

| SPELTHORNE LTP SCHEMES RANKING - SEPT 2014 | | | | | | | | | | | | | | | | | Economy | | | FINAL SCORE | Cost | Benefit/ Cost | | | | | | | | | | | | | | | | | |
|--|--|---|-------------------|----------------------|-----------------------|---------------------|-------------------------------------|--------------------|---------------|--------|-------------------------------|--------------------------|-------------------|----------------------------|-------------------|-------|-------------|------------------|--------------------------|-----------------------|-------------------------------|-------------------------|----------------------|-----|---|------------------------------|----------------------|-------------------|-----|---------------------------------|------------------------|--------|---|----|-------|--------|---------|------|-----------|
| Rank | Scheme / Title | County Division | Developer funding | Congestion | | | | | Accessibility | | | | | Safety | | | | | Environment | | | | Economy | | | | | | | | | | | | | | | | |
| | | | | 15% | Con. Score | Wgted. Adj. | 15% | Acc. Score | Wgted. adj. | 35% | Safety Score | Wgted. Adj. | 15% | Env. Score | Wgted. Adj. | 20% | Econ. Score | Wgted. Adj. | 20% | £(k) | | | | | | | | | | | | | | | | | | | |
| | Factors should be assessed considering whether the proposed scheme will have a positive or negative effect, using the range of (-5 -4 -3 -2 -1 0 1 2 3 4 5), with negative figures being a negative effect, and positive ones beneficial. The score given should reflect factors such as the type of road, traffic volumes, likely impact of scheme etc. For KSI and accident statistics, the number of accidents over the preceding three year period should be entered, but only if these are directly relevant to the purpose of the scheme. | | | Vehicle delay impact | Traffic growth impact | Support travel plan | Technological congestion management | Parking management | 15% | 15% | Improve mobility for impaired | Promote public transport | Encourage walking | Reduce community severance | Encourage cycling | 15% | Reduce KSI | Reduce child KSI | Reduce slight casualties | Reduce vehicle speeds | Support safe routes to school | Improve street lighting | Reduce fear of crime | 35% | Improve streetscene inc. reducing tipping | Reduce vehicle CO2 emissions | Reduce traffic noise | Reduce HGV impact | 15% | Aligns with planned maintenance | Supports local economy | 20% | | | | | | | |
| 1 | Town Lane - casualty reduction and cycle route from A30 into Stanwell connecting to Heathrow | Stanwell and Stanwell Moor | | 0 | 0 | 4 | 0 | 0 | 4.00 | 60.00 | 2 | 0 | 2 | 0 | 4 | 8.00 | 120.00 | 3 | 0 | 16 | 2 | 2 | 0 | 0 | 23.00 | 805.00 | 0 | 1 | 0 | 0 | 1.00 | 15.00 | 3 | 3 | 6.00 | 120.00 | 1120.00 | 35 | 32000.000 |
| 2 | Charlton Lane (between Charlton Road and Upper Halliford Bypass) Speed Management - request from Surrey Police | Laleham and Shepperton | | 0 | 0 | 0 | 0 | 0 | 0.00 | 0.00 | 0 | 0 | 0 | 0 | 0 | 0.00 | 0.00 | 1 | 0 | 10 | 2 | 0 | 0 | 0 | 13.00 | 455.00 | 0 | 0 | 0 | 0 | 0.00 | 0.00 | 0 | 0 | 0.00 | 0.00 | 455.00 | 15 | 30333.333 |
| 3 | Feltham Hill Road near Woodlands Parade - new pedestrian crossing | Ashford & Sunbury Common and Ashford | 20 | 0 | 0 | 2 | 0 | 0 | 2.00 | 30.00 | 3 | 0 | 4 | 4 | 0 | 11.00 | 165.00 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2.00 | 70.00 | 0 | 0 | 0 | 0 | 0.00 | 0.00 | 0 | 2 | 2.00 | 40.00 | 305.00 | 20 | 15250.000 |
| 4 | Dropped kerbs on the junction of Wood Road and other adjoining roads and Ash Road, Shepperton. | Laleham and Shepperton | | 0 | 0 | 0 | 0 | 0 | 0.00 | 0.00 | 3 | 0 | 3 | 3 | 0 | 9.00 | 135.00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1.00 | 35.00 | 0 | 0 | 0 | 0 | 0.00 | 0.00 | 0 | 0 | 0.00 | 0.00 | 170.00 | 15 | 11333.333 |
| 5 | Clare Road Zebra Crossing by Stanwell Fields School | Stanwell and Stanwell Moor | | 0 | 0 | 2 | 0 | 0 | 2.00 | 30.00 | 2 | 0 | 4 | 0 | 0 | 6.00 | 90.00 | 0 | 0 | 1 | 1 | 3 | 0 | 0 | 5.00 | 175.00 | 0 | 0 | 0 | 0 | 0.00 | 0.00 | 0 | 0 | 0.00 | 0.00 | 295.00 | 30 | 9833.333 |
| 6 | Indicative right turn aspect at Station Road / Church Road / Knapp Road | Ashford | | 1 | 0 | 0 | 0 | 0 | 1.00 | 15.00 | 0 | 0 | 0 | 0 | 0 | 0.00 | 0.00 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2.00 | 70.00 | 0 | 0 | 0 | 0 | 0.00 | 0.00 | 0 | 0 | 0.00 | 0.00 | 85.00 | 10 | 8500.000 |
| 7 | Thameside closure (prohibition of traffic) | Shepperton and Laleham | | 0 | 0 | 0 | 0 | 0 | 0.00 | 0.00 | 1 | 0 | 0 | 0 | 2 | 3.00 | 45.00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1.00 | 35.00 | 4 | 2 | 0 | 0 | 6.00 | 90.00 | 0 | 2 | 2.00 | 40.00 | 210.00 | 30 | 7000.000 |
| 8 | Lower Hampton Road, double white line system | Lower Sunbury | | 0 | 0 | 0 | 0 | 0 | 0.00 | 0.00 | 0 | 0 | 0 | 0 | 0 | 0.00 | 0.00 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 3.00 | 105.00 | 0 | 0 | 0 | 0 | 0.00 | 0.00 | 0 | 0 | 0.00 | 0.00 | 105.00 | 15 | 7000.000 |
| 9 | Town Lane S-Bends - casualty reduction and pedestrian accessibility | Stanwell and Stanwell Moor | | 0 | 0 | 0 | 0 | 0 | 0.00 | 0.00 | 2 | 0 | 2 | 0 | 0 | 4.00 | 60.00 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 5.00 | 175.00 | -1 | 0 | 0 | 0 | -1.00 | -15.00 | 1 | 0 | 1.00 | 20.00 | 240.00 | 35 | 6857.143 |
| 10 | Worple Road, Staines, Pedestrian Crossing | Staines South and Ashford West | | -2 | 0 | 2 | 0 | 0 | 0.00 | 0.00 | 3 | 2 | 4 | 3 | 0 | 12.00 | 180.00 | 0 | 0 | 1 | 1 | 3 | 0 | 0 | 5.00 | 175.00 | -1 | -1 | 0 | 0 | -2.00 | -30.00 | 0 | 0 | 0.00 | 0.00 | 325.00 | 50 | 6500.000 |
| 11 | Edinburgh Drive Parade One Way | Staines South and Ashford West | | 0 | 0 | 0 | 0 | 2 | 2.00 | 30.00 | 0 | 0 | 0 | 0 | 0 | 0.00 | 0.00 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2.00 | 70.00 | -2 | 1 | 0 | 0 | -1.00 | -15.00 | 0 | 0 | 0.00 | 0.00 | 85.00 | 15 | 5666.667 |
| 12 | Introduction of pedestrian refuge island on Halliford Road | Lower Sunbury and Halliford | | 0 | 0 | 0 | 0 | 0 | 0.00 | 0.00 | 1 | 1 | 2 | 1 | 0 | 5.00 | 75.00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1.00 | 35.00 | 0 | 0 | 0 | 0 | 0.00 | 0.00 | 0 | 0 | 0.00 | 0.00 | 110.00 | 20 | 5500.000 |
| 13 | HGV following on from the Boroughwide Freight Study (per scheme) | All wards | | 1 | 0 | 2 | 2 | 0 | 5.00 | 75.00 | 1 | 0 | 1 | 1 | 1 | 4.00 | 60.00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1.00 | 35.00 | 0 | 0 | 2 | 4 | 6.00 | 90.00 | 1 | -1 | 0.00 | 0.00 | 260.00 | 50 | 5200.000 |
