

A316 Manor Circus roundabout, Richmond – Works FAQs V1

1. What are you doing? (i.e. overall project)

The road works underway on the A316 Manor Circus (roundabout) near Richmond are needed to make a number of essential repairs and road safety improvements:

Between September and December 2023:

- TfL need to undertake urgent structural repairs to the bridge deck beneath the roundabout, as a result of damage caused by water ingress. These works were originally scheduled for summer 2020, before the impact of the Covid-19 pandemic led to delays.
- Cadent Gas will undertake engineering works to replace a critical gas main and reduce leakage of gas. By undertaking these works in collaboration with the TfL roadworks, this is expected to reduce the overall impact of the works and minimise disruption by an estimated three weeks.

From January 2024 until spring 2024, we will:

- Deliver critical road safety improvements, in the form of upgraded pedestrian crossings, wider footways, cycle facilities, and carriageway resurfacing
- Enhance existing green infrastructure including new planting in the centre of the roundabout when it rebuilt, following the bridge deck repairs

By combining the delivery of schemes into one period of roadworks, this will save the need for future set of works from happening in the area.

2. Why is there so much disruption right now?

The roundabout is situated on a bridge deck above the Overground and District railway line. A Special Inspection on the structure, commissioned by TfL, highlighted that the bridge shows signs of water seepage, due to failed waterproofing on the topside of the structure, which has led to a deterioration of bridge condition. The report recommended installing expansion joints and resurfacing the entire bridge deck.

To allow sufficient space for the contractors to carry out the repairs on the bridge deck, the junction can no longer function as a roundabout. Initially four-way temporary traffic signals were introduced, meaning that all approaches to the roundabout were separately signalised. These have since been reduced to three-way signals as a result of the southbound closure on Sandycombe Road (see question 4).

Due to the nature of the traffic management layout, there are notable distances from one traffic movement to another, and therefore long safety clearance periods. Much of the delay is a result of these safety clearance periods, which means traffic is not moving for long periods, but this ensures no conflict between traffic or pedestrian movements.

3. How long will this disruption last? (i.e. immediate construction phases are related to bridge deck)

In August, we started essential works on the A316 near Richmond. The current phase of works includes vital structural repairs to the bridge deck beneath the roundabout, which are due to last until mid-December.

To allow sufficient space for contractors to work on the bridge deck, the junction can no longer function as a roundabout. Four-way temporary traffic signals have been introduced, meaning that all approaches to the roundabout are now separately signalised. This has unfortunately caused heavy traffic throughout the local area on the A316 and neighbouring routes.

In mid-December, we expect disruption levels to reduce as the bridge deck works will be completed, and we will be able to return to operating the junction as a roundabout.

4. What is being done to reduce the disruption?

Manor Circus is a busy part of the road network, with multiple bus routes and strategic east-west traffic routes on the A316. This means multiple competing demands need to be balanced, as well as providing sufficient time for pedestrians to cross the road. We appreciate that the works are highly impactful, unfortunately all users will be subject to some level of delay during this most impactful phase of works. These will last up until December.

Mitigations have been put in place to keep all approaches to the roundabout moving and reduce disruption to the bus network, whilst also keeping wait times as low as possible for pedestrians. To try and combat some of the delays we have modified the timings on the temporary traffic signals, varying them by time of day, as well as implementing a wider signal strategy across the A316 corridor.

Following the initial impacts of the works, TfL and the London Borough of Richmond have been working together on mitigation strategies; including the closure of Sandycombe Road southbound. This closure has enabled the simplification of the temporary traffic signals, alleviating some of the delay on the A316 which in turn reduces the impact on the immediate surrounding area. We will continue to monitor the impact of the works and will make further adjustments to the traffic management layout and signal strategies if, and when required.

5. Why are there other works going on in the area? Doesn't this mean it is taking longer than necessary?

Combining the delivery of schemes into one period of roadworks minimises disruption caused by construction.

In addition to the essential works being carried out by TfL, the gas company, Cadent, has identified a critical iron main which will be replaced to reduce leakage of gas. Over the past few months, TfL and Cadent have been working closely with the London Borough of Richmond upon Thames and the Greater London Authority to ensure these upgrades are delivered collaboratively and as efficiently as possible – using the dig-once approach to reduce disruption whilst improving the resilience of local infrastructure.

By working collaboratively, we are able to reduce the overall amount of works and minimise disruption by an estimated three weeks, saving one future set of works from happening in the area.

