

ITEM 10 Annex A: Feltham Hill Road Pedestrian Crossing - Alternative Locations

The remaining budget is approximately £19,000, which must be spent on a pedestrian crossing over Feltham Hill Road.

From informal site observations location 3 at Spelthorne School is probably the most pressing, followed by location 2 St Michael's, then location 1 Woodlands Parade. Please note that to date no pedestrian surveys have been undertaken apart from at location 6.

1) Near Woodlands Parade to serve the shops.



There is an existing uncontrolled crossing facility with central pedestrian island located on a raised table between Approach Road and Hogarth Road. There is another raised table to the east of Approach Road, which does not include a central island. Neither locations include flush kerbs or tactile paving but they do assist pedestrians crossing. Due to these raised tables and other nearby traffic calming features, vehicle speeds are noticeably lower than at other locations along Feltham Hill Road so a controlled crossing facility may not be required. Site observations suggest that the existing uncontrolled crossing facility serves its purpose well but would benefit from the introduction of flush kerbs and tactile paving. This approach could also be applied to the other raised table, which is also likely to serve people accessing the shops.

Summary: The existing raised tables ensure vehicle speeds are lower than at other location along this road so a controlled crossing may not be necessary. However, low cost improvements could be made to both existing raised tables.

Recommendation: This would be the cheapest option, it would serve an existing desire line with a new crossing in an established location. It is unlikely to generate significant opposition.

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2) Near St Michael's Primary School, at or near SCP location.



St Michael's Primary School is located at the start of a long sweeping bend. There is an uncontrolled crossing located to the south of the main entrance some 200m south of the roundabout where Feltham Hill Road meets Church Road. A crossing patrol currently operates at this location. For pedestrians crossing from the school side, visibility to the left is restricted due to the bend and this is likely to be further reduced if there is a large number of other pedestrians occupying the footway (there appears to be a pedestrian access into the school (30m to the south)). Visibility to the right extends to the roundabout but again, this is likely to be obscured during busy periods by other pedestrians on the footway to the north. Visibility for pedestrians crossing towards the school is much improved in both directions. A Zebra crossing appears to be feasible at this location albeit visibility for northbound drivers to the beacons, particularly that on the offside is likely to be restricted by overhanging vegetation. This could of course be trimmed but may present a future maintenance issue. A small build out at the crossing on the eastern side could be included to further improve visibility for both pedestrians and motorists. Moving the crossing location to the north side of the school entrance so it is between the school entrance and the access road into the rear garage block was considered but this does not appear to offer any benefit in terms of visibility and could introduce further conflict with the nearby roundabout. The chance that vehicles stopped at the crossing could back up to the roundabout needs to be considered but it might be argued that this would be no worse than at present, at least during operation of the crossing patrol.

Summary: The presence of a school crossing patrol highlights a desire for pedestrians to cross, particularly children and the current dropped kerb location is the most suitable.

Recommendation: If traffic speeds are sufficiently low, this could be afforded within the available budget. If traffic speeds are too high, the Zebra may need to be raised, adding cost, which would have to be funded. On the other hand this is a well established crossing point, and is probably the second most deserving.

3) Near Spelthorne Junior School, at or near SCP location.



This location is near to the roundabout junction with Chertsey Road and falls within a 20mph zone. Just to the north of the roundabout, on Chertsey Road is a signal controlled pedestrian crossing, which will assist pedestrians including school children coming from that direction. In Feltham Hill Road, at the roundabout there are dropped kerbs and a splitter island, all with tactile paving and immediately to the west of that is the main entrance to Spelthorne School. To the west of the school entrance is a pair of uncontrolled dropped kerbs with no tactile paving and it is from these that the crossing patrol currently operates. This is a concern because the carriageway is 9.8m wide at this point and visibility when stood on the southern dropped kerb is poor in both directions. Further to the west is a raised table, which has pedestrian railings on either adjacent footway.

