

## **A30 Crooked Billet Improvements Information about the scheme**

### **Scheme Background**

The A30 is a major route for drivers travelling to and from West London using the M25 J13 and A30. The A30 approaches are frequently congested with queuing traffic on the approach to the roundabout.

Staines Sustainable Transport Scheme is providing an improved cycle route between Staines and Heathrow and improvements are proposed to provide the route through the junction for pedestrians and cyclists.

The scheme is being presented at the public information events in Staines on 12th and 13th October 2018. The scheme is being designed to improve traffic flow and improve facilities at the roundabout for pedestrians and cyclists. The purpose of these events is to get your feedback on the design so far. Following the exhibitions, the scheme is intended to develop further into detailed design, and subject to continued progress, would be prepared for start of construction in summer 2019.

### **Purpose of the Scheme**

The proposed A30 Crooked Billet improvement is designed to help traffic flow and improve pedestrian and cycle safety. The scheme includes:

- Provide minor improvements to the carriageway approaching the roundabout to reduce queues and improve safety with reduced accident rates;
- Traffic signals are to be upgraded to achieve benefits to junction performance;
- Improve cycle facilities across the junction and linking to the Staines Sustainable Transport Scheme which is providing an improved cycle route between Staines and Heathrow;
- Improve overall safety of the junction by providing more direct pedestrian crossing facilities;
- The existing subway and footbridge are to be removed and more direct route provided across the roundabout

### **Current Status of the Scheme**

The current proposals are at early design. The next stage of the process is to present our preliminary designs at Public Information Events on Friday 12<sup>th</sup> October and Saturday 13<sup>th</sup> October. We will then consider feedback before deciding upon how we will proceed.

### **Funding**

£4.5M has been allocated for design and construction, from Highways England funds.

## **Key Facts**

The improvement scheme is aiming to offer the benefit of reduced accidents and improved safety to the road user. It is thought that fear and frustration will be reduced as a result of the scheme.

It is anticipated that proposed cycling and walking improvements is likely to increase between 2 to 3% additional cycling and walking trips via the A30 Crooked Billet roundabout.

Five years personal injury collisions (PICs) data have been analysed between 31/10/08 and 30/10/2013. The Crooked Billet junction has a high rate of PICs but low severity. The proposed improvement scheme is aiming to achieve PIC savings in a range between 23-43 over the five years period (4.6 to 8.6 PICs / year).

Scheme Construction dates – Start: Spring 2019 / Completion: Spring 2020.

## **How will widening the westbound approach to the roundabout reduce queues?**

The A30 eastbound approach to the roundabout has two sub-standard width dedicated lanes which operate as a single lane, thus reducing the capacity. Widening the lanes for a short section where the road bends to the left to enter the roundabout will allow the road to operate with two lanes throughout.

## **Reason for reducing the number of lanes through the roundabout**

The A30 approach and exit lanes to the roundabout have three lanes, however there are four lanes through the centre of the roundabout. It is proposed to amend the carriageway markings through the centre of the roundabout, to remove the underutilised 4th lane, and provide three wider lanes. This will remove unnecessary weaving and improve safety.

## **Why the preferred route for pedestrians and cyclist is through the roundabout.**

A shared use footpath and cycleway is proposed to replace the current route via the subway and footbridge. These proposed works will complement the wider efforts to enhance cycle route provision in the Wider Staines Sustainable Transport Package providing a link between Staines and Heathrow.

## **Why the subway and footbridge are to be removed**

The proposed design includes a proposal to improve pedestrian and cycle routes by replacing the existing subway on the A30 west side and bridge on the A308 south side with a new route through the roundabout with new crossings. This will provide a safer and more direct link for both pedestrians and cyclists. The subway is to be infilled and landscaped and the footbridge removed.

## **Why the crossing adjacent to Stanwell New Road is being moved**

The existing crossing is a two-stage staggered pedestrian crossing which does not cater for cyclists. A height difference at this point in the carriageway and closeness of the Stanwell New Road junction does not allow the crossing to be amended to cater for cyclists. Moving the crossing to the north allows the crossing to be a single stage single stage crossing which will making crossing the carriageway quicker and easier for pedestrians and cyclists.

### **Left turn from Stanwell Moor Road to London Road**

A new toucan crossing is proposed as part of the new central route for pedestrians and cyclist crossing to Stanwell Moor Road. The left turn lane will hold traffic while the pedestrian crossing is being used and allow ahead traffic towards A308 Kingston to run at the same time.

### **Traffic Signal upgrade**

The performance of the traffic signals on A30 Crooked Billet has been reviewed. We are proposing the introduction of a new signal control system which will improve operation and efficiency of the junctions.

### **Street Lighting Upgrade**

We have reviewed the street lighting as part of this scheme. It is proposed to replace the existing high-pressure sodium lamps with more efficient LED lamps. These are low energy and will reduce light pollution.

### **Air Quality/Pollution**

The proposed construction activities could give rise to dust emissions however any effects on air quality at residential and designated sites would be short term and temporary (i.e. during the period of construction works only). Implementation of best practise mitigation measures will seek to control construction dust and minimise any short term adverse effects.

The proposed scheme is not expected to result in changes in average vehicle flows, fleet composition or speed changes which would meet the DMRB change criteria for air quality assessment. The minor changes in road alignment are unlikely to be a measurable change in air quality concentrations at the receptors identified and therefore the scheme is not likely to impact on the local air quality.

### **Noise**

The area around the Crooked Billet is within a noise important area (NIA). An assessment of the anticipated construction activities was undertaken. There are no anticipated significant changes to road traffic noise levels at the nearest sensitive receptors due to the scheme therefore no significant effects generated by the operational phase.

Most of the construction works are planned to take place during the off-peak daytime period but there will be times when works will need to be undertaken during night shifts. Consultation with Spelthorne Borough Council will be required to agree appropriate noise mitigation measures through the Section 61 consenting process.

### **Disruption during construction**

We will consult residents on the traffic management plans to be used during scheme construction. We will aim to complete construction with the least amount of disruption possible to all those affected by the works.

### **Removal of Bus Stop Layby east of Stanwell New Road**

The layby on the A30 London Road westbound direction will be removed and form part of a new traffic lane.

### **Vegetation and Landscaping**

The main area of proposed landscaping within the parameters of the scheme provides new areas of vegetation and trees on the central roundabout around the new shared route.

### **Equality Impact Assessment**

The scheme has been developed to consider the needs of all road users. During the preliminary design phase of the scheme a Detailed Equality Impact Assessment was undertaken to ensure that the proposed design conforms with current guidance.

### **Stakeholder engagement session times/dates**

The current proposals are still in design. The next stage of the process is to present our preliminary designs at a Public Information Event beginning 12<sup>th</sup> October 2018. We will then consider feedback before deciding upon how we will proceed.

We have provided two sessions of the Public Information Event on a weekday and one session on a Saturday morning, with one month's advance notice. We are also making drawings of the scheme and other documents available on line on the Highways England website, to coincide with the information event. Details will be provided in the Junction Improvement Programme section at:

<https://highwaysengland.co.uk/programmes/junction-improvement-programme/>

### **Post Opening Project Evaluation (POPE)**

We will undertake post opening evaluation to understand whether the scheme has achieved its forecast accident and congestion benefits. This will be undertaken using Highways England's scheme evaluation framework known as Post Opening Project Evaluation (POPE).