# Wider Staines STP - Frequently Asked Questions

## General

1. **What is the project?**
   
   Staines STP is a package of sustainable transport measures that will provide a series of improvements in and around Stanwell, North Ashford and Staines town centre to make travelling on foot and by bike safer, easier and faster, improving the alternatives to travelling by car.
   
   The project seeks to link a number of key locations, including:
   - Staines Town Centre
   - Staines rail station
   - Stanwell residential area
   - Heathrow Airport (T5 and Cargo Terminal)
   - Ashford Hospital

2. **What are the benefits of the scheme?**
   
   - Encourage more walking, cycling, bus and rail travel
   - Reduce congestion and its cost to local businesses
   - Help people to get to work, retail and railway stations
   - Reduce accidents

3. **How much does the project cost?**
   
   The budget for the project is £4.95 million.

4. **How is the work being funded?**
   
   75% of the funding has been granted by the Enterprise M3 Local Enterprise Partnership. The remaining 25% is provided by Heathrow Airport Ltd and Community Infrastructure Levy contributions.

5. **When will the scheme be delivered/what is the construction period?**
   
   Works began in 2017 and will be completed in stages up until March 2020.

6. **Were the public consulted on these works?**
   
   The public consultation on Staines STP was held from 4 April to 15 May 2016. The consultation included public exhibitions held at Staines Library, Stanwell Rose Community Centre and the Elmsleigh Centre.
   
   The information displayed during the consultation is available at [www.surreycc.gov.uk/spelthornetransportschemes](http://www.surreycc.gov.uk/spelthornetransportschemes)

## Cycling and pedestrian improvements (general)

7. **How were the routes chosen?**
   
   The 2014 Staines Movement Study carried out an assessment of the area to determine the barriers to increased levels of walking and cycling. The study reviewed existing issues such as accident data and the availability and quality of existing infrastructure. This helped to develop an initial shortlist of corridors that might be targeted for infrastructure improvements.
   
   The final routes were selected by using the feedback from the 2016 public consultation in combination with demand analysis and feasibility work.

8. **Why is the money being spent on pedestrians and cyclists instead of road maintenance?**
   
   The funding for the project was granted for sustainable transport improvements and cannot therefore be used for general road maintenance.

9. **Why are you improving facilities that pedestrians and cyclists don’t currently use?**
   
   One of the aims of the project is to encourage more people to walk and cycle. The routes being targeted have been identified as some of the most direct routes that connect housing to key areas of commerce and employment and could therefore have the most to gain through improvement.

10. **Cyclists don’t use shared pathways, why are you providing them?**
    
    The project seeks to encourage more children and adults to cycle who don’t currently do so. Many of these people are less confident or inexperienced riders who are unlikely to cycle on road with traffic.
    
    Additionally, new cycle infrastructure in Surrey is typically designed for use by someone at Bikeability Level 2 (i.e. those confident riding on quiet roads).
## London Road (Ped / Cycle Route)

11. Why improve this route?  
   London Road is a busy and congested road with minimal facilities for cyclists. For pedestrians, the footways narrow and become cluttered in parts with street furniture and parked vehicles.

12. What improvements are proposed at the Crooked Billet roundabout and how do these link with the Staines STP project?  
   The Crooked Billet roundabout is located along a main corridor between Staines and Stanwell / Heathrow airport. A number of busy roads converge at the junction and due to a lack of controlled crossing facilities over a number of these roads, it is difficult for pedestrians to travel across the junction - particularly those with prams or wheelchairs.

   The Crooked Billet roundabout and the A30 are operated by Highways England and therefore the council is unable to arrange improvements here by ourselves. Highways England is liaising with Surrey County Council to develop a comprehensive plan for the junction to improve accessibility and provide safe crossing facilities for pedestrians and cyclists navigating the roundabout.

   Improvements to the Crooked Billet roundabout would be carried out separately to Staines STP, however these are expected to be complimentary and make it easier for people to make end-to-end journeys along the route.

## Stanwell Moor Road (Ped / Cycle Route)

13. Why improve this route?  
   The Stanwell Moor Road route is planned for improvement as it is one of the key corridors between Staines and Stanwell / Heathrow. The pathway surface is currently poor and narrows considerably in parts.

   There is also a safety concern on the road as it is currently difficult for pedestrians crossing the road both at the junction with Park Road and also midway along Stanwell Moor Road where the pathway switches between east and west side of the road.

## Park Road (Ped / Cycle Route)

14. Why improve this route?  
   The route connects the Stanwell residential area to Stanwell Moor and Staines (via Stanwell Moor Road). For those travelling between Staines and Heathrow Airport, it provides an important alternative east-west link to the A30.

   Currently those wishing to cycle along Park Road must cycle on the carriageway, which can be particularly daunting towards its western end as cyclists must navigate the busy junction with Stanwell Moor Road.

## Town Lane (Ped / Cycle Route)

15. Why improve this route?  
   The route provides a vital north-south cycle route between the A30 and Southern Perimeter road, which orbits Heathrow Airport. There are few safe or direct alternative routes in the area for cyclists.

   The route also connects to the Ashford Hospital / retail site which generates a large number of trips each day.

## Bus Improvements

16. What are the proposed bus improvements?  
   Scheduled improvements include new shelters, seating, Real Time Passenger Information (RTPI) and better bus stop accessibility (e.g. raised kerbs to make it easier to get on and off the bus).

17. Which routes will be improved?  
   8, 203, 442, 555

18. Which stops will be improved?  
   Up to 26 bus stops have been identified for possible improvement around the Stanwell area. These are mainly located along Town Lane, Clare Road, Hadrian Way, Park Road and Stanwell Moor Road.