

Annex F: Feasibility Report: Worple Road, Staines – Pedestrian Crossing Facilities

1.0 Brief

To provide safe pedestrian crossing facilities and Worple Road and also to increase the number of safe crossing points on Worple Road.

2.0 Existing site conditions

The length of Worple Road being investigated is approximately 1km long and runs between the B376 Staines Road at its southern end and the C248 Kingston Road at its Northern end. Worple Road is currently subject to a speed limit of 30mph by virtue of street lighting and also benefits from a series of speed reducing features along its entire length.

3.0 Analysis of vehicle / pedestrian data

Observations of the site were undertaken at various times of the day in order to establish if desire lines existed upon which proposals could be focused. During these observations it was noted that vehicle speeds were generally in accordance with the current 30mph limit and that the existing traffic calming features were in the main effective. It was also observed that there are adequate gaps in traffic flow for pedestrians to cross Worple Road, however over such a long length there were no obvious strong desire lines as pedestrians tended to cross ad-hoc when they noticed suitable opportunities.

4.0 Accident data

There were 27 accidents along this section of Worple Road in the 9 year period from 2005 to 2014 of which two were serious and one was fatal. The remaining 24 were slight and it is worth noting that 6 of these were located at the junction with Kingston Road. Of the 27 accidents, three involved pedestrians as detailed below;

- 26/02/2005 - slight at the junction with Commercial Road
- 24/06/2005 - fatal between the B376 Staines Road and Florence Gardens
- 22/12/2009 - slight at the junction with Hurstdene Avenue

5.0 Discussion and Proposals

There are a lot of vehicular driveways, particularly on the section north of Templemede Avenue as well as a row of relatively mature trees located within the eastern grass verge between Lansdowne Road and Commercial Road. These in conjunction with the existing traffic calming features and road junctions make it difficult to locate controlled facilities or pedestrian islands, which do not appear to be justified in any case based on the character of the road. With this in mind and appreciating the potential number of different locations along Worple Road that people may wish to cross at, the proposal is to provide new pedestrian dropped kerbs at four locations and to upgrade an existing pair of dropped kerbs to meet current SCC standards.

Providing these will give pedestrians the choice of more 'safer' locations to cross, where visibility in both directions is very good. It will also be more obvious to motorists as to where pedestrians are likely to be crossing and by spreading the measures throughout Worple Road it will provide a cost effective option that may also encourage a more disciplined approach to crossing Worple Road in general rather than the existing ad-hoc approach.

As no strong desire lines were obvious, four locations have been identified where providing pedestrian crossing points will be advantageous in terms of serving local amenities and / or bus stop facilities. These locations are as follows;

Location one - immediately north of Worple Avenue (and the convenience store)

Pedestrians were observed crossing Worple Road in the vicinity of the convenience store from the Worple Avenue direction so providing a crossing point at this location will benefit shop users and also those travelling to or from the nearby bus stop on the eastern side of Worple Road. The road at this location measures approximately 6.5m wide and there is an existing pair of speed cushions a short distance to the north. Visibility in both directions is good. Refer to drawing PC0585_001 below. **Guide price £1,850.**

Location two - immediately north of Stuart Way

This was deemed a good location due to the area being a busy intersection consisting of 2 or 3 side roads feeding a large number of residential properties. Having the crossing at this location gives a location for pedestrians heading east or west to cross and also provides an alternative access to the bus stop if location three is deemed undesirable. The road at this location measures approximately 7.5m wide and there is an existing set of speed cushions a short distance to the north. Visibility in both directions is very good. Whilst evaluating this location it was noted that pedestrians wishing to cross the bell mouth of Stuart Way in a southerly direction are forced to enter the carriageway

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by some distance in order to see to the right into Stuart Way so as part of this proposal it is recommended that the existing dropped kerbs across the Stuart Way bell mouth are re-located further into Stuart Way. The relocation only needs to be by enough distance in order to improve visibility for pedestrians crossing Stuart Way so will ensure the facility remains as convenient as possible for those wishing to cross the bell mouth. Refer to drawing PC0585_002 below. **Guide price £4,200.**

Location three - immediately south of Hurstdene Avenue

The road at this location is approximately 7.5m wide and there is a bus stop at this location so a crossing point here would serve a large catchment area on the western (Stuart Road) side of Worple Road. There is an existing set of speed cushions a short distance to the south and visibility in both directions is very good. The existing bus stop consists of a post with bus sign and a small hard standing. It is not SCC practice to place dropped kerbs within the zone of a stationary bus so in order to tidy up this arrangement, the best solution would be to provide the new dropped kerbs in place of the existing bus hard standing and provide a new bus hard standing immediately north of the new dropped kerbs. The bus stop post can be relocated as required. This will move the rear of a stationary bus nearer to the Hurstdene Avenue junction, however there should still be adequate kerb length available for a bus not to encroach on the junction if the dropped kerbs are located close to the existing tree as proposed. Visibility is very good in both directions.

