenance.
- This would split the green space in two.
  - The section outside Coomers would need to stay as is, due to visibility, hygiene and pedestrian access.
  - The other green connected to wooded area in the middle of the one-way system, would no longer be the sightline of opposing traffic, and can be left to become a wildflower meadow. (And reduction in maintenance of ground)

## Key words / phrases to highlight benefits.

Environmentally friendly	Faster Traffic flow	Safer driving
New wildflower meadow	Reduction in traffic lights	More aesthetic pleasing
No more lorries blocking the road	Less sudden breaking and more predictable traffic	Reduction in fuel and maintenance cost for drivers
Fewer demands on emergency due to attending accidents		
Fewer insurance claims, fewer insurance claims taken to court (overall slight decreasing insurance premiums)		

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## Reference links

Private road UK

<https://www.pureblockmanagement.co.uk/news/private-roads-what-do-they-mean-for-residents>

Uk road signs

<https://www.highwaycodeuk.co.uk/road-signs-giving-orders.html>

road prices estimates taken from

<https://mycouncil.surreycc.gov.uk/Data/Waverley%20Local%20Committee/20120921/Agenda/ITEM%209%20HIGHWAYS%20ANN%203.pdf>

Uk road accident causes

<https://www.theaa.com/car-insurance/advice/road-accident-car-damage>

glossary of terms

[https://en.wikipedia.org/wiki/Glossary\\_of\\_road\\_transport\\_terms](https://en.wikipedia.org/wiki/Glossary_of_road_transport_terms)