It is common to provide dropped kerbs across the arms of a roundabout so these should be retained as they serve both schoolchildren and the general public. It is not however considered safe to operate a crossing patrol at the dropped kerbs west of the school entrance. The dropped kerbs are not aligned and the lack of tactile paving provides pedestrians with no specific direction. As the road is 9.8m wide it is important to have good visibility because pedestrians are expected to check both directions before they commit to crossing the road but visibility is poor. This could in theory be improved by the introduction of a central pedestrian island but turning movements are likely to be unachievable in and out of the school entrance. In order to accommodate an island, the dropped kerbs would need to be moved west but this takes them close to the existing raised table. The solution might therefore be to open up a gap in the pedestrian railings on each side of the road and provide a new crossing facility on top of the raised table, which could be in the form of a Zebra crossing. This would mean the crossing location is moved approximately 25m west but it would be a safer location to cross and whilst speeds are already relatively low, by providing a crossing on the raised table it should further ensure lower speeds at the crossing point. This could be achieved relatively easily by opening a gap in each length of pedestrian railing and providing the appropriate road markings and beacons. The surface of the raised table is poor and may require reconstruction. Alternatively, it might be possible to patch repair and overlay the existing surface. This option would be more cost effective and could be done in such a way to ensure the table height matches the kerb height so the kerbs would be flush. The dropped kerbs at the existing patrol location would need to be raised and the railings closed off at those points.

Summary: The existing crossing patrol location is not considered safe but there is a more appropriate location to the west that could accommodate a Zebra crossing.

Recommendation: This is probably the most needful site. If a crossing could be located on the existing road table then it could be afforded within the available budget. Visibility would need to be checked carefully.

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4) Near Poplar Road.

