



OFFICER REPORT TO LOCAL COMMITTEE (ELMBRIDGE)

A309 HAMPTON COURT WAY – PROPOSED CYCLING FACILITIES

7 DECEMBER 2009

KEY ISSUE

To seek Committee approval for an extension of the existing cycle way along Hampton Court Way from Hampton Court Rail Station to the Scilly Isles.

SUMMARY

This report will recommend the extension of the existing designated off road cycle lane, from Hampton Court to Summer Road and extend it to the Scilly Isles. The cycle lane will be located both on and off the carriageway with sections of footway widening to facilitate shared use by both pedestrian and cyclists.

This proposal will minimise the conflicts of cyclists with motor vehicles, particularly HGV' s and thus cyclists' safety will be improved whilst providing a more attractive and sustainable transport medium.

OFFICER RECOMMENDATIONS

The Local Committee Elmbridge is asked to:

- (i) Approve the proposal of extending the existing cycle way along the A309 Hampton Court Way from Summer Road to the Scilly Isles, Esher, both on and off road.

- (ii) Approve the erection and use of regulatory signs to diagram numbers, 955, 956 & 957, in accordance with The Traffic Signs Regulations and General Directions 2002.

1 INTRODUCTION AND BACKGROUND

- 1.1 The A309 Hampton Court Way is the only primary route in the Elmbridge Borough area, and forms part of the Surrey primary route network. It links the A308 to the north with the A307 Portsmouth Road to the south, and A3 to the east.
- 1.2 This primary route carries both local traffic and through traffic between the A308, London Boroughs of Richmond and Kingston, the A307 Esher, together with the A3 to/from London. It is a single carriageway road with a speed limit of 40 mph, at the section of the road being considered as part of this phase of works.
- 1.3 The Thames Path, route 4, which runs along the River Thames, and completed in the mid 1990's, will provide links to this route. This has already proved extremely popular with both pedestrian and cycle users.
- 1.4 A segregated cycle and footpath, from Hampton Court Station to Summer Road, was constructed in the late 1990's, and is also very well used.
- 1.5 The Thames Ditton area, to the east of the Hampton Court Way, was traffic calmed in 2001 and has removed much of the rat running traffic from the area. Vehicular volumes are now much reduced and cyclists can use them with far greater confidence and safety.
- 1.6 A Toucan crossing was also installed in 2002, near to the Embercourt Road roundabout, to facilitate the crossing of the A309 Hampton Court Way by both pedestrians and cyclists.

2 ANALYSIS

- 2.1 It is proposed to introduce new shared cycle and pedestrian footway facilities together with on carriageway cycle lanes, where possible, to encourage and promote cycling by creating a safer environment.
- 2.2 The facilities proposed will comprise of dropped kerbs complete with new tactile paving at various crossing locations, footway widening to facilitate an off road cycle lane and new road markings to designate the cycle lane.
- 2.3 Signing will also be required to ensure that all users are aware of the designation, together with destination plates and distances.

- 2.4 Some of the signs required are Regulatory in nature, and by virtue of this, require specific approval by the Highway Authority for their use. These signs are shown below.



Diagram 955



Diagram 956



Diagram 957

3 OPTIONS

- 3.1 Due to various environmental limitations, it is not possible to provide off road facilities the entire length of the A309. It is proposed to sign and in some circumstances also introduce carriageway lining along some of the lesser trafficked slip roads and side roads to facilitate links to the proposed off road connections.
- 3.2 Modifications to the Summer Road junction kerb alignment and bus layby, are proposed in order to afford improvements for all users in this particular location.

4 CONSULTATION

- 4.1 Consultation has already been carried out with the County Cycling Officer, and some minor amendments have been made to the design to accommodate the comments made.
- 4.2 This proposal has also been included on recent agendas of the East Area Cycle forums, to make users aware of the scheme and invite comments.

5 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

- 5.1 The estimated cost of the proposal is £75,000, proposed for funding from the Elmbridge Local Transport Plan and revenue budgets.

6 EQUALITIES AND DIVERSITY IMPLICATIONS

- 6.1 The proposed pedestrian and cycle facilities will provide a safer environment for all highway users, but in particular cyclists.

- 6.2 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 extension of the existing cycle lane will improve safety for cyclists and should prevent unnecessary accidents.
- 8.2 The proposal to introduce new shared cycle and footway facilities together with on carriageway cycle lanes will encourage and promote cycling by creating a safer environment.
- 8.3 The report recommends the extension of the existing cycle way along Hampton Court Way from Summer Road to the Scilly Isles.

9 REASONS FOR RECOMMENDATIONS

- 9.1 To increase cyclists' safety and encourage cycling by creating a safer environment.
- 9.2 To improve the safety for cyclists, pedestrians and vulnerable road users, whilst encouraging modal shift.

10 WHAT HAPPENS NEXT

- 10.1 If the Committee is minded to agree to the recommendations contained in the report, then an official construction order will be issued 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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BACKGROUND PAPERS:

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