



Report to: **Beddington & Wallington
Local Committee**

Date: **23 April 2013**

Report of: **Interim Executive Head of Planning &
Transportation – Jay Judge**

Ward Location:
Wallington South
Beddington South

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Beddington &
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Chair of the Committee:
Councillor Joyce Melican

**Report title: Woodcote Road / Woodcote Green Junction and Woodcote Road,
Sandy Lane South / The Drive Junction – Traffic Study**

Summary:

This report informs Members of proposed junction improvement options without traffic signals at Woodcote Road / Woodcote Green junction including improvements at Sandy Lane South / The Drive junction, following analysis of the results from the recent traffic study.

The report provides various options for members to consider for improving the road safety and reducing speeds and accidents in the area.

Recommendations:

- (i) Note the findings of the traffic study
- (ii) Members to review the options and agree that all proposed options are put forward for public consultation
- (iii) Agree for officers to report back on the outcome of the public consultation to the next meeting of the local committee
- (iv) Note the estimated budget cost of the scheme, should any of the proposed options go ahead, (£180K-£195K) and the available budget of £50K for 2013/14
- (v) Agree that additional required finance to be allocated from the funding recently agreed by TfL via the LIP process, currently unallocated, and used for the implementation of the agreed measures/scheme

Background Documents and Previous Decisions:

Minute 921 (C) of the B&W Local Committee Meeting held on 11/10/2011

Signed: _____

Strategic Director

Date:

1. Background

1.1 On 11th October 2011, a petition from the Woodcote Green Residents' Association (approximately 250 signatures) was presented at the Beddington & Wallington Local Committee regarding traffic issues/concerns in the Woodcote Green Area. Residents were requesting urgent action on the following:

- To improve the traffic calming measures around Woodcote Green.
- To introduce long term traffic speed monitoring on Woodcote Road and Sandy Lane South around Woodcote Green.
- To enforce the current weight restriction for heavy goods vehicles (HGV's) on Sandy Lane South.

It was resolved to note comments and actions mentioned in relation to the petition. The Chair advised that a solution to reduce accidents in the area was required and that the matter should be investigated further by Officers and Ward Councillors.

2. Issues

2.1 In consultation with Transport for London (TfL) it has been agreed that unless alternative options are tried it will be difficult to justify provision for signalling the junction at this stage, due to its high cost.

It was therefore agreed to consider the proposals outlined in this report and monitor the outcome, and only if the problems persist, consider the justification to signalise the junction in conjunction with TFL.

It was also agreed with TfL that the surveys and investigations highlighted below in the report, would be required in advance of commencing any works, which can also be used as supporting evidence for future justification and comparison.

2.2 Accident Data: (See Appendix B for details)

Personal Injury Accidents (PIAs) records were reviewed from 1 October 2007 to current available records for the junction of Woodcote Road / Woodmansterne Lane / Woodcote Green and the junction of Woodcote Road / Sandy Lane South / The Drive. The results for these two junctions are as follows:

- Woodcote Road / Woodmansterne Lane / Woodcote Green

Total number of PIAs recorded = 15

Slight = 14, Serious = 0 and Fatal = 1

- Woodcote Road / Sandy Lane South / The Drive

Total number of PIAs recorded = 5

Slight = 4, Serious = 0 and Fatal = 1

There have been a number of accidents, including a fatality at both locations. These fatalities have been linked to human error.

There were also 4 PIAs recorded on the approaches to the junctions, but no PIAs recorded on Woodcote Green.

- North of Woodcote Road / Woodmansterne Lane / Woodcote Green

Total number of PIAs recorded = 2; Slight = 2

- South of Woodcote Road / Sandy Lane South / The Drive

Total number of PIAs recorded = 1; Slight = 1

- Woodmansterne Lane

Total number of PIAs recorded = 1; Slight = 1

There is an issue with drivers experiencing problems in negotiating certain movements in an uncontrolled environment, especially for vehicles travelling from Woodmansterne Lane across Woodcote Road to Woodcote Green and vice versa. It was also determined, that speed was not a contributory factor to the majority of the accidents recorded.

2.3 Speed & Volume Data: (See Appendix C)

Automatic Traffic Counters (ATCs) were used to record traffic speed and volume data at 13 locations in roads around the Woodcote Green area. The data was recorded for a continuous 13-day period from 29th January 2013 to the 10th February 2013. See Appendix C for a full overview of the survey results.

Approach speeds on Woodcote Road towards the Woodmansterne Lane / Woodcote Green junction are 28.0mph (Mean) & 32.2mph (85th percentile) northbound, and 29.1mph (Mean) & 34.0mph (85th percentile) southbound, which are higher than ideal for this location.

