



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

A308 STAINES ROAD WEST / SCHOOL ROAD, ASHFORD

**PROPOSED CONTROLLED PEDESTRIAN PHASES
AND RIGHT TURN LANE IMPROVEMENT**

29 SEPTEMBER 2008

KEY ISSUE & SUMMARY

To consider the introduction of controlled pedestrian phases and a right turn lane at the junction of A308 Staines Road West and School Road, Ashford.

OFFICER RECOMMENDATIONS

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

- (i) the proposed controlled pedestrian phases and signal controlled right turn lane at the junction of A308 Staines Road West and School Road, Ashford as shown on Drg. No. 3851/04 at **Annex A** be approved; and
- (ii) subject to the necessary funds being made available, construction of the proposal is funded from the 2009/10 Local Transport Plan budget.

1 INTRODUCTION AND BACKGROUND

- 1.1 The junction between A308 Staines Road West and School Road / Ashford Road lies on the main route between the M25 near Staines and the M3 at its junction with Sunbury Cross roundabout. It is traffic signal controlled and is linked to the other traffic signal controlled junctions eastwards towards Sunbury Cross roundabout.
- 1.2 Funding for the design of pedestrian facilities and improved turning movements was approved by the Committee at their meeting on 12 March 2008 as part of the Local Transportation Plan Programme Bid 2007/08 to 2011/12.
- 1.3 A petition was presented to this Committee on 8 October 2007 requesting that the right turn from School Road onto the A308 is positively controlled and that the BP garage entry/exit on School Road is closed.
- 1.4 This report seeks approval to the layout shown at **Annex A (SEPARATELY ATTACHED)** and for its construction during 2009/10.

2 ANALYSIS

- 2.1 During the three year period 1 June 2005 to 31 May 2008 there were 15 slight injury collisions at the junction. Of these collisions, five involved a shunt on Staines Road West, three in a westbound direction and two in an eastbound direction. Five collisions involved vehicles turning right from Staines Road West and one involved a vehicle turning right from School Road. Three collisions involved vehicles turning right into the BP garage from School Road and the remaining collision involved a westbound overtaking vehicle. No collision involved cyclists or pedestrians.
- 2.2 The petition previously presented to the Committee requested that the right turn from School Road should be positively controlled. The petitioners consider that this manoeuvre is unsafe as right turning drivers cannot see northbound traffic coming from Ashford Road that is hidden by right turning vehicles from Ashford Road; this is exacerbated by the crest in the vertical alignment on the Ashford Road approach. Closing the BP garage entry/exit on School Road was also proposed because vehicles using this access can block other traffic movements.
- 2.3 The Ashford Church of England Primary School is located on School Road approximately half a kilometre north of the A308. A controlled pedestrian crossing facility across the A308 has previously been identified as a Safe Routes to Schools proposal to make it safer for schoolchildren who live south of the A308 to cross Staines Road West.

- 2.4 A shared foot and cycle route on the north side of Staines Road West between Fordbridge Road and School Road was approved by this Committee on 8 October 2007 and its detailed design is underway. However the width of the existing footway immediately to the west of School Road is too narrow to implement the route at that location. The scheme being considered in this report would address this issue.

3 OPTIONS

- 3.1 The proposal as shown at **Annex A** includes controlled pedestrian facilities across Staines Road West on the east side of its junction with School Road / Ashford Road which would help pedestrians, including those who walk to and from the schools in Ashford, to cross the A308 in greater safety. The new crossing would require the central reserve to be widened in order to provide adequate waiting space for pedestrians, which would be achieved by reducing the existing eastbound short length of three lanes at this point to two lanes. Correspondingly the three lanes on the eastbound approach to the junction have been reduced to two lanes. This change of three lanes into two through the junction should help reduce the driver aggression that occurs on this length of road; for this reason this arrangement is also proposed on the westbound A308 through the junction.
- 3.2 By reducing the number of lanes on the eastbound approach to the junction the width of the footway on the north side of the A308 could be widened. This would enable the shared foot and cycleway that has previously been approved between Fordbridge Road and School Road to be extended to its intended full length and for it to tie into the existing on-carriageway cycle lane on the northbound side of School Road.
- 3.3 Controlled pedestrian facilities are also proposed across School Road. As part of this proposal the left turn from the A308 would be brought under traffic signal control which would also help deter eastbound motorists on the A308 entering the BP garage via the School Road access. At this stage, the request by the petitioners to close the School Road garage access has not been included in the scheme because a response from BP to that proposal is awaited. If their response is received in time, it will be reported to the meeting.
- 3.4 As requested in the petition, positive traffic signal control is proposed for vehicles turning right from School Road onto Staines Road West. This would improve safety and avoid uncertainty when making this manoeuvre.
- 3.5 The County Council's Safety Audit Team has raised concerns about the safety of the right turn manoeuvre from Ashford Road onto Staines Road West. As the maximum number of vehicles making this manoeuvre in any one hour is 40, the officer recommendation is that positive control should not be introduced because the relatively small

number of vehicles making this manoeuvre would not justify the resultant loss of junction capacity. The situation will however be monitored.

- 3.6 An alternative option would be to ban the right turn from Ashford Road but Surrey Police has indicated that it would not support this proposal. This is because there is no suitable alternative route for heavy goods vehicles as the existing 7.5 tonnes weight restriction on Spelthorne Lane would prevent its use by these vehicles.
- 3.7 During the detailed design stage it is proposed that consideration will be given to making the Ashford Road northbound nearside lane left turn only.

4 CONSULTATIONS

- 4.1 Surrey Police has been consulted and supports the introduction of the proposals as shown on **Annex A**.
- 4.2 The manager of the BP garage on the north-east corner of the junction between Staines Road West and School Road has been consulted about the proposals as set out in this report and the possible closure of the garage access on School Road. Any response received from BP will be reported to the meeting.

5 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

- 5.1 The estimated cost to introduce controlled pedestrian crossings over Staines Road West and School Road and to introduce a controlled right turn from School Road is £250,000. It is proposed that this is funded from the Local Transport Plan and, subject to funds being made available, construction is undertaken in 2009/10.

6 EQUALITIES AND DIVERSITY IMPLICATIONS

- 6.1 There are no implications.

7 CRIME AND DISORDER IMPLICATIONS

- 7.1 There are no implications.

8 CONCLUSION AND RECOMMENDATIONS

- 8.1 Introducing more controlled facilities for both car drivers and vulnerable road users would make the junction between Staines Road West and

School Road / Ashford Road safer. Reducing the number of straight ahead lanes in both directions on Staines Road West should help improve driver behaviour on this road.

9 REASONS FOR RECOMMENDATIONS

- 9.1 The introduction of the proposed changes to the junction will make it safer to use by all, including vulnerable road users, and supports the County Council's Safe Routes to Schools initiative.

10 WHAT HAPPENS NEXT

- 10.1 Detailed design will be undertaken to enable construction to take place next financial year subject to funds being made available.

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BACKGROUND PAPERS:

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