



**SURREY COUNTY COUNCIL'S
LOCAL COMMITTEE
IN EPSOM & EWELL**

**BURGH HEATH ROAD, EPSOM
"BEFORE & AFTER"
TRAFFIC SURVEYS**

18 JULY 2005

KEY ISSUE

To consider the effectiveness of traffic calming measures recently installed in Burgh Heath Road and to assess whether this has resulted in traffic being displaced onto adjoining local roads.

SUMMARY

Following the recent introduction of traffic calming measures in Burgh Heath Road this report considers "before and after" traffic survey data and accident rates.

Traffic surveys indicate that the traffic calming measures have resulted in a noticeable reduction in vehicle speeds on Burgh Heath Road. Early indications also suggest that the measures have had a positive impact on reducing personal injury accidents.

Despite concerns originally expressed by local residents, there has been no significant displacement of traffic from Burgh Heath Road onto adjoining local roads following the introduction of the traffic calming.

OFFICER RECOMMENDATIONS:

The Committee is asked to note the contents of this report.

1. INTRODUCTION AND BACKGROUND

- 1.1 At its meeting on 20 January 2003 the Local Committee approved the detailed design and construction of a road safety scheme in Burgh Heath Road. The main elements of the scheme were a new mini-roundabout at the junction with Downs Road and 15 pairs of speed cushions.
- 1.2 Following completion of the detailed design of the scheme the statutory traffic calming notice was advertised. A total of 56 letters were received in response to the notice.
- 1.3 A large proportion (57%) of the comments received were from residents of Downs Road who were concerned about the possibility of traffic being displaced onto Downs Road.
- 1.4 Both the Ambulance and Fire Services expressed concerns about the impact that the proposed speed cushions would have upon their response times.
- 1.5 The comments received were considered by the Local Committee at its meeting on 24 May 2004. In response to the concerns raised, the Local Committee agreed that the height of the speed cushions should be reduced. It was also agreed that vehicle speeds, volumes and accident rates should be monitored in roads surrounding Burgh Heath Road and a report considering possible traffic displacement subsequently presented to the Local Committee.
- 1.6 The construction of the traffic calming measures was completed in November 2005.

2. ANALYSIS OF “BEFORE” AND “AFTER” TRAFFIC SURVEYS/ACCIDENT RATES

2.1 Traffic surveys were undertaken in Burgh Heath Road and a number of surrounding roads prior to the traffic calming measures being installed. Further surveys were carried out at the same locations approximately 4 months after the construction was completed.

2.2 The results of the “before” and “after” surveys are shown in the table below:

Location	Survey	Total Volume (24 hour, 7-day average)	85%ile speed (24 hour, 7- day average)	%>30mph (24 hour, 7-day average)
Burgh Heath Road - Near Mospey Crescent south	Before (16-22/8/02)	4448	40	78
	After (3-9/3/05)	4340	35	37
Burgh Heath Road - Near South Hatch Stables	Before (16-22/8/02)	4992	42	86
	After (3-9/3/05)	4892	37	51
Downs Road (Downs Avenue - Downs Hill Road)	Before (1-7/10/03)	6502	37	51
	After (3-9/3/05)	5829	39	58
Downs Road (Treadwell Road - Downs Hill Road) - Police Survey	Before (13-20/7/04)	4304	41	79
	After	Unknown	Unknown	Unknown
Ashley Road (near Cemetery)	Before (1-7/10/03)	10294	41	83
	After (3-9/3/05)	11194	40	86
Treadwell Road (Aston Way - Hillcrest Close)	Before (1-7/10/03)	1645	38	54
	After (3-9/3/05)	1679	37	50

(85th%ile speed is the speed at which 85 percent of vehicles are travelling at or below)

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- 2.3 At both survey sites in Burgh Heath Road the introduction of traffic calming measures has resulted in a significant reduction in vehicle speeds (5mph reduction in the 85th percentile speed). A substantial reduction in the number of vehicles exceeding the 30mph speed limit has also occurred at both locations.
- 2.4 The introduction of traffic calming measures can be contentious and often results in significant amounts of comments from the public following its installation. However, relatively few comments have been received since the measures were constructed in Burgh Heath Road. Those that have been received have been roughly split between people requesting the height of the cushions is increased and those complaining about their introduction. This seems to suggest that the design of the scheme and the severity of the measures are accepted as being appropriate by the majority of local residents and motorists.
- 2.5 Since the start of 1996 there have been 18 personal injury accidents in the 30mph section of Burgh Heath Road prior to the construction of the traffic calming measures. Following the completion of the scheme there is no record of any personal injury accidents occurring up to the end of June 2005. Whilst data is required over a longer period to assess the impact of the traffic calming on accident rates, the initial indications are encouraging.
- 2.6 The traffic survey results indicate that, despite the concerns of residents, the introduction of the measures in Burgh Heath Road has not resulted in the displacement of traffic onto other local roads. Traffic volumes have not changed significantly at any of the survey locations with the exception of Downs Road (between Downs Avenue and Downs Hill Road), where there has been a slight reduction in vehicles
- 2.7 Whilst additional traffic has not been displaced onto Downs Road, local residents have expressed concerns about the speed of existing vehicles using the road. The traffic surveys indicate that there is still a problem with speeding traffic in Downs Road.
- 2.8 Since the surveys were undertaken Surrey Police have targeted Downs Road for regular enforcement action and the Local Transportation Service has erected a vehicle activated sign (which flashes up the "30" symbol when approaching motorists exceed the "trigger speed"). A feasibility study considering further measures to reduce speeds in Downs Road will be undertaken as part of the 2005/6 Local Transport Plan programme.

- 2.9 Unfortunately, “after” traffic survey data is not currently available for the section of Downs Road between Downs Hill Road and Treadwell Road. However, this data should be available for the Downs Road feasibility study. Further speed monitoring will be undertaken as part of the study where required and to establish the impact of Police enforcement
- 2.10 It will be interesting to obtain the “after” information for Downs Road following Police intervention. Subjective assessment indicates less illumination of the 30mph sign following enforcement by Surrey Police. Approximately 75% of motorists caught speeding by the Police live locally and a degree of education may be resulting in ongoing reduction in speeds.

3. CONCLUSION AND REASON FOR RECOMMENDATIONS

- 3.1 Traffic calming measures have recently been introduced in Burgh Heath Road in order to reduce vehicle speed and improve road safety.
- 3.2 This report considers “before” and “after” traffic surveys and accident rates to assess the effectiveness of these measures. It also examines whether traffic has been displaced onto other local roads following its introduction.
- 3.3 Traffic surveys were carried out at 2 locations in Burgh Heath Road. At both sites there were significant reductions in vehicle speeds following the introduction of the traffic calming.
- 3.4 Accident records indicate that there have been no personal injury accidents in Burgh Heath Road since November 2005 when construction of the measures was completed. Whilst accident data will need to be considered over a longer period to assess the impact of the scheme on accident rates, these initial findings are encouraging.
- 3.5 Despite the concerns of residents, traffic surveys show that traffic has not been displaced onto other local roads following the introduction of the traffic calming.

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