Similarly, the approach speeds on Woodcote Road towards the Sandy Lane South / The Drive junction are 31.1mph (Mean) & 35.6mph (85th percentile) northbound and 29.1mph (Mean) & 34.0mph (85th percentile) southbound, which again are high.

Lower speeds will reduce the number and severity of any potential collisions and provide an improved environment for pedestrians and cyclists.

From Woodmansterne Lane the approaching mean speed is 22.9mph and from Woodcote Green is 23mph, both of which are just below the maximum safe speed in approaching a junction.

2.4 Vehicle Turning Movement Data: (Appendix D)

On Saturday 2nd February 2013 and Tuesday 5th February 2013, vehicle turning counts took place at 4 key junction locations in the Woodcote Green area (listed below) to determine the number of vehicles carrying out each junction movement.

- Sandy Lane South / Sandy Hill Road
- Woodcote Road / Shirley Road
- Woodcote Road / Woodmansterne Lane / Woodcote Green
- Woodcote Road / Sandy Lane South / The Drive

The data was manually recorded during morning peak flow (7:00 – 9:00), afternoon off-peak flow (11:30 – 13:30) and evening peak flow (16:00 – 18:00) on the Tuesday and during afternoon peak flow (11:30 – 13:30) on the Saturday.

In general, the vehicular movements into and out of roads at these junctions was fairly equal.

However, it was observed that more vehicles enter Woodcote Green via Woodcote Road (1300 vehicles) than exit onto Woodcote Road from Woodcote Green (978 vehicles).

Also, more vehicles exit onto Woodcote Road from Woodmansterne Lane (2015 vehicles) than enter Woodmansterne Lane via Woodcote Road (1791 vehicles).

Of the 2015 vehicles exiting Woodmansterne Lane, approximately 50% head into Woodcote Green, whereas approximately 90% of the 978 vehicles exiting Woodcote Green head into Woodmansterne Lane.

Over twice as many vehicles exit onto Woodcote Road from The Drive (689 vehicles) than enter The Drive via Woodcote Road (302 vehicles). The volumes are heaviest during morning and evening peak periods.

Appendix D shows a full overview of the survey results.

2.5 'Origin & Destination' Data: (Appendix E)

An 'Origin & Destination' survey was also carried out on the same dates and time periods of the vehicle turning counts. The purpose of this survey was to analyse the traffic flow patterns along certain routes within the Woodcote Green area and identify if there is a significant 'rat-running' issue.

The results showed that there are currently no significant volumes of through traffic to indicate any 'rat-running' issues in the area, apart from between Woodcote Green and Woodmansterne Lane.

If Woodcote Green was to be made one-way northbound (away from Woodcote Road), this would result in approximately 1800 vehicles per day being displaced. As previously mentioned, approximately 90% of these vehicles head into Woodmansterne Lane, so the displacement may be significant for Sandy Hill Road, Shirley Road and Sandy Lane South.

Appendix E shows the full overview of the survey results.

3. **Options Considered** - (Please refer to Appendix A for drawings)

- 3.1 The existing unrestricted turning movements at the junction of Woodcote Rd/ Woodcote Green/Woodmansterne Lane, was found to be one of the main contributory factors to the accidents at this junction.
- 3.2 To reduce the number and the severity of accidents, it is proposed to reduce the number of conflicts at this junction, as well as realigning the junction layout.
- 3.3 To restrict and reduce the movements at this junction, it is proposed to make Woodcote Green **one-way**, west to east, with provisions to incorporate a contraflow cycle lane to assist cyclist.
- 3.4 To assist pedestrians and provide them with a safer crossing, an entry treatment on a raised table at the junction of Woodcote Green with Woodcote Road is proposed.
- 3.5 The Sandy Lane/The Drive/Woodcote Road junction is proposed to be made smaller by realigning the kerb lines and having tighter entry points, while providing a right-turn refuge on Woodcote Road.
- 3.6 There are 2 options proposed for consideration with respect to Woodcote Road and its junction with Woodmansterne Lane/Woodcote Green.
Both options outlined include proposals to make **Woodcote Green** one-way with entry treatment measures, and advance signage along Woodcote Road.

- **Option 1 – Vertical Deflections and Junction Realignment**

This option proposes entry treatments at the junction of Woodcote Road / Woodmansterne Lane as well as Woodcote Green/Woodcote Road junction. This will assist in reducing turning speeds, which is a benefit for cyclists and pedestrians.

Speed cushions are also proposed for Woodcote Road at various locations on the approaches to its junctions.

The proposed carriageway and junction realignments will also help to reduce speeds.

