SUMMARY

This report provides details of a Transport for London (TfL) scheme to improve the junction of the A243 Leatherhead Road and the B280 Fairoak Lane/Rushett Lane (the original Plan is shown in ANNEX 2). TfL has carried out consultations with the local community and a summary of the results is shown in ANNEX 1. TfL hope to have a detailed consultation analysis report available as late material at the Neighbourhood Committee meeting; this is subject to TfL having followed its own approval processes and have published the report on the TfL consultation page for Malden Rushett.

The Council is the highway authority for the B280 and therefore the Committee’s approval of the scheme is required for the scheme to be implemented by TfL.

RECOMMENDATIONS

It is RECOMMENDED that:

1. the results of the consultation be noted;

2. the scheme be approved in principle for implementation, subject to detailed design, the traffic management order processes, land acquisition and section 8 agreement; and

3. the approval of details of the final scheme be delegated to the Head of Planning and Transport, in consultation with the Chair, Vice Chair and Ward Councillors.

REASON FOR RECOMMENDATIONS

To enable the Council to consider the proposals of Transport for London to improve the crossroads junction in Malden Rushett.

BACKGROUND

1. For a long time the junction of Leatherhead Road and Fairoak Lane/Rushett Lane has had a poor collision record. Attempts have been made to progress a major improvement scheme but up until now funding was not made available to develop a scheme. A number of serious accidents have occurred which often involve right turning vehicles. Safety improvements were made on the A243 when RBK was the highway authority, including the installation of ‘red light’ cameras on Leatherhead Road approaches, installation of anti skid surfacing and the reduction in speed limit on Leatherhead Road to 30 mph.

2. All arms of the junction experience significant queues of vehicles particularly at peak times. The very narrow approach in Rushett Lane has very limited capacity if there are right turning vehicles. There has been an increase in the volume of traffic travelling from Leatherhead that wants to turn towards Epsom. The right turn queue of traffic in Leatherhead Road often restricts the flow of vehicles wishing to go
straight ahead towards Hook. There are no dedicated facilities at present for pedestrians or cyclists.

3. TfL became the highway authority for the A243 in July 2000 and the Council continues to be the highway authority for the B280 Fairoak Lane and Rushett Lane. Issues along the A243 had been identified by the Council when it was the highway authority and TfL are taking forward schemes along the corridor to address issues of safety for all road users. A more sophisticated traffic signal control system (MOVA) was installed at this junction by TfL about 8 years ago.

4. TfL consulted on a junction improvement scheme in 2008 which was considered by the Committee in September 2008. The scheme was not progressed at that time as the detailed examination of the traffic modelling showed that the junction would not operate satisfactorily. Since then TfL have continued to develop a scheme that now has approval from all teams within TfL.

5. There are Section 106 planning agreement contributions secured by RBK towards a junction improvement scheme at this location. The money has become available from the West Park Hospital development (£250k) and RBK is passing over the contribution from Chessington World of Adventures (£25k) from applications that were implemented.

PROPOSALS

6. The proposed TfL improvement scheme is based on traffic data, an accident review and a desire to generally improve the junction for all road users. The scheme is shown at ANNEX 1 and includes the following elements:

- a controlled staggered pedestrian crossing facility in Fairoak Lane. On the southern arm of the junction a widened pedestrian refuge will be provided.
- the inclusion of separately staged right turn facilities for Leatherhead Road northbound and southbound traffic;
- two lane approaches on both Fairoak Lane and Rushett Lane with ahead and ahead/ right turn lanes on both approaches.
- improved street lighting, which should reduce the number of collisions occurring in dark conditions.
- advanced cycle stop lines with feeder lanes on all approaches to the junction.
- modifications to the yellow line restrictions in Fairoak Lane and Rushett Lane to stop parking in the widened areas.

7. Traffic modelling has been carried out as part of the TfL design process and the conclusions are as follows:

The proposed traffic modelling results show that the introduction of two lane approaches on Fairoak Lane and Rushett Lane dramatically improves the junction operation with a reduction in delays and queuing on all approaches. The introduction of right turn facilities also improves capacity on Leatherhead Road and should reduce the number of right turn accidents which are occurring at the junction.
8. In summary the scheme objectives can be achieved. The proposed junction design provides improved facilities for pedestrians, safety is improved, particularly by the provision of right turn stages in Leatherhead Road, and traffic queues will be reduced. The proposed traffic signal cycle time is 100 seconds.

9. A Highways Act section 8 agreement between TfL and RBK is required to enable TfL to work on the RBK highways. TfL will progress the traffic management order for the red line restrictions on the A243 south to West Road. RBK will progress the TMO for the necessary yellow lines in Fairoak Lane and Rushett Lane.

