

Kingston Town Neighbourhood Committee

22 January 2019

Gloucester Road/Cambridge Road Junction

Report by Director, Communities

Call-in deadline Tuesday 5 February 2019 (ten working days after the meeting)

Purpose

This report outlines the key issues and justification for the proposal to introduce a traffic signal controlled junction at the current priority junction of Gloucester Road with Cambridge Road. The report also outlines the results of a feasibility assessment for the proposed scheme, and seeks members' views on the way forward.

Recommendations

To **Resolve** that members,

1. note the results of the feasibility assessment as set out in Annex 1; and,
2. approve the implementation of the proposed scheme, as set out in Annex 2, subject to there being no significant objections during the public consultation.

Benefits to the Community:

Reduction of accidents and improved traffic flow, and enhancement of movement and safety of pedestrians and cyclists at the junction.

Key Points

- A. Requests have been received from residents and ward members to investigate the possibility of converting the priority junction at Gloucester Road and Cambridge Road into a traffic signal controlled junction. Consultants have been commissioned as part of the Local Implementation Plan (LIP) A2043 Corridor Study to undertake a feasibility assessment into the viability and impact of the scheme.
- B. A proposed layout and associated design commentary have been produced, which include an assessment of the likely impact on traffic movements in the area.
- C. This report outlines the outcome of the above feasibility study assessment, and seeks members' views on the way forward with the recommendation to introduce the changes, subject to positive consultation.
- D. It is highlighted that this section of the A2043 corridor is also part of the wider Go Cycle programme of cycling improvements across the borough. Officers have discussed the proposals with the Go Cycle team, to ensure that the

proposals being investigated are complementary to the initial Go Cycle feasibility studies being undertaken.

Context

1. Cambridge Road is a busy 'A' road, with 12 hour (07.00 - 19.00) two way flows of nearly 17,000 vehicles. The road is a primary radial route to/from Kingston Town Centre, connecting to New Malden and the A3 beyond.
2. Whilst Gloucester Road is primarily a residential road to the north of Cambridge Road, it also provides key links to Kingston Hospital and the north and east of the borough. 12 hour traffic data (07.00 - 19.00) has shown that there are two way flows of nearly 5,000 vehicles, which is significant for a local connector.
3. Recent speed surveys on Gloucester Road and Cambridge Road show that the mean traffic speeds were within 20.0 mph in Gloucester Road and 31.5mph in Cambridge Road. Independently of the mean speed results, it was also noted that the survey results showed a small number of drivers travelling in excess of 30 mph on Gloucester Road, in the southbound direction on the approach to the junction.
4. According to the last three years collision data (up to March 2018), there have been 8 collisions, 7 slight and one serious, in the vicinity of the junction. Two of these collisions (both slight) involved cyclists.
5. An assessment of the junction has been undertaken which has examined the existing conditions in the vicinity of the site, and has provided a proposal that can be built and will broadly operate within capacity at current traffic levels and allowing for growth. The feasibility study also incorporates the existing pedestrian crossing, that provides a controlled facility for pedestrians across Cambridge Road, outside numbers 51 and 148 Cambridge Road.

Proposal and Options

6. The primary objectives for introducing a traffic signal control at the junction of Cambridge Road and Gloucester Road would be to:
 - Reduce accidents
 - Manage traffic speeds on the A2043
 - Reduce the vehicle conflicts at this location, caused by vehicles forcing their way out of Gloucester Road onto Cambridge Road at busy periods
 - Introduce controlled pedestrian crossing facilities on the Gloucester Road arm of the junction, and retain a controlled crossing over Cambridge Road
 - Reduce through traffic on Gloucester Road