| 14 | Long Lane jw Bedfont Road - Concerns for safety and HGV manoeuvres | Stanwell and Stanwell Moor | | 0 | 0 | 0 | 0 | 0 | 0.00 | 0.00 | 0 | 0 | 0 | 0 | 0 | 0.00 | 0.00 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 5.00 | 175.00 | 0 | 0 | 0 | 0 | 0.00 | 0.00 | 0 | 0 | 0.00 | 0.00 | 175.00 | 35 | 5000.000 |
| 15 | London Road j/w Fairfield Avenue pedestrian facilities | Staines | | -2 | 0 | 2 | 0 | 1 | 1.00 | 15.00 | 3 | 2 | 4 | 4 | 1 | 14.00 | 210.00 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3.00 | 105.00 | 1 | 0 | 0 | 0 | 1.00 | 15.00 | 1 | 2 | 3.00 | 60.00 | 405.00 | 100 | 4050.000 |
| 16 | HGV signs from M25 J13 to Heathrow - link to freight study | Stanwell and Stanwell Moor | | 2 | 0 | 0 | 1 | 0 | 3.00 | 45.00 | 0 | 0 | 0 | 0 | 0 | 0.00 | 0.00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1.00 | 35.00 | 0 | 1 | 0 | 0 | 1.00 | 15.00 | 0 | 0 | 0.00 | 0.00 | 95.00 | 25 | 3800.000 |
| 17 | Feltham Road - HGV mitigation inc traffic calming, ped crossing near Verona Court, road surface improvement and iron work relocation | Ashford | | -1 | -2 | 0 | 0 | 0 | -3.00 | -45.00 | 0 | 2 | 1 | 1 | 1 | 5.00 | 75.00 | 0 | 0 | 5 | 3 | 1 | 0 | 0 | 9.00 | 315.00 | 0 | 1 | 2 | 2 | 5.00 | 75.00 | 0 | 1 | 1.00 | 20.00 | 440.00 | 150 | 2933.333 |
| 18 | Clare Road junction with Hadrian Road - review mini roundabout | Stanwell and Stanwell Moor | | 0 | 0 | 0 | 0 | 0 | 0.00 | 0.00 | 0 | 0 | 0 | 0 | 0 | 0.00 | 0.00 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 3.00 | 105.00 | 0 | 0 | 0 | 0 | 0.00 | 0.00 | 0 | 0 | 0.00 | 0.00 | 105.00 | 40 | 2625.000 |
| 19 | A244 Upper Halliford Road Pedestrian Crossing | Lower Sunbury and Halliford | | -2 | 0 | 2 | 0 | 0 | 0.00 | 0.00 | 3 | 2 | 4 | 5 | 0 | 14.00 | 210.00 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 4.00 | 140.00 | -2 | -1 | 0 | 0 | -3.00 | -45.00 | 0 | 0 | 0.00 | 0.00 | 305.00 | 150 | 2033.333 |
| 20 | Fordbridge Road cycle facilities connecting from Marshall's RAB | Lower Sunbury and Halliford | | 0 | 2 | 2 | 0 | 0 | 4.00 | 60.00 | 2 | 0 | 2 | 2 | 4 | 10.00 | 150.00 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 4.00 | 140.00 | 0 | 1 | 0 | 0 | 1.00 | 15.00 | 0 | 2 | 2.00 | 40.00 | 405.00 | 200 | 2025.000 |
| 21 | Thames Street 20mph zone as per Committee approval in November 2008 | Lower Sunbury and Halliford | | 0 | 0 | 0 | 0 | 0 | 0.00 | 0.00 | 1 | 0 | 1 | 1 | 2 | 5.00 | 75.00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 | 0.00 | 0 | 0 | 0 | 0 | 0.00 | 0.00 | 0 | 0 | 0.00 | 0.00 | 75.00 | 40 | 1875.000 |
| 22 | Cadbury Road - HGV mitigation inc traffic calming, ped crossing near | Ashford & Sunbury Common and Ashford Common | | -1 | -2 | 0 | 0 | 0 | -3.00 | -45.00 | 0 | 0 | 2 | 1 | 2 | 5.00 | 75.00 | 0 | 0 | 3 | 3 | 1 | 0 | 0 | 7.00 | 245.00 | 1 | 1 | 1 | 2 | 5.00 | 75.00 | 0 | -1 | -1.00 | -20.00 | 330.00 | 180 | 1833.333 |
| 23 | A308/ B378 School Road junction improvement | Ashford & Sunbury Common and Ashford Common | | 2 | 0 | 1 | 3 | 0 | 6.00 | 90.00 | 4 | 0 | 4 | 4 | 4 | 16.00 | 240.00 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 3.00 | 105.00 | 1 | 2 | 1 | 0 | 4.00 | 60.00 | 2 | 1 | 3.00 | 60.00 | 555.00 | 350 | 1585.714 |
