



M25/A22 Junction 6

3 December 04

KEY ISSUE:

Reducing traffic congestion and improving road safety at the M25/A22 Junction 6 interchange at Godstone.

SUMMARY:

This report provides further information on the reasons for altering the road markings at the M25/A22 Junction 6 interchange as requested by Members at the Local Committee meeting on 1st October 2004.

RECOMMENDATIONS:

The Committee is asked to agree that the spiral road marking scheme be removed and replaced with conventional roundabout markings.

INTRODUCTION and BACKGROUND

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1. At the Local Committee on 1st October 2004 elected Members considered a report on proposed changes to the traffic layout at the M25/A22 Junction 6 interchange.
2. Discussion on the report highlighted that Members held differing views on the effectiveness of the existing spiral road marking scheme. A further report was requested with supporting evidence on why the road layout should be changed and the number of complaints received with the current layout by the Local Transportation Service (LTS) office.
3. As set out in the report to the previous Committee, Junction 6 is on the Rolling Programme for Major Maintenance and is currently shown for reconstruction during 2005/06. The final works programme has yet to be agreed with the Asset Management Group.

ANALYSIS AND COMMENTARY

4. The complaints received about the current spiral road marking scheme are that it:-
 - results in uneven queues which causes traffic congestion
 - encourages queue jumping and is confusing for some drivers
 - is poorly signed with faded road markings.

These problems and possible solutions are set out in greater detail below. A presentation of these issues will also be given at the meeting.

Traffic Flows

Problems

5. On the A22 southbound approach, the amount of traffic queuing in the nearside lane (M25 East) is significantly less than in the offside lane (A22 south, Godstone and M25 west). This is also the case on the exit from Godstone where the nearside lane (M25 West) has little or no traffic compared to offside lane (A22 north and M25 East).
6. On the A22 northbound approach the balance between nearside and offside lane is more balanced and explains why the spiral road markings are more effective from this approach. There are, however, often long queues on this approach during the morning peak periods.

Solutions

7. The replacement of the spiral road marking scheme with the conventional layout will allow traffic travelling straight ahead to queue in both lanes on the roundabout approaches. This will result in more balanced traffic flows on the A22 southbound and the exit from Godstone.

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8. The problem of queuing on the A22 northbound during the morning peak periods will require investigation of the traffic signal timings by the Traffic Signals team.

Driver Behaviour

Problems

9. The uneven traffic queues on the A22 southbound approach has led to complaints from road users that other motorists are queue-jumping down the nearside lane and cutting across other vehicles on the roundabout.
10. Drivers who are unfamiliar with Junction 6 may become confused by the concept of spiral road markings and this could be a safety issue when they are confronted by drivers who regularly travel through the junction.

Solutions

11. The replacement of the spiral road marking scheme with the conventional layout would mean that drivers could queue and proceed around the roundabout in both lanes. Drivers unfamiliar with the area would be more likely to negotiate the roundabout correctly.

Signs and Road Markings

Problems

12. Following the introduction of the spiral road marking scheme additional signs were erected on the approaches to Junction 6 to advise drivers which lane to be in. The signs on the A22 southbound approach to the junction were removed prior to the installation of the safety barrier and have not been replaced. The road markings on the approaches to and around the roundabout have faded. This is particularly evident on the A22 southbound approach as the road markings are not clear between the yellow bar road markings.

Solutions

13. If the spiral road markings are retained the signing on the A22 southbound approach will need to be reinstated. If the conventional layout is adopted new signs will be installed on all approaches to encourage drivers to use both lanes.
14. Officers advise that new road markings are combined with the resurfacing of the roundabout to minimise disruption and reduce costs. It is suggested that, now there are traffic signals on the roundabout, the yellow bar markings on the A22 southbound are removed to clarify the traffic lane destinations.

Complaints

15. The LTS has received 13 complaints about the junction to date in 2004 either by letter or from the Contact Centre. Copies of this correspondence will be available for inspection at the meeting. It is estimated that a similar number of people have telephoned the LTS directly during this period.

CONSULTATIONS

16. Surrey Police support the removal of the spiral road markings and their replacement with a conventional layout at this roundabout. It is their view that the accident situation at this junction has improved as a result of the traffic signals and not the spiral road marking scheme that were both introduced in 2000.

CONCLUSIONS

17. The replacement of the spiral road marking scheme with a conventional layout will help to improve traffic flows through the roundabout, improve road safety by reducing the incidences of poor driving and reduce the number of complaints received by the LTS. It is suggested that, if possible, the work should be combined with the planned maintenance scheme to minimise disruption to the travelling public and reduce costs.

FINANCIAL IMPLICATIONS

18. £22,000 has been set aside from the Local Transport Plan budget for this scheme in 2004/05. If the scheme is delayed to tie in with the maintenance scheme until 2005/06 it is suggested that this funding is carried forward.

SUSTAINABLE DEVELOPMENT IMPLICATIONS

19. The scheme is being designed to reduce the amount of traffic congestion at the junction.

LEAD/CONTACT OFFICER: Stuart Eastmond

TELEPHONE NUMBER: 01737 737440

BACKGROUND PAPERS: Report to the Local Committee dated 1/10/04