Soft measures, such as coloured antiskid, modification to road marking, new signs, installation of vehicle activated signs (VAS) and school 'Wig-Wag' signs will help to improve driver awareness and reduce speeds.

- **Option 2 – Horizontal Deflections and Junction Realignment**

This option proposes the introduction of traffic islands on Woodcote Road either side of its junction with / Woodmansterne Lane / Woodcote Green. The aim is to narrow the carriageway to reduce speeds through the junction and also to reduce turning speeds, which is a benefit for cyclists and pedestrians.

As per Option 1, proposed junction realignment and carriageway realignment will also help to reduce approach speeds to the junctions and turning speeds at the junctions.

Virtual speed tables (coloured antiskid) are also proposed for Woodcote Road on the approaches to its junction with Sandy Lane South / The Drive.

Similarly, additional soft measures, such as coloured antiskid, modification to road marking, new signs, installation of vehicle activated signs (VAS) and school 'Wig-Wag' signs will help to reduce speeds by increasing driver awareness of the environment that they are driving through.

Option 2 is the preferred option. Its success can be monitored and if found necessary, additional measures such as junction entry treatments and other speed reducing features can be added at a later date.

Also, if found essential and in consultation with TfL we can opt for signalling the junction in future.

Option 1 is likely to receive objections from cycling groups and the Police. Although the speeds are found to be slightly higher, this has not been identified as the main contributory factors to the accidents. Hence it might be difficult to justify the additional cost for these measures.

4. Recommendations

The community engagement and consultation with residents and residents associations and the school are essential in the success of this project.

It is therefore recommended that

- (i) Note the findings of the traffic study
- (ii) Members to review the options and agree that all proposed options are put forward for public consultation

- (iii) Agree for officers to report back on the outcome of the public consultation to the next meeting of the local committee
- (iv) Note the estimated budget cost of the scheme, should any of the proposed options go ahead, (£180K-£195K) and the available budget of £50K for 2013/14
- (v) Agree that additional required finance to be allocated from the funding recently agreed by TfL via the LIP process, currently unallocated, and used for the implementation of the agreed measures/scheme

5. Impacts and Implications:

- **Financial**

The estimated budget costs for each of the options are as follows:

Option 1 = £195K

Option 2 = £180K

The estimated cost to implement the proposals in Woodcote Green is £35K, which is included in the above costs.

- An estimated budget cost of between £180,000 is recommended to be secured for this project.
- Currently £50,000 has been approved and is allocated from the 2013/14 LIP funding for this project.
- Additional funding will be needed to implement the scheme and can be met from any under spent/ cancelled schemes as well as the additional funding recently agreed by TfL via the LIP process and is currently unallocated.

- **Legal**

- There are no specific legal implications arising from this scheme.
- The requirements of the Traffic Signs Regulations and General Directions (TSRGD 2002); Design Manual for Roads and Bridges (DMRB); Manual for Streets applies.

- **Community** (including safety, localism, public health)

- Should the proposals be implemented, they will improve safety at the main junctions in the Woodcote Green area, with the objective of reducing accidents, reducing speeds and improving the environment for the local residents and Wallington High School for girls.

- Local residents will be involved and would have a say in the choices given and which proposals are to be implemented.

- **One Planet Living**

Safer crossing points and provision of the proposed cycle lane will encourage walking and cycling.

- **Equality Impact Assessment**

- The proposals will help to reduce vehicular speeds, improve accessibility and improve cycle facilities, which will be a benefit for all pedestrians and cyclists using the Woodcote Green area.
- The proposals in general will improve equal access for all by providing safer crossing facilities.

- **Risk**

The proposal to make Woodcote Green one-way could result in a possible displacement of vehicular traffic onto some residential roads in the area as motorists may seek alternative routes.

There is a potential for Sandy Hill Road and Shirley Road to be used as short-cut/ 'rat-running'. This will be monitored after the completion of the scheme and if any problems is reported after a few months, an Origin and Destination (O&D) survey will be carried out and the results will be compared with a similar "before implementation survey" that was carried in February 2013. If required, appropriate measures will be considered for action.

6. Consultation

- Public consultation with the residents on this matter is essential due to its impact and wider interest.
- Wallington High School for Girls will also be consulted.
- Residents Associations
- All statutory bodies will be consulted on the proposed agreed measures.

7. Timetable for Implementation

Subject to financial availability, the necessary public consultations are programmed to commence in May 2013 and the work to be implemented in the second half of this financial year.

8. Appendices

Enclosed plan drawings showing the proposals and traffic survey data.

Appendix A – Drawings with Proposed Options

Appendix B – Accident data

Appendix C – Speed and Volume data

Appendix D – Turning movements

Appendix E – Origin and Destination