CONSULTATION

10. Consultation documents (letter, respondent questionnaire with freepost address and detailed map of the scheme) were hand delivered on 8 July 2013 to local residents and businesses within a boundary defined by the RBK. This activity was undertaken by London Letterbox, an expert preferred supplier of TfL who identify addresses using a Geographical Information System. No undeliverable properties were identified by London Letterbox to TfL following distribution. Prior to that, a wide range of stakeholders were notified about the consultation, including RBK borough contacts (technical and political stakeholders), TfL stakeholder transport and specialist groups, local representatives and organisations, print and online media (including local online media) and neighbouring borough contacts. This notification activity was undertaken through email with attachments of the letter, questionnaire and map) which included a direct link to a dedicated consultation web page for the Malden Rushett scheme set up by TfL.

11. Copies of the consultation documents were made available at the Hook Centre. On the afternoon / evening of 18 July a ‘drop in’ event was held at Chessington Garden centre between the hours of 2pm to 7pm. This had been advertised in the consultation letter. Staff from TfL including planners, project managers and representation from the scheme contractor, Enterprise Mouchel attended the event and discussed the scheme with maps and 3D visualisations.

12. Those consulted were asked to submit postal questionnaires to TfL (via freepost) and online responses to a designated consultation portal for the Malden Rushett scheme by midnight 16 August 2013. The summary of results of the consultation is shown in ANNEX 1. TfL hope to have a detailed consultation analysis report available as late material at the Neighbourhood Committee meeting; this is subject to TfL having followed its own approval processes and have published the report on the TfL consultation page for Malden Rushett. Stakeholders/respondents will be notified when this takes place.

13. It was agreed with TfL that RBK would not formally respond to the consultation at that time but wait until all other responses had been received. The Committee would then make a decision in the full knowledge of the views of residents and businesses. In the meantime Council Officers have continued to work with TfL to refine the scheme. Given the volume of traffic that has to be accommodated at the junction, particularly at peak times, RBK Officers accept that TfL are proposing the best pedestrian facilities they can.
TIMESCALE

14. TfL has funding for the scheme and the plan is to start the implementation in this financial year. TfL have been carrying out site clearance in the north east quadrant of the junction so that necessary testing could be carried out. The programme at present is indicating that the main works will start in spring 2014 with a build time of 8 months. Statutory undertakers’ diversion works will start this autumn. The detailed design and approval processes are well advanced and land acquisition negotiations are reaching a conclusion. The planning of the works and the traffic management arrangements for the various phases are particularly important. TfL are fully aware of the factors that need to be taken into account and will meet with key stakeholders when all the full works programme is available.

FINANCIAL IMPLICATIONS

15. The cost of the scheme will be borne by Transport for London. There are monies that have become available for the scheme from Section 106 planning agreements as mentioned above.

ENVIRONMENTAL IMPLICATIONS

16. The scheme will require the widening of the junction which will convert green space to carriageway and footway. A sustainable drainage system for all of the water runoff from the new highway and some of the existing junction area will be provided. This scheme should reduce congestion which will reduce vehicle emissions. The improved facilities at the junction for pedestrians should encourage more walking.

NETWORK IMPLICATIONS

17. The scheme will improve traffic flow through the junction. In particular the widening of Rushett Lane will provide a right turn lane thereby removing the obstruction that right turning vehicles currently cause. The provision of a dedicated stage for the right turning vehicles from Leatherhead Road into the side roads will improve safety and reduce the risk of straight ahead vehicles being blocked by the queue of right turning vehicles.

EQUALITIES IMPLICATIONS

18. None arising from the report recommendations.

Background papers: held by– Peter Johnson 020 8547 5915 e-mail: peter.johnson@rbk.kingston.gov.uk

Author of the report Paul Dearman

- South of the Borough Neighbourhood Committee September 2008 Appendix K
- Transport for London documents
  A243 Leatherhead Road and B280 Rushett/Fairoak Junction Improvements
    Consultation Report
    Modelling Review
    Traffic Signal Supplementary Report
- Consultation area plans
- Consultation responses
Transport for London Consultation
Summary Analysis of responses to consultation (held from 8 July to 19 August 2013) on Malden Rushett Junction Improvements

Final Summary Analysis

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<tr>
<th>Response</th>
<th>Quantity</th>
<th>Percentage</th>
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<tr>
<td>I support the scheme</td>
<td>77</td>
<td>72%</td>
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<tr>
<td>I do not support the scheme</td>
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<td>5%</td>
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<tr>
<td>I have no opinion on the scheme</td>
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<td>0%</td>
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<tr>
<td>I have mixed views on the scheme</td>
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<td>18%</td>
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<tr>
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<td>5%</td>
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<tr>
<td>Total</td>
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ANNEX 2 overleaf– Scheme plan submitted for consultation – revisions may be tabled by TfL