OFFICER REPORT TO LOCAL COMMITTEE (TANDRIDGE)

A22 WAPSES LODGE ROUNDABOUT

5 OCTOBER 2007

KEY ISSUE

To agree the scheme details for improvements at A22 Waspes Lodge Roundabout.

SUMMARY

Allocation of £90,000 was made available to the Local Committee to use for construction of this scheme during the 2007-2008 financial year.

The scheme is to upgrade kerbs to Trief safety kerbs, replace fencing, improve drainage, improve signing and resurface the carriageway.

OFFICER RECOMMENDATIONS

The Local Committee for Tandridge is asked to agree that:

The scheme shown in Annex A is approved for construction this financial year.

1 INTRODUCTION AND BACKGROUND

1.1 Wapes Lodge roundabout was built more than 50 years ago and is now showing its age. The roundabout is approached by a variety of different types of roads with different speed limits through rural or built up areas. The A22 also carries a large number of motorists who are unfamiliar with the roads. The roundabout has 6 arms and the wide circulatory carriageway also adds to the confusion. The wall on the central island reduces the sightline between vehicles resulting in a large number of collisions on the circulatory carriageway.

1.2 The central island has Trief kerbs to help prevent vehicles colliding with the retaining wall for the central open space. The distance between the wall and the kerb is small and this greatly reduces the sightlines for circulatory traffic increasing potential for accidents and reducing the capacity of the roundabout.

1.3 The centre of the roundabout is open with access by subways to the various roads. There is no signing and it can be confusing to guess the correct route to take.

1.4 As the carriageway has been surfaced over the years the levels of the carriageway do not always guide the water to the gullies.

1.5 Behind the kerbs on the outside of the roundabout are concrete posts and rail fencing in a poor condition.

1.6 This roundabout has averaged 4.7 injury accidents per year over the last ten years. A large number of these were due to excessive vehicle speeds.

1.7 Some of the signing on the roundabout is unclear. Signs that are not required by the majority of motorists could be removed.

1.8 In some places undergrowth is blocking the sightlines for motorists.

1.9 Improvements to the existing lighting were carried out recently.

1.10 £90,000 was made available to the Local Committee for construction of this scheme during the 2007-2008 financial year.

2 ANALYSIS

2.1 There are three main areas of injury accidents. The majority of accidents are on the circulatory carriageway of the roundabout. This happens when a vehicle entering the circulatory collides with a vehicle already on the circulatory carriageway or while they are both travelling around the circulatory carriageway. These accidents are due to poor sightlines, lane discipline, high speeds or confusion with the number of arms or signing.

2.2 The next highest number of accidents is due to vehicles travelling northbound on the A22 which either lose control on the approach to the roundabout or are not able to stop in time. These accidents are mainly single vehicle and involve collisions with walls, fences, etc.

2.3 The final main accident location is where southbound vehicles leave the roundabout to travel down the A22 Caterham By-pass. Many of these accidents occur in dry conditions so are probably related to surfacing.

2.4 A scheme that incorporates the suggestions in the introduction above would greatly reduce accidents and improve the environment.

2.5 The scope of the scheme scores well against the strategic aims of the County's Local Transport Plan; which are summarised by CASEM: reducing **Congestion**; improving **Accessibility**; enhancing **Safety**; care of the **Environment** and improved **Maintenance** as set out below.

2.6 Better lane discipline could improve the capacity of the roundabout.

2.7 Improving the signing for the subway would encourage cycling and walking.

2.8 Improving the roundabout would reduce accidents.

2.9 Less congestion and lower speed would reduce pollution.

2.10 Carrying out this work now will mean that further maintenance can be postponed for longer periods.

3 OPTIONS

3.1 Trief kerbs could replace the kerbing on the outside of the roundabout. They would help to deter vehicles from leaving the carriageway where they could drop onto the ramps leading to the subway. They also draw attention to the road, preventing accidents.

3.2 The concrete and rail fencing is in a poor condition and could be replaced at the same time.

3.3 The carriageway could be replaced ensuring the crossfalls are correct.

3.4 Some gullies would need to be moved to allow the placement of the Trief kerbs. If more gullies are required they should be installed.

3.5 Signing to the subways for pedestrians and cyclists could be provided to encourage their use.

3.6 Directional signing could be rationalised to help motorists make their decisions easier and remove clutter.

3.7 Lane discipline on the wide circulatory carriageway is poor and road markings could be considered to assist this problem.

3.8 To improve the sightline and reduce the speed of circulatory traffic, three metres around the central island could be hatched to discourage traffic using it.

3.9 As traffic control is required for most of these works there would be financial savings if all the work was done at the same time.

4 CONSULTATIONS

4.1 The Chairman and Vice-chairman were provided with a draft copy of this report.

4.2 The police have been consulted about this scheme and think hatching around the central island should be monitored to judge its effectiveness.

5 FINANCIAL IMPLICATIONS AND VALUE FOR MONEY

5.1 The £90,000 sum would not be enough to provide for all the works listed above.

5.2 An anticipated under-spend from the Local Transport Plan (LPT) budget could be used to complete all these works.

5.3 Estimate of construction costs:

Activity	Cost
Trief Kerbing	£40,000
Fencing	£35,000
Drainage	£5,000
Signing	£20,000
Carriageway Surfacing	£60,000
Temporary Traffic Management	£40,000
Total	£200,000

6 EQUALITIES AND DIVERSITY IMPLICATIONS

6.1 There are none.

7 CRIME AND DISORDER IMPLICATIONS

7.1 Better signing will encourage greater use of the subways, which will improve their safety.

8 CONCLUSION AND RECOMMENDATIONS

8.1 It is recommended that £90,000 be used to provide the kerbing, fencing and drainage. If funds are available from an LTP under-spend, this could be used to improve signing and resurfacing the carriageway.

9 REASONS FOR RECOMMENDATIONS

9.1 The proposals will reduce accidents, set back the time when more maintenance is required. It will also enhance the area.

10 WHAT HAPPENS NEXT

10.1 If the Local Committee approves the recommendation, officers will proceed to arrange the works during the current financial year.

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BACKGROUND PAPERS:	