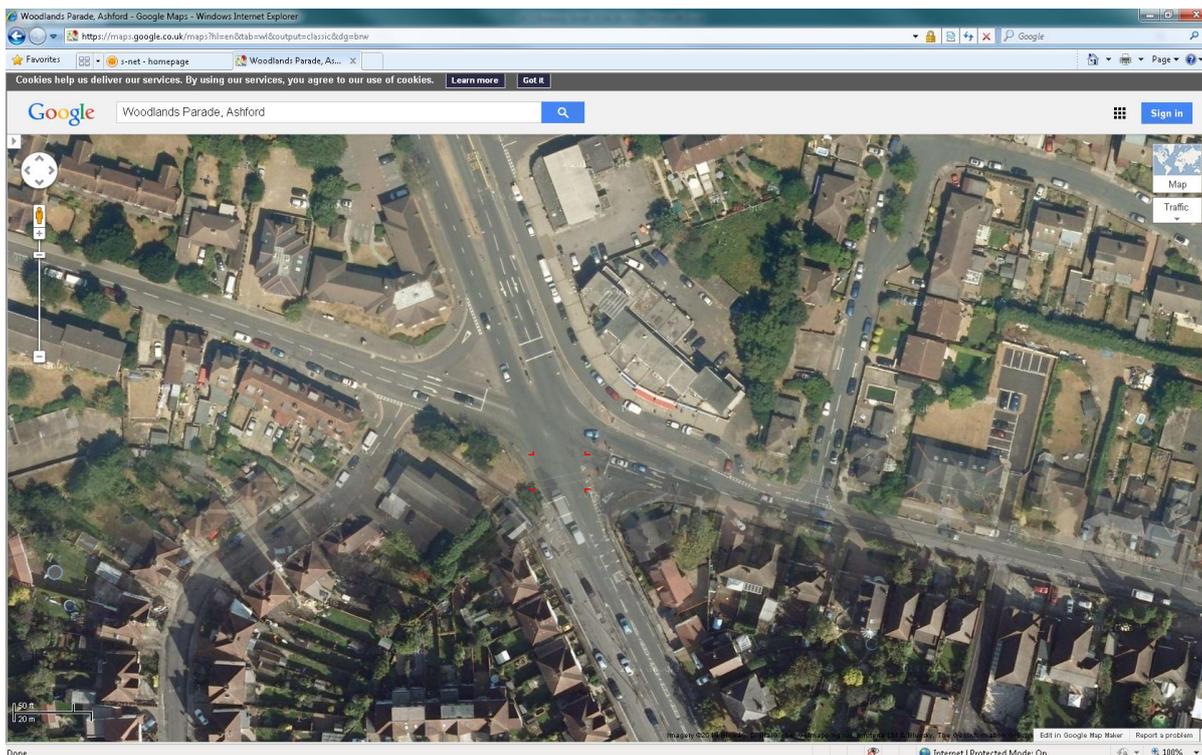


There is no suitable location between Poplar Road and Garden Close to the west for a Zebra crossing, but there are three possible locations between Poplar Road and Hogarth Avenue to the east. The southern footway is approximately 2.5m wide and the northern footway is approximately 3m wide along this length so there is sufficient space available and visibility at all three possible locations is good. The first location is centred between properties 196 and 198 (18m east of Poplar Road). There is a tree at the back of the footway on both sides of the road so both may require some branches to be trimmed to ensure visibility of the beacons. The second location is centred between properties 200 and 202 (33m east of Poplar Road). There is a tree at the back of the footway on the southern side but it is smaller than the others nearby so is unlikely to block visibility to the beacon on that side. There is a telegraph pole, illuminated sign assembly and street light on the northern side. The crossing could be located west of the telegraph pole to avoid conflict and the beacon could be combined with the existing lamp column (no. 36). A suitable location for the illuminated sign assembly would then be required. Some tree branches on both approaches may require trimming back to ensure visibility of the beacons. The third location is centred between properties 204 and 206 (45m east of Poplar Road). There is a tree at the back of the footway on the northern side but the southern footway is clear of obstructions. On the northern side, there is also a telegraph pole nearby, which may cause a problem with visibility to the beacon. Some tree branches on both approaches may require trimming back to ensure visibility of the beacons. At any of the three possible locations a kerb build out could be provided to narrow the carriageway from 6.8m to say 6m, improving visibility for both pedestrians and drivers at all locations. Due to the presence of extra high voltage cables in the northern running lane this would need to be on the southern side. If a Zebra crossing was not suitable due to vehicle speeds, a central pedestrian island could be achieved, (either a 1.2m wide island, or the road could be widened into the northern footway to achieve a slightly wider island (say 1.8m)).

Summary: There are three possible locations for a Zebra crossing (assuming speeds are appropriate) but taking into account various site conditions, the middle of the three is most appropriate. That said, it is questionable how much benefit a crossing would have at this location.

Recommendation: This is not a great location – location 1 at Woodlands Parade is also very close.

5) At the junction with School Road and Convent Road.



This junction is controlled by traffic signals. At present there is a push button controlled pedestrian phase across the School Road arm but all other arms are uncontrolled for pedestrians. There are pedestrian dropped kerbs across the western Feltham Hill Road arm and northern Convent Road arm, none of which have tactile paving. Dropped kerbs are also present across the eastern Feltham Hill Road arm, which do have tactile paving but the layout of the paving is questionable, particularly on the northern kerbline, outside the parade of shops.