| 24 | Church Road jw Stanwell Road replace stand alone crossings with signals at junction | Ashford | | 2 | 2 | 2 | 2 | 0 | 8.00 | 120.00 | 2 | 0 | 2 | 0 | 2 | 6.00 | 90.00 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3.00 | 105.00 | 1 | 1 | 0 | 0 | 2.00 | 30.00 | 0 | 1 | 1.00 | 20.00 | 365.00 | 250 | 1460.000 |
| 25 | Staines Road East cycle facilities | Lower Sunbury and Halliford | | 0 | 2 | 2 | 0 | 0 | 4.00 | 60.00 | 2 | 0 | 2 | 0 | 4 | 8.00 | 120.00 | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 6.00 | 210.00 | 0 | 1 | 0 | 0 | 0.00 | 0.00 | 0 | 2 | 2.00 | 40.00 | 430.00 | 300 | 1433.333 |
| 26 | Cadbury Road junction with Chertsey Road - pedestrian facilities | Ashford & Sunbury Common and Ashford Common | | 0 | 0 | 2 | 2 | 0 | 4.00 | 60.00 | 3 | 0 | 4 | 4 | 2 | 13.00 | 195.00 | 1 | 0 | 1 | 0 | 3 | 0 | 0 | 5.00 | 175.00 | 0 | 2 | 0 | 0 | 2.00 | 30.00 | 0 | 2 | 2.00 | 40.00 | 500.00 | 400 | 1250.000 |
| 27 | Stanwell Moor Road junction with Park Road pedestrian facilities | Stanwell and Stanwell Moor | | 1 | 0 | 0 | 0 | 0 | 1.00 | 15.00 | 2 | 2 | 2 | 1 | 1 | 8.00 | 120.00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 | 0.00 | 0 | 0 | 0 | 0 | 0.00 | 0.00 | 0 | 1 | 1.00 | 20.00 | 155.00 | 150 | 1033.333 |
| 28 | Stanwell Moor Road / Park Road HGV U-turn facility | Stanwell and Stanwell Moor | | 0 | 0 | 0 | 0 | 0 | 0.00 | 0.00 | 0 | 0 | 0 | 0 | 0 | 0.00 | 0.00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 | 0.00 | -3 | 0 | 0 | 5 | 2.00 | 30.00 | 0 | 2 | 2.00 | 40.00 | 70.00 | 75 | 933.333 |
| 29 | Feltham Hill Road jw School Road / Convent Road - improved pedestrian facilities | Ashford | | 0 | 0 | 2 | 2 | 0 | 4.00 | 60.00 | 3 | 0 | 4 | 4 | 0 | 11.00 | 165.00 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3.00 | 105.00 | 0 | 0 | 0 | 0 | 0.00 | 0.00 | 0 | 2 | 2.00 | 40.00 | 370.00 | 400 | 925.000 |
| 30 | Bedfont Road - widen road - especially between Long Lane and Beacon Road - Possible joint scheme with Hounslow | Stanwell and Stanwell Moor | | 0 | 0 | 0 | 0 | 0 | 0.00 | 0.00 | 0 | 0 | 0 | -2 | 0 | -2.00 | -30.00 | 0 | 0 | 0 | -2 | 0 | 0 | 0 | -2.00 | -70.00 | 0 | 0 | 0 | 0 | 0.00 | 0.00 | 0 | 0 | 0.00 | 0.00 | -100.00 | 200 | -500.000 |
| Major / Intermediate Schemes | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | Church Road, Ashford Respond to pedestrian casualties. Remove service roads and replace with parking bays and possible cycle facilities. Big improvement for pedestrians and cyclists. Change priority from motorised traffic to pedestrians. | Ashford | | 2 | -2 | 2 | -1 | 2 | 3.00 | 45.00 | 2 | 2 | 2 | 3 | 4 | 13.00 | 195.00 | 2 | 0 | 13 | 3 | 3 | 0 | 0 | 21.00 | 735.00 | 3 | 2 | 2 | 2 | 9.00 | 135.00 | 0 | 4 | 4.00 | 80.00 | 1190.00 | 1500 | 793.333 |
| n/a | Sunbury Cross - Close subways and install surface crossings | Sunbury | | 3 | 3 | -2 | 1 | 0 | 5.00 | 75.00 | 2 | 2 | 3 | 2 | 3 | 12.00 | 180.00 | 1 | 0 | 2 | 0 | 3 | 0 | 3 | 9.00 | 315.00 | 1 | 0 | 0 | 0 | 1.00 | 15.00 | 0 | 3 | 3.00 | 60.00 | 645.00 | 2000 | 322.500 |
| n/a | New Thames Bridge in Lower | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

This page is intentionally left blank