



OFFICER REPORT TO LOCAL COMMITTEE (ELMBRIDGE)

A245 STOKE ROAD, ROUTE STUDY

PHASE 2 SCHEME

21 JANUARY 2008

KEY ISSUE

To seek Committee approval for a new-dedicated right hand turn lane from A245 Stoke Road into C157 Fairmile Lane, the construction of a new footway link connecting two existing routes, and three pedestrian refuge islands.

SUMMARY

This report will recommend local carriageway widening of the A245 Stoke Road near the junction with C157 Fairmile Lane in order to construct a dedicated right-turn lane facilitating vehicles turning into Fairmile Lane from the Stoke Road. A new footway will be constructed westwards with the addition of three pedestrian refuge islands.

The construction of the dedicated right-turn lane will improve safety for vehicular users reducing the number of shunt accidents and it will also reduce delays to westbound traffic. The pedestrian refuge islands will encourage pedestrians to cross at the dedicated crossings points creating a safer environment, whilst preventing overtaking and reducing vehicular speeds.

OFFICER RECOMMENDATIONS

The Local Committee Elmbridge is asked to:

- (i) Approve the scheme to introduce a dedicated right-turn lane for vehicles turning into Fairmile Lane by way of local carriageway widening. Construction of three pedestrian refuge islands, and a section of piped drainage ditch to facilitate the new pedestrian footway as shown on Annex A.

1 INTRODUCTION AND BACKGROUND

- 1.1 A presentation was made to the Local Committee identifying the outcomes of the A245 Stoke Road (Painshill Interchange to Stoke D'Abernon) linear route feasibility study in September 2003.
- 1.2 Following that presentation, consultation on the study's results and proposals was undertaken with various local groups, including the Emergency Services, Members, Transport Groups, as well as local residents and interest groups.
- 1.3 Based upon the results of this consultation together with assessments of accident statistics, traffic and pedestrian flows, turning movements, and other associated requirements a scheme design was proposed between the boundaries of the study route, Woodlands Road to A307 Portsmouth Road.
- 1.4 However, the cost of introducing all the measures would have been prohibitive and hence the design was broken down into more financially manageable elements over a number of financial years.
- 1.5 The construction of phase 1 of this project, the introduction of the puffin crossing to the south of Vincent Road, was constructed earlier in the year with approval obtained at the meeting held on the 26th September 2005. Although there had much criticism of this element of the scheme in the early stages, residents now appear satisfied with the puffin crossing and are looking forward to the implementation of the further measures proposed.
- 1.6 During that consultation, a number of parties identified the lack of pedestrian crossing facilities, together with a need for a continuous pedestrian footway between Vincent Road and Ravenswood Close on the southern side of the A245.
- 1.7 The A245 carries both local traffic and through traffic between Cobham and Leatherhead, on a single carriageway road with speed limit of 40 mph at the section of the road being considered as part of this phase of works.
- 1.8 The existing layout comprises a priority/give-way T-junction with no dedicated right-turn lane facilities for vehicles turning from Stoke Road into Fairmile Lane.

- 1.9 Due to the high demands placed upon the highway network in this area, during the morning peak period the right turning traffic from Stoke Road is significant and it blocks the westbound through traffic causing queues and delays.
- 1.10 4 accidents have occurred during the study period between 1 January 1999 and 30 September 2002. Three of these accidents resulted from conflict between vehicles turning right from A245 Stoke Road into the C157 Fairmile Lane and the eastbound traffic on the A245. 1 fatal accident has occurred involving a pedestrian crossing the A245 to the west of the junction.
- 1.11 A further 6 accidents have occurred in the vicinity of this junction subsequent to the study period with one occurring in November 2002, two in 2004, two in 2005, and one in 2006.
- 1.12 Buses moving westbound on A245 Stoke Road frequently become “locked” in the existing lay-by during the morning peak resulting to delays to the service.

2 ANALYSIS

- 2.1 A dedicated right-turn lane is proposed on the A245 Stoke Road to facilitate right turning vehicles into the C157 Fairmile Lane.
- 2.2 To accommodate the right-turn lane it would be necessary to widen the carriageway on the south side. The land required for the widening can be accommodated from within the highway boundary.
- 2.3 However in order to introduce the new continuous footway, it will be necessary to pipe and fill in a long section of existing open ditch on the southern side.
- 2.4 It is also proposed to introduce a new pedestrian refuge island on the west side of the junction to improve the safety for pedestrians crossing the A245, whilst giving the right turn lane advance protection.
- 2.5 The new pedestrian footway will be continued westward and will also include a further two pedestrian refuge islands along its route to Ravenswood Close.

3 OPTIONS

- 3.1 The dedicated right turn lane is the only feasible solution to remedy the congestion at this specific location.
- 3.2 A roundabout was considered but would require far more land and could not be justified in terms of cost benefit. Furthermore this would change

the priority from the principal A road and give it to the C road, for certain turning movement, hence making the C road far more attractive as an alternative route.

- 3.3 Traffic signals were also considered but excluded as these would not only change the physical environment, but would enhance further the use of the C152 Fairmile Lane as a viable alternative to the A245 Stoke Road and migrate more vehicles onto less appropriate minor roads in the area.

4 CONSULTATION

- 4.1 Further consultation with the Police and with the other emergency services will be undertaken as part of the statutory process should the Local Committee agree to the recommendations of this report.

5 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

- 5.1 The estimated cost of the proposal is £250,000, proposed for funding from the capital LTP budget.

6 EQUALITIES AND DIVERSITY IMPLICATIONS

- 6.1 The proposed pedestrian and vehicle facilities will provide a safer environment for all highway users. The proposed dropped kerbs will be constructed flush with the existing carriageway and will therefore provide improved crossing facilities for partially sighted and disabled users, together with push chairs.

7 CRIME AND DISORDER IMPLICATIONS

- 7.1 Not applicable.

8 CONCLUSION AND RECOMMENDATIONS

- 8.1 The scheme would improve safety for right turning traffic, whilst reducing congestion.
- 8.2 Delays to westbound traffic in the morning peak period, caused by right turning traffic blocking through traffic, would be ameliorated.
- 8.3 Safety would be improved for pedestrians crossing the A245 Stoke Road by the introduction of three further pedestrian refuge islands, whilst the continuous footway will give pedestrians more choice and flexibility.
- 8.4 The Bus service times would be improved at peak times.

9 REASONS FOR RECOMMENDATIONS

- 9.1 To improve the safety for pedestrians and vulnerable road users crossing the A245, whilst making improvements to road safety generally for vehicular and to improve the delay to westbound traffic.

10 WHAT HAPPENS NEXT

- 10.1 If the Committee is minded to agree to the recommendations contained in the report, then further formal consultation will be carried with the Police and Emergency Services. This will then be followed by issuing an official construction order to Carillion our Constructor partner, to programme the scheme for commencement of the construction phase prior to the end of this financial year.

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