6. Why are there times when there are fewer contractors are on site?

It is the responsibility of our Principal Contractor, Taylor Woodrow, to deliver works in the most efficient manner with as little impact on the road network and surrounding area as possible. The programme of works is carefully planned in advance to try and achieve these aims.

The A316 Manor Circus roundabout scheme has been split into 8 construction phases and the number of people working on site may change depending on the tasks being undertaken at any given point of a phase. Operatives may also work in smaller teams in different areas of the works or outside the main works area completely, handling deliveries to our materials compound for example.

The project is complex, requiring specialist sub-contractors to complete some of the works, including the removal of the road surface on the bridge and waterproofing of the bridge deck. Some tasks such as the bridge deck waterproofing require a period of time to settle or cure before the next steps in the programme can begin. This means that there may be times when the amount of work being conducted on-site, or where on-site work can be conducted, is restricted.

7. What are you doing to reduce rat running traffic on neighbouring side roads?

We are working with the London Borough of Richmond to determine whether vehicle access to certain residential side roads can be restricted in the short term to prevent inappropriate volumes of displaced traffic on local roads.

After discussion with Richmond, we made the joint decision to install a closure on Sandycombe Road for vehicles travelling southbound, between Raleigh Road and the A316, starting from the evening of Friday 22 September.

Vehicles are still able to travel northbound on Sandycombe Road, between the A316 and Raleigh Road, via a one-way system. Entry to the BP Garage from the A316 is also unaffected, however exiting vehicles are required to travel along the one-way system northbound on Sandycombe Road, for safety reasons.

This closure has enabled the simplification of the temporary traffic signals, alleviating some of the delay on the A316 which in turn reduces the impact on the immediate surrounding area. We will continue to monitor the impact of the works and will make further adjustments if, and when required.

8. Traffic is worse in the area as a result of Hammersmith Bridge being closed to traffic. Why are these works being delivered right now?

We continue to work with the London Borough of Hammersmith & Fulham and the Department for Transport to establish how to best progress with Hammersmith Bridge. The works on the A316 near Richmond need to be prioritised to prevent further damage to the bridge structure, which therefore means we need to undertake these works before Hammersmith Bridge has reopened.

9. Why didn't you do more works in the school holidays?

The roadworks commenced in early August 2023, however due to major sporting events at Twickenham Stadium, the safety critical improvements currently underway could only start in September.

10. Why can't you just shut the roundabout, to deliver the works quicker?

Closure of the roundabout in its entirety was an option but would have led to significant multiple diversions across a wide area which would have impacted bus services considerably, as well as leading to notable increases in delays on the wider strategic and borough road network. The A316 is a strategic corridor into and out of London which handles a significant number of vehicles each day. Closing the roundabout completely would not have been feasible.

11. Why are pedestrian wait times so long at the crossings?

The overall waiting times for pedestrian wanting to cross the road have been reduced where possible by fine-tuning the signal timings. Improvements have also been made to the pedestrian signal layout on Manor Road following observations undertaken after moving to this current phase of works.

The wait times for pedestrians are unfortunately long due to the safety clearance time for traffic, and to account for conflicting traffic movements needing to clear through the crossing points before the pedestrian green phase can run. Similarly, once the pedestrian green phase has finished running, there is a safety clearance time which needs to run before returning to road green phase. As the works are across a large site, the timings have been set primarily for safety. Unfortunately, this can give the appearance of periods where no traffic or pedestrians are moving.

The closure of Sandycombe Road southbound has enabled the simplification of the temporary traffic signals, which has reduced the time pedestrians have to wait to cross the road. The pedestrian crossing on Sandycombe Road now operates independently from those on the A316, and as such has a much lower wait time for pedestrians.

12. How can I get more information on the road works?

Full details of the works can be found at www.tfl.gov.uk/manorcircus

13. What led to the significant issues on the morning of Wednesday 13 September?

To undertake vital structural repairs to the bridge structure beneath the roundabout, the central disc of the roundabout has been removed. This means that the junction can no longer function as a roundabout.

To allow sufficient space for our contractors to begin the repairs to the bridge, overnight on Tuesday 12th into Wednesday 13th September the current phase of works was set up, changing the operation of the junction from a roundabout to four way-controlled traffic signals. This caused heavy traffic throughout the local area on the A316 and neighbouring routes.

In addition, on the morning of Wednesday 13th, an unexpected power supply issue at a Thames Water treatment plant led to water outages in west and southwest London. This forced a number of schools in the area to close mid-morning, and children were sent home, further increasing traffic in the wider area.