7. It is proposed to convert the existing priority junction into a traffic signal controlled junction, as shown on Annex 1, and incorporate the existing pelican crossing facility from outside 51/148 Cambridge Road into the new layout. The proposed changes will encourage walking, cycling and other modes of transport.
8. The proposed junction will operate using a simple three-stage method of control. Stage 1 - Cambridge Road traffic moving in both directions, Stage 2 - traffic existing Gloucester Road and Stage 3 - a pedestrian phase, with all traffic stopped. Phase 3 will only operate if a pedestrian presses one of the request buttons.
9. In order to prevent on-street parking activity having an impact on how the proposed junction would operate, there would need to be a full review of the parking and loading restrictions on the approaches to the junction. The feasibility study report at Annex 2 (Section 3.2) covers the options for this.
10. It should be noted that the traffic modelling has been undertaken assuming a standard 88 second cycle time, which allows pedestrians sufficient opportunity for crossing.
11. No pedestrian flow data is currently available; however, it has been assumed that the pedestrian stage 3 will operate during every cycle. In reality, and based on site observations, it is considered that this is unlikely. It is expected that there will be key periods in the day, when there is more pedestrian activity, such as morning and afternoon peaks when the pedestrian phase will be more regularly called.
12. This proposed scheme can be achieved with few alterations to the kerb lines, and there are no obvious impacts on utility infrastructure such as gas, electric or water pipes. The change to a signalised junction also provides additional benefits to cyclists, with Advanced Stop Lines (ASLs) proposed on two of the three approaches, which will link in with any future proposals that may come forward through Go Cycle scheme for the Kingston Road/Cambridge Road corridor. Any proposals to introduce ASL's and lead in lanes on Gloucester Road would result in the loss of on-street parking, so is not proposed.
13. The Mayor's Transport Strategy (MTS) has a key theme of providing Healthy Streets that are safe, attractive and help facilitate more walking and cycling, which this proposal will contribute to. It is considered that a balanced view of the road safety needs for the proposals have been made, giving due consideration to collision data. Responses received as part of the proposed public consultation will also be taken into account.
14. In summary, the feasibility assessment shows that, based on the currently available information, signalising the junction of Cambridge Road and Gloucester Road can be introduced, whilst ensuring the current highway network remains within capacity at current traffic levels and allowing for

growth. This proposal would also introduce a full pedestrian phase, maintaining the current level of facilities on the main road and improving conditions across Gloucester Road.

Consultations

15. Subject to Committee approval, local residents and stakeholders will be consulted in January/February 2019 and the distribution area and stakeholder list will be agreed with ward councillors.

Timescale

16. Subject to Committee approval, and no significant objections being received during the consultation, the new traffic signals will be implemented in 2019/20 financial year. A detailed works programme will be prepared and shared with the Chair/Vice-Chair and ward councillors once the design has been finalised.

Resource Implications

17. It is expected that the cost of consultation and implementation will be around £60,000. £20,000 for feasibility studies and consultation will be met from this year's LIP allocation, and rest from the 2019/20 allocation.

Legal Implications

18. At this stage, there are no legal implications to be considered.

Risk Assessment

19. A full risk assessment would be carried out once any approved scheme is agreed prior to implementation.

Equalities Impact Assessment

20. Schemes of this nature are covered by an overarching LIP EQIA, and as such do not require a specific assessment.

Health Implications

21. It is anticipated that the proposed scheme will improve road user safety, reduce vehicle conflicts and encourage walking and cycling, hence it is expected to be a positive impact on health and well being.

Road Network Implications

22. The feasibility study has included traffic modelling of the proposals which indicate that the proposed scheme is not expected to have any significant network implications.

Environmental Implications and Air Quality

23. Gloucester Road has a 20 mph speed limit and so the proposed scheme will not impact negatively on air quality, but are expected to enhance it by reducing queues and congestion along this road. Furthermore, it is expected that the introduction of a traffic signal junction will lead to a reduction in traffic speeds on Cambridge Road.

Benefits to the Community

24. It is anticipated that the proposals will see a reduction in accidents and vehicles conflicts, and provide an enhancement of movement and safety of pedestrians and cyclists at the junction.

Background papers -

The feasibility study by a consultant.

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