Refer to drawing PC0585_003 Rev A below. **Guide price £2,750.**

Location four - immediately north of Templemede Avenue

This location provides a link that can be used by pedestrians going to or from the southern section of the residential area to the east of Worple Road. This section is just before Worple road narrows down to a single footway on the western side so is a good location for pedestrians wishing to cross at a safe, specified location. The road at this location measures approximately 7.5m wide and there is an existing set of speed cushions a short distance to the north. Visibility in both directions is good.

Refer to drawing PC0585_004 below. **Guide price £1,850.**

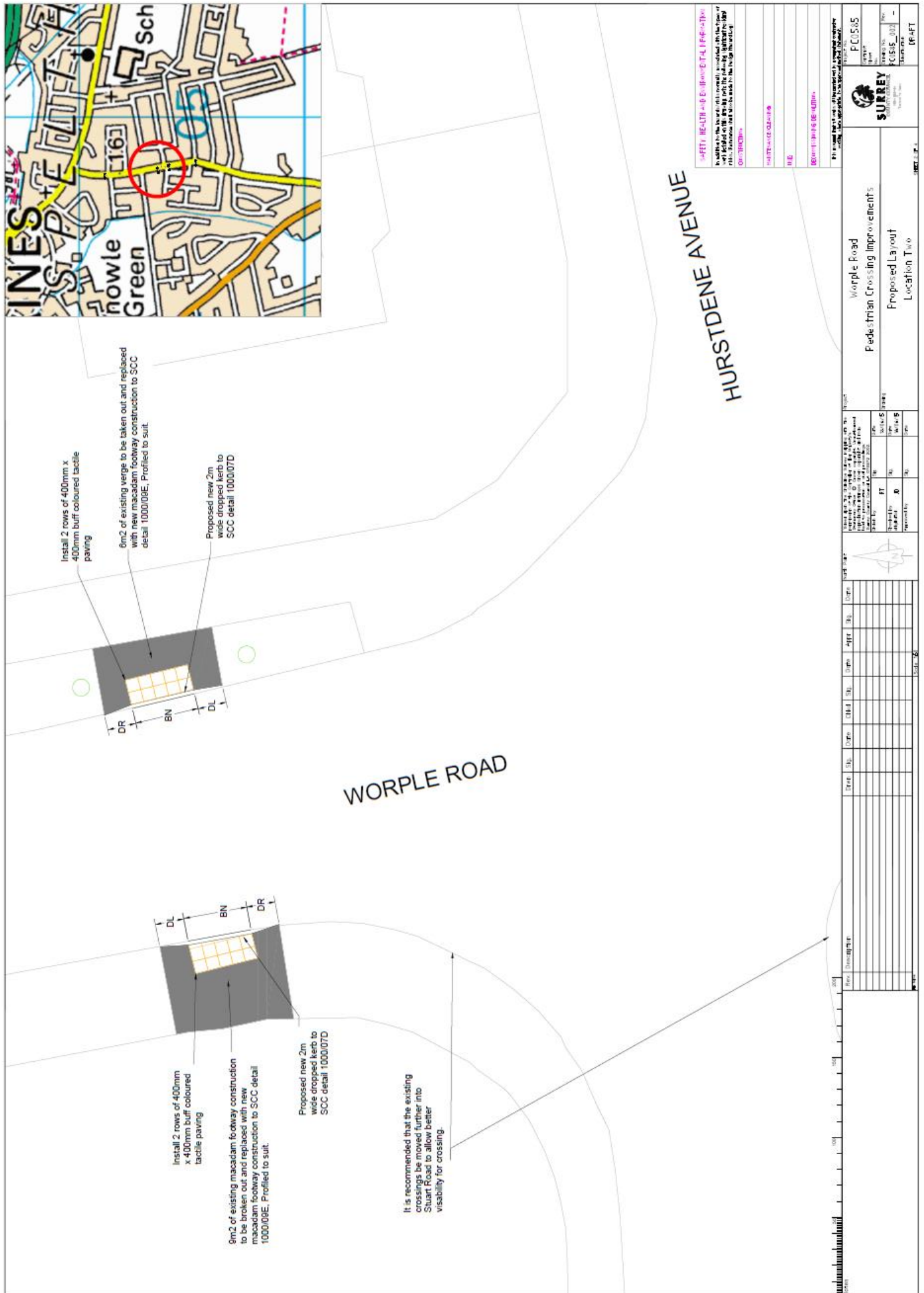
Additional works - immediately south of Pavillion Gardens

The existing dropped kerbs are well located as they serve two nearby bus stops and visibility in both directions is very good but they do not meet SCC standards so it is recommended that they are upgraded as required.

Guide price £1,250.

TOTAL COST OF RECOMMENDATIONS £11,900.00





Location 3:

