



M25/A22 Junction 6

1 October 2004

KEY ISSUE:

Traffic improvements to the M25/A22 Junction 6 interchange at Godstone.

SUMMARY:

At the Local Committee in May 2004 Members agreed to set aside £22,000 to fund the design and installation of a revised traffic layout at the M25/A22 Junction 6. This report updates Members on the progress with this scheme.

RECOMMENDATIONS:

The Committee is asked to agree:-

- (i) That, if the planned major maintenance scheme is carried out during the first six months of 2005/06, the road marking scheme is delayed and combined with this work.
- (ii) To carry over the LTP funds set aside for 2004/05 if there is an agreement for (i) above.

INTRODUCTION and BACKGROUND

1. Historically, the M25/A22 Junction 6 roundabout has had a very poor accident record. In 1993, traffic signals were introduced on the slip roads from the M25 but funding could not be secured to fully signalise the roundabout until 2000.
2. A plan showing the accident situation “before” and “after” full signalisation will be made available at the meeting. It is very encouraging to note that the average injury accidents per year have reduced from 17 (1997 – 1999) to 4 (2000 – 2003).
3. When the works to fully signalise the roundabout in 2000 were undertaken the opportunity was taken to introduce a new “spiral” road marking scheme on the roundabout. The purpose of the scheme was to improve driver discipline and minimise accidents involving lane changing.
4. Members may recall, that during 2000 there were some initial problems with the operation of the traffic signals which, in turn, caused long tailbacks and gridlock on the new spiral road marking scheme.
5. The scheme has attracted a number of complaints since installation and the situation is not helped by the deterioration of the road markings. Some of the issues are:-
 - Tailbacks on the A22 northbound approach to the junction in the morning peak.
 - Imbalanced flows in the two traffic lanes on the A22 southbound and Godstone Hill approaches
 - Driver confusion and queue jumping on the A22 southbound approach to the junction due to faded road markings and inadequate signing.
6. Junction 6 is currently on the Rolling Programme for Major Maintenance and is currently shown for reconstruction during 2005/06. However, the final works programme has yet to be agreed with the Asset Management Group.

ANALYSIS AND COMMENTARY

7. It is proposed that the spiral road marking scheme is removed and replaced with a conventional traffic layout at the junction. A plan showing the existing and proposed schemes will be made available at the meeting.
8. Any work carried out at this junction will cause major disruption and delay to the travelling public. It is, therefore, suggested that although this leads to an increased costs the work is carried out at night.
9. Clearly, it would be far more cost effective and less disruptive if the new road marking scheme could be combined with the resurfacing of the

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roundabout and the Local Transportation Service will argue for this . It is, therefore, suggested that if the road resurfacing scheme is programmed for the first 6 months of the 2005/05 financial year that the road marking scheme is delayed and combined with this work. If this does not happen it is proposed that the road marking scheme is carried out in advance during in March/April 2005 as the weather improves.

10. It is also proposed to install a new lane direction sign and amend the road markings on the A22 southbound in the short term to clarify the situation on this approach until the main scheme is completed.

CONSULTATIONS

11. A draft copy of this report has been sent to Surrey Police and the Highways Agency and any comments received will be reported verbally to the meeting.

FINANCIAL IMPLICATIONS

12. £22,000 has been set aside from the Local Transport Plan budget for this scheme in 2004/05. If the scheme is delayed until 2005/06 it is suggested that this funding is carried forward.

SUSTAINABLE DEVELOPMENT IMPLICATIONS

13. It is hoped that the new scheme will reduce the amount of traffic congestion at the junction.

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BACKGROUND PAPERS:
