KEY ISSUE

To improve road safety on the A22 Caterham By-Pass.

SUMMARY

At the meeting of the Local Committee on 17 September 2002 Members approved a number of measures to improve safety on the A22 Caterham by-pass. This report provides an update on progress with these measures and gives details of the accidents that have occurred since the installation of the lane reduction scheme on the northbound carriageway.

RECOMMENDATIONS

The Committee is asked to note the contents of this report. A further report on progress will be brought to the next Local Committee in April 2003.
BACKGROUND

1 An extraordinary meeting of the Tandridge Local Committee was held on the 10 September 2002 to discuss the accident situation on the A22 Caterham bypass. Members agreed to a number of safety measures which were approved by the Local Committee at their meeting on 17 September 2002.

The measures agreed were;

- lane reduction on the northbound carriageway
- improved signs and road markings on the southbound carriageway
- maintenance scheme involving installation of central crash barrier and road resurfacing
- introduction of a 50 mph speed limit dependent on surveys after the installation of the lane reduction scheme.

Lane Reduction Scheme

2 The work to reduce the northbound carriageway down to one lane between Godstone Road and Waspes Lodge roundabout was carried out at night between 23 September and 11 October 2002. During the works, the offside lane remained closed off so the carriageway was effectively reduced to one lane from the 24 September 2002 onwards.

3 While the road was kept closed at night, the road markings and cats eyes on the southbound carriageway were renewed and the hedge in the central reservation was cut back.

Accidents

4 The latest accident information was requested from Surrey Police and shows that from the 24 September 2002 to date there have been a further five accidents involving injury on the Caterham by-pass. Four of these occurred on the northbound carriageway with the two most recent accidents involving vehicles crossing over the central reservation.

Road resurfacing

5 Results of a recent test revealed that the skid resistance of the road is poor. The Local Transport Manager for Tandridge, therefore, took the decision to cancel the planned resurfacing of Coulsdon Road and to allocate £30,000 to carry out resurfacing of the bends on the northbound carriageway in this financial year.
6 At the time of writing, the resurfacing work is due to be carried out from 12 to 13 February 2003. As laying of the material at the correct temperature is critical to the lifespan of the new surface it will be necessary to carry out these works during the day under a road closure.

**Crash Barriers**

7 The crash barrier on the nearside of the northbound carriageway adjacent to the bends was tested in November 2002. All posts tested were found to be in good condition.

8 It has been initially agreed that £75,000 will be set aside from the major maintenance allocation for 2003/04 for the installation of a central crash barrier. These funds and any additional funds set aside from the LTP budget will be used to install a central crash barrier through the bends and to protect the bridge abutment at Tillingdown Lane.

**Speed Limit**

9 A survey of traffic speeds on both carriageways is due to be carried out in March 2003. This will indicate whether the lane reduction scheme has had an affect and whether a 50 mph speed limit is feasible.

**ANALYSIS AND COMMENTARY**

10 In view of the information received from Surrey Police it is clear that the lane reduction scheme alone has not solved the accident problem. The scheme does, however, help to regulate the speed of vehicles in a queue and it is possible that the number of accidents may have been greater without the scheme.

11 The resurfacing of the northbound carriageway through the bends is urgent and it is hoped that the work will be completed prior to this committee.

12 The installation of the central crash barrier is planned for the early part of the 2003/04 financial year using the £75,000 allocation and any funds set aside from the LTP budget.

**CONSULTATION**

13 The view of Surrey Police is that further urgent measures are required to stop the accidents, especially those involving vehicles crossing over the central reservation.
FINANCIAL IMPLICATIONS

14 The lane reduction scheme was funded from £17,000 set aside from the Accident Remedial Measures budget and £28,000 from the Local Allocation 2002/03.

15 The £30,000 for the section of resurfacing is to be met from the major maintenance allocation for Tandridge in 2002/03.

16 The central crash barrier will be funded from £75,000 programmed from the major maintenance allocations in 2003/04 and any agreed LTP funding.

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BACKGROUND PAPERS: Report to the Extraordinary Tandridge Local Committee Meeting on 10 September 2002