

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (SPELTHORNE)



SURREY

DATE: 24 NOVEMBER 2014

LEAD OFFICER: NICK HEALEY  
HIGHWAYS AREA TEAM MANAGER (North East)SUBJECT: PETITION RESPONSE: PEDESTRIAN CROSSING  
FACILITIES AT STAINES ROAD WEST JUNCTION WITH  
CADBURY ROAD

DIVISION: SUNBURY AND ASHFORD COMMON

**SUMMARY OF ISSUE:**

At the September 2014 Committee, a petition was received from Mrs Pretorius - Warren signed by 750 signatories calling on Surrey Highways to take urgent action to install new controlled pedestrian crossing facilities on the junction of Staines Road West with Cadbury Road, Sunbury-on-Thames.

**RECOMMENDATIONS:**

For information only.

**1. INTRODUCTION AND BACKGROUND:**

1.1 The text of the petition is as follows:

To call on Surrey County Council to take urgent action to install a controlled pedestrian crossing on the junction of Staines Road West and Cadbury Road, Sunbury-on-Thames.

1.2 When the petition was presented in September 2014, the following details were added:

- The junction of Staines Road West and Cadbury Road already has controlled pedestrian crossing facilities to assist pedestrians in crossing Staines Road West itself.
- There are no controlled pedestrian crossing facilities across either Cadbury Road or Windmill Road – pedestrians crossing these arms of the junction must make their own judgement as to when it is safe to cross the road, by observing traffic movement across the junction and waiting for a safe opportunity.
- It was suggested that crossing Cadbury Road and Windmill Road was a reasonable challenge for any pedestrian.

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- It was pointed out that for a partially sighted pedestrian crossing Cadbury Road or Windmill Road was especially challenging, and this made the junction a significant barrier to a partially sighted person wishing to walk along Staines Road West.

1.3 The Royal National Institute for the Blind (RNIB) has taken an interest in this concern. Prior to presenting the petition to Committee in September 2014, correspondence was exchanged with the RNIB, which provides background information relating to the petition. This correspondence is reproduced below:

Dear [RNIB]

RE – Crossing at Cadbury Road junction with Staines Road West, Sunbury

Thank you for your letter date 29<sup>th</sup> April 2014 stating the problems Ms Simone Pretarious - Warren has been having whilst trying to use the existing pedestrian crossing located at the A244 Cadbury Road junction with the A308 Staines Road West.

The type of pedestrian facilities provided at the above-named junction is a 'walk with traffic'. In this instance, the facility has been provided at this junction because there is insufficient space to construct traffic islands without reducing the number of lanes on the carriageway which will undoubtedly have a detrimental effect on traffic flow bearing in mind the A244 Cadbury Road is a principal route.

If an exclusive pedestrian phase was to be added to allow pedestrians heading toward Sunbury Cross to cross the carriageway to the existing island, vehicular traffic from the A2445 Windmill Lane heading towards Cadbury Road would experience delays.

In addition to the above, vehicles traffic turning left into Cadbury Road from Staines Road West would also experience delays. The only effective way to gain pedestrian facilities is to keep the existing 'walk with traffic' facility which means that the existing pedestrian crossings can work along with other non-conflicting traffic phases.

The cost of carrying out such changes to traffic signals is vast and so to effectively manage our resources, modifications to traffic signal locations are carried out where there is a high demand for such change, ahead of where there are few.

I am sorry I am unable to provide further assistance to you on this occasion.

Yours sincerely,

[Surrey Highways]

Dear [RNIB],

RE: Pedestrian Crossing Facilities at the junction of Staines Road West and Cadbury Road.

Further to the letter from ... the RNIB in April 2014, first of all I would like to apologise for the mix up with the meeting date with Mrs Pretorius-Warren. One of our Assistant Engineers, Kobi Kutten, had originally arranged to meet Mrs Pretorius-Warren following an earlier meeting. Unfortunately Mr Kutten was unexpectedly detained at his previous meeting. As soon as he was able to he contacted Mrs Pretorius-Warren to apologise and arrange an alternative date.

Mr Kutten has walked through the junction in question with Mrs Pretorius-Warren, and we have much sympathy for the difficulties that she experiences crossing Cadbury Road and Windmill Road at this location. The junction is very busy. The pedestrian crossing facilities across Cadbury Road and Windmill Road rely on pedestrians being able to see the movement of traffic clearly to be able to make a judgement on when it is safe to cross the road.

The two Staines Road West arms of the junction benefit from push button controlled pedestrian crossings. The Cadbury Road and Windmill Road arms of this junction do not. We would accept that if push button controlled facilities were to be provided on the Cadbury Road and Windmill Road arms that this would enable Mrs Pretorius-Warren cross these arms of the junction with confidence.

There are two ways that push button controlled facilities could be provided on the Cadbury Road and Windmill Road arms, in theory.

1) We could introduce an all-red phase, which would bring all traffic to a standstill. This all red phase would need to be of sufficient duration for a pedestrian to cross the very wide Windmill Road arm of the junction, as the islands in the Windmill Road arm are not wide enough to provide a staggered crossing. An all-red phase this long would result in very significant congestion along the A308 Staines Road West corridor, which would in turn result in significant additional congestion at Sunbury Cross. I'm afraid that this consequent congestion would make an all-red phase unfeasible.

