



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

B3003 CLOCKHOUSE LANE, ASHFORD

**PROPOSED SHARED FOOT AND CYCLEBRIDGE
OVER RAILWAY**

10 DECEMBER 2007

KEY ISSUE & SUMMARY

To consider the installation of a new shared foot and cyclebridge on Clockhouse Lane, Ashford at the boundary with the London Borough of Hounslow.

OFFICER RECOMMENDATIONS

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

the scheme to provide a new shared foot and cyclebridge as shown on **Annex A** (Drg. No. 6626/01) be supported prior to its approval being determined by the Executive.

1 INTRODUCTION AND BACKGROUND

- 1.1 At the borough boundary between Spelthorne and Hounslow where the B3003 Clockhouse Lane passes over a railway there are no pedestrian or cyclist facilities at the existing road bridge.
- 1.2 For many years discussions have taken place with the London Borough of Hounslow regarding the provision of improved facilities at this location.

2 ANALYSIS

- 2.1 The B3003 Clockhouse Lane runs south/north between Ashford, Spelthorne and East Bedfont, Hounslow. The boundary between the two authorities runs along the fenceline on the southern side of the railway.
- 2.2 Where the road crosses the railway, there is no footway either at the bridge or on its approaches. The width of the carriageway varies but is generally around 7.0m on the bridge approaches and 6.5m on the bridge itself. This makes the bridge potentially hazardous for both pedestrians and cyclists and means that it acts as a barrier for vulnerable road users.
- 2.3 There have been problems with speeding vehicles in this area and a safety camera is located on the south side of the bridge for southbound traffic.
- 2.4 At their meeting on 12 March 2007 the Committee agreed that a southbound 7.5 tonnes weight restriction on Clockhouse Lane should be introduced during 2007/08 subject to there being no unresolved objections.

3 OPTIONS

- 3.1 At the Committee meetings on 28 June 2004 and 25 April 2005 options to improve pedestrian and cyclist facilities at the bridge were discussed. These options included widening the existing structure to provide footways, constructing a separate footbridge and the installation of traffic signals.
- 3.2 As reported to this Committee on 28 June 2004, a study recommended that the preferred option was the construction of a 3.0m wide shared foot and cyclebridge on the eastern side of the existing road bridge with a ramp on each approach. At the Committee meeting on 25 April 2005 it was resolved that the provision of traffic signals was not a viable option.

3.3 The preferred option is shown on **Annex A** (Drg. No. 6626/01).

4 CONSULTATIONS

- 4.1 Regular consultations have taken place with officers from Hounslow and Network Rail and will continue during the scheme development.
- 4.2 As the existing bridge and the proposed shared foot and cyclebridge are within Hounslow, it has been agreed between the respective officers that Hounslow would project manage the scheme; maintenance of both bridges would be the responsibility of Hounslow.
- 4.3 In accordance with the Highways Act, a Section 8 Agreement would be required to enable the London Borough of Hounslow to carry out work within Surrey.

5 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

- 5.1 The estimated cost of the scheme is £1 million.
- 5.2 As the scheme is on the boundary between Surrey and Hounslow, officers from both authorities have indicated that funding for the scheme should be shared equally between Hounslow and Surrey. As Surrey's contribution would be £500,000, it is classed as an intermediate scheme and therefore would be funded centrally by the Executive. Hounslow made a bid to Transport for London in June 2007 for funding to enable it to undertake its share of the scheme development but has been informed that the bid was not successful. Officers from Hounslow have indicated that they will appeal against this decision.
- 5.3 Should the appeal be successful, officers will prepare a bid for Surrey's share of the scheme cost which will be presented to the Executive in February 2008. As part of its assessment to decide which schemes should be added to the programme the Executive will consider value for money implications. If the funding bid to the Executive is approved, design would commence in early 2008/09.

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 implications arising from this report.

8 CONCLUSION AND RECOMMENDATIONS

- 8.1 There are no facilities for pedestrians or cyclists on Clockhouse Lane at the borough boundary where it crosses over a railway. The construction of a new shared foot and cyclebridge would overcome this and would both improve road safety and make the areas either side of the bridge more accessible for vulnerable road users.

9 REASONS FOR RECOMMENDATIONS

- 9.1 Both Hounslow and Surrey have supported this proposal for many years but its progress has been held back because of funding issues. If the funding bid by Hounslow Borough Council to Transport for London is ultimately successful, the support of the Local Committee would need to be in place prior to the scheme being considered by the Executive.

10 WHAT HAPPENS NEXT

- 10.1 Hounslow is expected to appeal against the Transport for London decision not to approve its bid for funding. Should this appeal be successful, a bid for Surrey's share of the scheme cost would be made to the Executive in February 2008, which if approved, would enable detailed design to commence in early 2008/09.
- 10.2 However, if the decision of Transport for London not to fund the scheme is confirmed, the bid to the Executive would be withdrawn.

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BACKGROUND PAPERS: