



**OFFICER REPORT TO LOCAL COMMITTEE
(SPELTHORNE)**

**A 308 STAINES ROAD WEST, FORDBRIDGE ROUNDABOUT
TO SCHOOL ROAD –
PROPOSED SHARED CYCLE / PEDESTRIAN ROUTE**

08 OCTOBER 2007

KEY ISSUE & SUMMARY

To consider the introduction of a shared cycle / pedestrian route along A308 Staines Road West between its junctions with Fordbridge Roundabout and School Road.

OFFICER RECOMMENDATIONS

The Local Committee (Spelthorne) is asked to agree that:

- (i) The proposal is approved for implementation; and
- (ii) Funded from the Local Allocation 2007 / 2008.

1 INTRODUCTION AND BACKGROUND

- 1.1 At its October 2005 meeting the Local Committee for Spelthorne approved and adopted the Spelthorne Cycle Strategy. Within this strategy is described the development of a shared use cycle/pedestrian route alongside the A308, including the stretch between the Fordbridge roundabout and School Road. This is seen as an important link between west and east Spelthorne where currently none exists and the County Cycling Officer has put forward this proposal.

2 ANALYSIS

- 2.1 The section of footway that could be converted to shared use is between Ford Close (near to the Fordbridge roundabout) and a few metres short of School Road; a total distance of approximately 1500 metres. Cyclists travelling east towards School Road would be directed to dismount just before School Road and walk around the corner.
- 2.2 The current footway width is between 1 and 3 metres with the majority being 1.5 metres. Removal of encroaching vegetation should bring the minimum width to 1.5 metres. For much of the route there is a grass verge alongside the existing footway.
- 2.3 The footway crosses two very minor culs-de-sac: Fairways and Pippins Court. New dropped kerbs at the junction of Fairways would provide a major improvement for wheelchair users.
- 2.4 The following work to the footway would be required:
- Three short sections with a damaged surface would need repairing.
 - The footway would be widened to its maximum width by the removal of grass and vegetation (bushes, brambles etc.) encroachment.
 - Two dropped kerbs with appropriate tactile paving would be provided at its junction with Fairways.
 - Marking of the route across the junctions of Fairways and Pippins Court would alert drivers to the presence of a cycle route.
 - Signing as a shared footway with appropriately placed signs.
 - Direction signs at both ends

3 OPTIONS

- 3.1 The A308 is a fast road (50 mph limit) with a high volume of traffic, including heavy goods vehicles. As such it is only the really determined cyclist that will use it. For the less determined cyclist there is no direct route between west and east Spelthorne (Staines and Sunbury). The lack of cycling facilities is a major barrier to people cycling between the two areas.

- 3.2 The footway alongside the A308 is lightly used by pedestrians and is already used (albeit illegally) by a number of cyclists. Improving and legitimising the footway for shared use would provide a much needed facility for cyclists in Spelthorne.
- 3.3 Although the footway width is narrower in places than would normally be provided for shared use the presence of good sight lines, a grass verge between the footway and the A308 carriageway that could be used for overtaking purposes and low pedestrian use means that it is acceptable in this instance.
- 3.4 This facility would provide a legitimate alternative route for many cyclists who do not wish to use the carriageway of the A308. It would provide a link to existing cycle routes at Fordbridge roundabout and School Road thus providing a more extensive network of cycle routes.

4 CONSULTATIONS

- 4.1 This proposal was included in Spelthorne's Cycle Strategy following discussions at the Cycle Forums. Surrey Police have raised no objection to the proposal.

5 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

- 5.1 The proposal is estimated to cost about £10,000 and would be funded from the Local Allocation, within the agreed capital budget.

6 EQUALITIES AND DIVERSITY IMPLICATIONS

- 6.1 There are no implications arising from this report.

7 CRIME AND DISORDER IMPLICATIONS

- 7.1 There are no crime and disorder implications.

8 CONCLUSION AND RECOMMENDATIONS

- 8.1 The proposal would link the existing cycle facilities at Fordbridge Roundabout and School Road

9 REASONS FOR RECOMMENDATIONS

- 9.1 The proposal supports cycling, a sustainable alternative means of transport to the private car and would link existing facilities.

10 WHAT HAPPENS NEXT

10.1 The scheme is submitted for design, safety audit and subsequent implementation.

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BACKGROUND PAPERS: Spelthorne Cycle Strategy 2005