

Town Lane Casualty Reduction and Cycle Scheme Background and Commentary

Objectives

There are two objectives of this scheme – the primary objective is to reduce the frequency of casualties, and the secondary objective is to introduce a high quality cycle route linking the A30 London Road with Stanwell Village. The intention is to deliver the scheme in two phases.

Phase One

Phase One addresses the primary aim of this scheme – casualty reduction. The intention is to reduce vehicle speeds on the southern section of Town Lane. This is to be achieved with a narrowing of running lanes to 3.0m. This in turn enables us to reallocate some of the road space to a new northbound cycle lane between Tesco and Clare Road – and to start to deliver the secondary objective. Site observations suggest that there are many cyclists already using this route, and so this scheme would formalise what is already happening.

The layout of the carriageway between Tesco and Clare Road would be remodelled to provide:

- A 1.5m northbound on road cycle lane on the western side of Town Lane;
- 3.0m running lanes (reduced from 4.5m);
- A 1.5m hatched central area (with optional traffic islands if budget allows)

It is also proposed to include within Phase One:

- Chevron boards on the bend section ~ To address an observed loss of control accident problem.
- A traffic island north of Jct. Clare Road ~ Acting as a traffic calming measure and to protect right turners into Clare Road.

The design for Phase One also includes a modest amount of footway widening to provide an off-carriageway cycle route between Tesco and Clare Road, which is of particular benefit to less confident cyclists. Most of this footway is already wide enough to become a shared footway / cycleway by just putting up the necessary signs.

The available funding of £48,000 this Financial Year 2014-15 should cover the cost of the works in Phase One. The scheme is currently in pricing with our contractor Kier. If the scheme proves too expensive we would defer the footway widening and off-carriageway cycle route, and focus on the primary objective of casualty reduction.

Phase Two

Phase Two is subject to further funding - as yet to be confirmed.

Under Phase Two we would aim to introduce road tables the junction bellmouths on the eastern side of Town Lane to enhance the quality of the off-carriageway cycle route. We would look to extend the off-carriageway route northwards to Park Road and southwards to the A30, to connect to the Highway Agency's cycle facility being implemented along the A30.

If funding were to be identified we would need to complete the detailed design, undertake Road Safety Audit, and arrange to construct the scheme. Officers are monitoring developer activity in the area with a view to securing developer contributions to contribute to this scheme. We are also developing a bid to the Enterprise M3 LEP for a Wider Staines Sustainable Transport Package that would include this and other similar cycle links.