



SCC LOCAL COMMITTEE IN SPELTHORNE

**A308 STAINES ROAD WEST / A244
CADBURY / WINDMILL ROAD,
SUNBURY**

**PROPOSED PEDESTRIAN
CROSSING FACILITIES**

15 SEPTEMBER 2003

KEY ISSUE:

To consider the best way forward regarding the introduction of pedestrian crossing facilities at the junction of A308 Staines Road West / A244 Cadbury Road, Sunbury.

SUMMARY:

The report outlines a proposal to redesign the A308 Staines Road West / A244 Cadbury Road / Windmill Road junction, Sunbury to include pedestrian crossing facilities.

OFFICER RECOMMENDATIONS

The Committee is asked to agree that:

- (i) **Consideration is given to a new junction layout for A308 Staines Road West / A244 Cadbury Road / Windmill Road junction, Sunbury, to include the provision of pedestrian crossing facilities (as Option 1);**
- (ii) **Public consultation is carried out on option 1 'Annex A' with residents, local businesses and Spelthorne Committee for Access Now (SCAN) when funding has been identified; and**
- (iii) **Subject to no objection being received from residents and local businesses, the scheme is added to the forward programme to await funding from the Local Transport Plan. The cost of the works is approximately £90,000 plus any incurred costs of relocating statutory undertakers plant.**

1 INTRODUCTION and BACKGROUND

- 1.1 In January 2000 as part of the Safe Routes To Schools initiative children, parents, teachers and other interested parties from eight schools within the Lower Sunbury area were consulted on their ideas to improve children's journeys to and from schools, with the aim to alleviate any problems that they may be experiencing and to encourage alternative modes of transport such as walking and cycling.
- 1.2 During the analysis of these results, together with postcode plots of pupils' addresses, it became apparent that there is a need for a protected pedestrian phase at the junction of the A308 and A244.
- 1.3 The postcode plots showed that the most direct route to school for many pupils was via the A308/A244 junction. In response officers placed the proposal for a protected pedestrian phase to be introduced at this junction on Spelthorne's Local Transport Plan priority list to await funding.
- 1.4 On the A308 there are pedestrian crossing facilities at its junctions with Crossways and at Escot Road that leads to the recently redeveloped Tesco Supermarket. There are no protected crossing facilities for pedestrians on the A244 in the vicinity of its junction with A308.
- 1.5 At the time of the consultation the safety of pupils using Sunbury Cross subway was highlighted as a major concern. Some pupils prefer to negotiate this location at surface level and pupils and parents stated they would prefer to walk to / from school if it was safer to do so. This proposal would help to address these concerns by providing additional

crossing facilities for pedestrians wishing to cross A308 Staines Road West.

- 1.6 Members may recall that at the 21st May 2002 meeting of this Committee (minute 19/02) a 430 signature petition was received from pupils of Chenneston County Primary School, Nursery Road, Sunbury asking for a protected pedestrian crossing at the A308/A244 junction. At that time it received much public support and attention from the local press.

2 ANALYSIS and COMMENTARY

- 2.1 During the three-year period between 2000 and 2002 there were 11 reported personal injury accidents at this location, although none directly involved pedestrians. However in the 3 years prior to 2000 there were 2 personal injury accidents resulting in pedestrian casualties.

- 2.2 Two options to introduce pedestrian crossing facilities at the junction of the A308 and A244 have been designed. The options are detailed as follows:

Option 1 – Controlled staggered crossings 3m wide, over the A308 and improvements to existing uncontrolled crossing facilities over A244 consisting of widening and realigning the existing pedestrian islands.

Option 2 – Same design as option 1 with staggered crossings over A308 and uncontrolled facilities across A244 Cadbury Road, with an additional staggered controlled crossing facility over A244 Windmill Road.

- 2.3 On 18th March 2003 a 12 hour weekday vehicle survey was undertaken to determine vehicle manoeuvres at the A308/A244 junction. The results of this survey are as follows:

- i) High volumes of traffic travel through this area on the A308, at times the traffic builds up during the peak times and off-peak periods of the day.
- ii) Pedestrians have to wait for a relatively long period of time for the traffic lights to show red so they can use the uncontrolled crossing. It can be both difficult and confusing for pedestrians to determine if it is safe for them to cross when using the traffic signals as an indication. The combination of these factors may increase the chance of a pedestrian / vehicle conflicts especially if crossing near the end of a signal cycle.
- iii) Existing uncontrolled crossing facilities unsuitable, particularly for groups of school children using the junction as their direct route to school.

- 2.4 The vehicle survey has shown that this location is currently 10% and 9% over capacity during the morning and evening periods respectively. Alterations to include a pedestrian phase at this junction would have a significant impact on local traffic conditions and increase traffic queues.
- 2.5 Using traffic models based on collated vehicle flow data to assess both options it is shown that:
- The introduction of a pedestrian phase as shown in option 1 (**Annex 'A'**) would be likely to increase traffic queues along A308 westbound, A244 Cadbury Road southbound and eastbound to approximately 200m during the am peak hour.
 - The introduction of a pedestrian phase as shown in option 2 (**Annex 'B'**) would be likely to increase traffic queues along A308 westbound to approximately 660m; A308 eastbound and northbound to approximately 200m and 300m respectively and A244 Windmill Road eastbound to approximately 300m. This is during the am peak hour.
- 2.6 The traffic models described in 2.5 above show option 2 (**Annex 'B'**) to be impractical with extensive impact on local traffic conditions and queuing traffic.

3 CONSULTATIONS

- 3.1 Spelthorne Borough Council, Chamber of Commerce, Public Transport Operators and Emergency Services will be consulted on the proposal.
- 3.2 Local residents, businesses and Spelthorne Committee for Access Now (SCAN) will be consulted on the proposal.

4 FINANCIAL IMPLICATIONS

- 4.1 The works for the scheme are estimated to cost a total of £90,000 excluding the cost of relocating statutory services but includes consultation and design fees. It is proposed to include this scheme on the forward programme of the Local Transport Plan Budget to await funding.

5 SUSTAINABLE DEVELOPMENT IMPLICATIONS

- 5.1 This proposal would encourage the use of walking as an alternative mode of transport.

6 CRIME & DISORDER IMPLICATIONS

6.1 There are no implications.

7 EQUALITIES IMPLICATIONS

7.1 There are no implications.

8 CONCLUSION AND REASONS FOR RECOMMENDATIONS

8.1 Promotion of alternative modes of transport including walking is an objective within the Local Transport Plan. This proposal would provide a much needed link across one of the busiest roads in the Borough and would be of major benefit to local residents.

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BACKGROUND PAPERS:

Feasibility Report – A308 Staines Road West / A244 Cadbury / Windmill Road, Sunbury, Proposed Pedestrian Crossing Facilities.