2) The only other alternative is to widen the traffic islands in the Cadbury Road and Windmill Road arms of the junction, to be able to provide staggered pedestrian crossing facilities. This would remove the need for the all-red phase. However there is no room to widen the road on either arm, so the only way we could widen the traffic islands would be to remove a traffic lane from each of these arms. Again the congestion that would result from the removal of approach lanes would be considerable, and again makes this unfeasible.

I am very sorry to have to disappoint Mrs Pretorius-Warren, but I'm afraid there is nothing we feel we can do at the junction to improve it for her.

Yours sincerely,

[Surrey Highways]

- 1.3 Cadbury Road and Windmill Road form part of Surrey County Council's principal route network. Cadbury Road connects Sunbury to Feltham. Windmill Road connects Sunbury to Walton on Thames. Together these roads form a north-south route between Hounslow and Walton Bridge, and destinations beyond. The junction of Staines Road West, Cadbury Road and Windmill Road is one of the busiest junctions in Spelthorne; it is less than half a mile from Sunbury Cross.

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- 1.4 Cadbury Road and Windmill Road are subject to 30mph speed limits. Staines Road West is subject to a 40mph speed limit at this junction, which increases to 50mph immediately to the west of the junction.

### **2. ANALYSIS:**

- 2.1 The A244 is a principal road on the distributor road network and has been for many years. It remains an important link between the A308 Staines Road West and the A315 Staines Road, for all vehicles types. The site diagram for this junction is shown in Annex 1.
- 2.2 The Staines Road West arm of the Cadbury Road junction benefits from a push button controlled pedestrian crossing whilst the Cadbury Road arm of this junction do not.
- 2.3 The existing 'walk with traffic' pedestrian crossing facility across the Cadbury Road rely on pedestrians being able to see the movement of traffic clearly to be able to make a judgement on when it is safe to cross the road.
- 2.4 To introduce an all red traffic phase would require sufficient duration for a pedestrian to cross the Windmill Road arm of the junction safely. This action could result in very significant congestion along the A308 Staines Road West corridor, which would in turn effect additional congestion at Sunbury Cross.
- 2.5 Alternatively, a staggered pedestrian crossing facility could be introduced on the Cadbury Road or Windmill Road arms, which would not necessitate an all red traffic phase. There is no room within the envelope of the Public Highway to widen either the Cadbury Road or Windmill Road arms of this junction. This means the only way to provide a traffic island wide enough to provide a staggered pedestrian crossing would be to remove space currently allocated to traffic. The various alternatives are:
- To facilitate construction of a staggered pedestrian crossing facility on the Cadbury Road arm:
    - The Cadbury Road southbound approach could be reduced to a single lane.
    - The Windmill Road northbound approach currently has an ahead-and-left lane and an ahead lane – this could be remodelled to provide a single ahead lane, which in turn would enable the northbound exit into Cadbury Road to be narrowed.
  - To facilitate construction of a staggered pedestrian crossing facility on the Windmill Road arm:
    - A northbound approach lane on Windmill Road could be removed.
    - The Cadbury Road southbound approach currently has an ahead-and-left lane and an ahead lane – this could be remodelled to provide a single ahead lane, which in turn would enable the southbound exit into Windmill Road to be narrowed.
- 2.6 The congestion impact of these various alternatives depends on the pattern of movement through the junction. To assess this impact would require traffic surveys and modelling in the context of a feasibility study.

**3. OPTIONS:**

- 3.1 There are three options:
- (i) Introduce an all red traffic phase;
  - (ii) Remodelling the junction to release space for a staggered pedestrian crossing;
  - (iii) Do nothing.
- 3.2 To take forwards any solution would necessitate a feasibility study to determine the congestion impact.

**4. CONSULTATIONS:**

- 4.1 None.

**5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:**

- 5.1 The estimated cost to undertake a feasibility study would be between £10,000 and £15,000. The cost of providing controlled pedestrian crossing facilities would be in the range £150,000 to £350,000, subject to detailed design if a scheme was taken forwards.

**6. EQUALITIES AND DIVERSITY IMPLICATIONS:**

- 6.1 It is an objective of Surrey Highways to treat all users of the public highway equally and with understanding. In the context of the junction of Staines Road West junction with Cadbury Road and Windmill Road there is a tension between the needs of partially sighted pedestrians and traffic congestion. To be able to analyse this tension objectively would require a feasibility study to determine the congestion impact of providing controlled pedestrian crossing facilities.

**7. LOCALISM:**

- 7.1 The Local Committee needs to consider whether the concerns raised in the petition are of sufficient priority for the local community to warrant further investigation.

**8. OTHER IMPLICATIONS:**

- 8.1 None.

**9. CONCLUSION AND RECOMMENDATIONS:**

- 9.1 It would be possible to provide controlled pedestrian crossing facilities across Cadbury Road and / or Windmill Road, at the risk of increased traffic congestion.
- 9.2 Committee could commission a feasibility study to determine the traffic congestion risk objectively, and narrow the cost range for implementing a solution.

**10. WHAT HAPPENS NEXT:**

- 10.1 If Committee were to allocate funding, a feasibility study would be commissioned at an estimated cost between £10,000 and £15,000.

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**Contact Officer:** Nick Healey, Surrey Highways - 0300 200 1003

**Consulted:** None

**Annexes:** 1

**Sources/background papers:** None

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