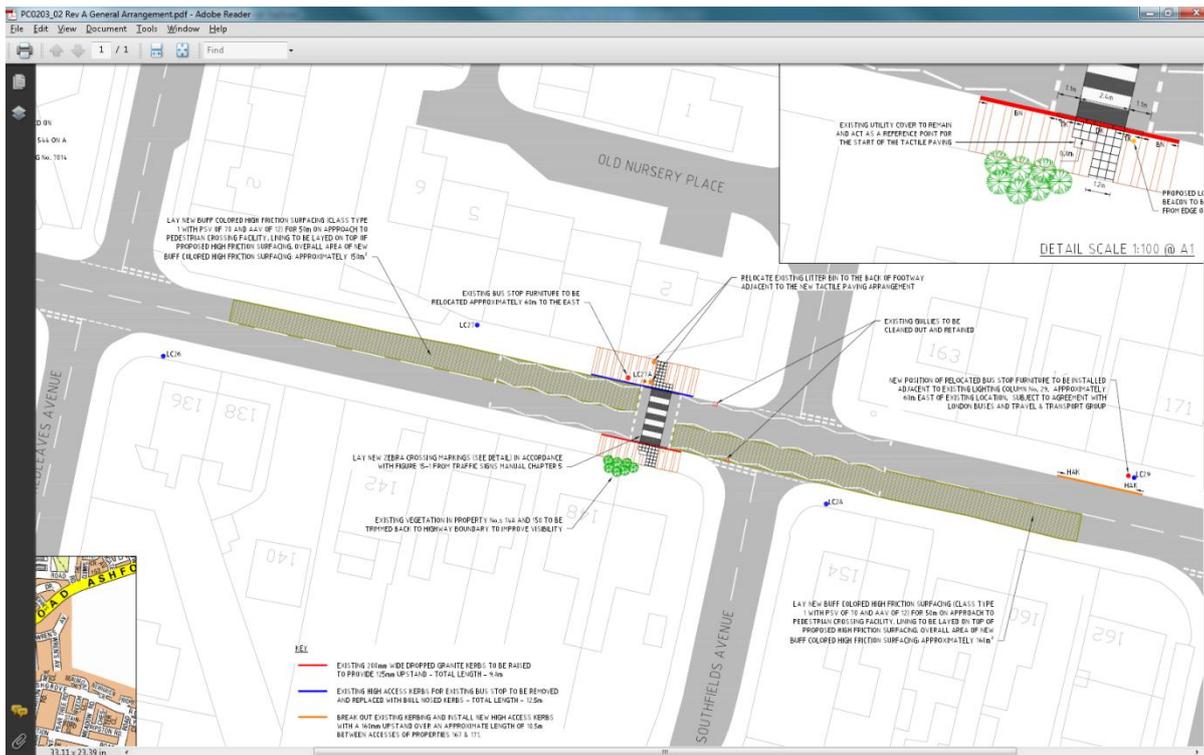
To achieve a pedestrian crossing for Feltham Hill Road, a pedestrian phase would need to be added to the existing traffic signals and consideration would need to be given to then including the left slip from Feltham Hill Road into School Road, which does not currently have any traffic control. The overall effect of adding a pedestrian phase would need to be looked at in more detail in terms of phasing and traffic flows. Focusing on the eastern Feltham Hill Road arm would leave the other arms uncontrolled, which may lead to confusion for drivers and pedestrians and on the face of it, the other arms do not appear any less worthy of pedestrian improvements so it might be better to look at more of a holistic junction improvement. The down side of that is cost, as it is likely to be hundreds of thousands of pounds to upgrade the whole junction. As well as benefitting customers of the shopping parade, it is possible that a crossing facility here could benefit north / south pedestrian movements related to Ashford Primary School which is located further south of this junction on School Road.

Summary: Works at this location are feasible but in my view it would be better to fully investigate junction wide pedestrian improvements as a separate one off project.

Recommendation: This location would be very expensive. If Members are interested then we would need to conduct an extensive feasibility study.

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6) At Park Road as per the existing detailed design.



Extensive detailed design work has been undertaken and a facility in the form of a Zebra crossing is feasible at this location. Such a crossing has the potential to serve Echelford Primary School on Park Road to the north and Ashford Primary School on School Road to the south (rear access). However, this proposal has been met by substantial public objections so it is questionable as to whether we continue to pursue this option further. Improving pedestrian facilities at any location is advantageous, so if a Zebra crossing is not supported, the carriageway could be narrowed to say 5.5m and dropped kerbs and tactile paving could be provided as an alternative. This would necessitate relocating the bus stop, but a suitable location appears to be only 15m or so to the west so this in theory should not prove too much of an issue. Note that any kerb build out would need to be on the southern side due to the presence of extra high voltage cables in eastbound running lane.

Summary: A Zebra crossing is not supported but a less intrusive solution in the form of a carriageway narrowing with uncontrolled pedestrian crossing appears feasible.

Recommendation: This location is quite feasible and would serve an established desire line connecting to the nearby school. However some local residents are very much opposed.