

TO: MOLE VALLEY LOCAL COMMITTEE
(TRANSPORTATION)

DATE: 10 APRIL 2002

BY: LOCAL TRANSPORTATION MANAGER

DISTRICT(S): MOLE VALLEY

ELECTORAL DIVISION (S):

LEATHERHEAD & FETCHAM
EAST, BOOKHAM & FETCHAM
WEST

PURPOSE: FOR DECISION

S/A REF: O.S. PG 94

TITLE: FETCHAM, BOOKHAM AND EFFINGHAM LOCAL AREA SAFETY
STUDY - REVIEW

SUMMARY

A review to determine the effectiveness of traffic calming and traffic management measures, introduced as part of the Fetcham, Bookham and Effingham (F.B.E) Local Area Safety Study has been undertaken.

The FBE Task Group has recently re-convened to discuss the findings of the study, which reviews the effectiveness of the scheme upon measurable targets, including personal injury accidents, vehicle speeds, traffic volumes and Heavy Goods Vehicle movements.

This report summarises these findings and requests approval to proceed with the development of further measures. These measures will be at locations where ongoing accident, and traffic problems have been identified. There are also some locations where residents' concerns over traffic-related issues still remain.

INTRODUCTION

1. A package of measures that had been developed to reduce road casualties in the Fetcham, Bookham and Effingham (F.B.E.) area was introduced between November 1996 and November 1998. The works included traffic management and traffic calming measures at eleven sites across the F.B.E. area.
2. Following completion of the construction works, the already established Task Force agreed that post construction monitoring was necessary to establish the effectiveness of the measures introduced. An initial study was carried out in April 1999 although insufficient time had passed since completion of the works for any strong conclusions to be made.

3. A further study has since been carried out and the findings of that study are summarised below. The data collected and analysed will be available in more detail at this Committee.

SUMMARY OF SURVEY INFORMATION COLLECTED

Accident Analysis

4. Injury accidents have been investigated on both a site by site basis and an area wide basis. Overall there has been a considerable decrease in the number of accidents recorded in the immediate vicinity of sites where works were undertaken. Of the eleven sites, eight have produced a reduction in accidents, one remains unchanged and two have increased. The most effective schemes in reducing the number of accidents appear to be those schemes that were introduced at the junction of Lower Road with High Street (Bookham) and Lower Road with Oreston Lane (Effingham). Across the whole study area, the number of injury accidents and casualty numbers have reduced significantly. Accidents have reduced by 23% each year and casualties have reduced by 33% each year.

Vehicle Speed Analysis

5. Speeds have been recorded and analysed at eighteen sites across the area. Eighty-fifth percentile speeds have reduced at 13 sites, are unchanged at 1 and have increased at 3 sites. The increases are marginal (1mph) with the exception of Penrose Road / Cock Lane (Fetcham), where a 7mph increase has been observed.

Traffic Volume Analysis

6. In general, there has been an increase in traffic flows during the morning and evening peak hours across the area. However, nationally the trend for traffic flows over the same period of time is an increase of around 12%. Higher increases have been observed in Effingham Common Road and The Street, Effingham. These have been found to be 112% am peak and 97% pm peak for Effingham Common Road and 12% am peak and 57% pm peak for The Street. All other sites where volumetric data has been collected have shown either a decrease in traffic volumes or an increase that is in keeping with that which would be expected nationally.

Heavy Goods Vehicle Data

7. Heavy goods vehicle (H.G.V.) movements were recorded in 1999 and 2001 at four sites across the area although there is no data available prior to construction. Locally, there is the perception that HGV movements have increased over the last few years in certain areas due to both the traffic calming implemented along Lower Road and the traffic signals installed at the junction of the A246 with Eastwick Road. Data collected has confirmed there is a marginal increase in the numbers of HGV's using Eastwick Road and the junction of Little Bookham Street with Lower Road. There is a significant increase in HGV movements at the junction of Lower Road and Church Road with most movements at this junction being into or out of Church Road. HGV movements in The Lorne have decreased although further data is being collected to validate this.

A SUGGESTED WAY FORWARD

8. The study along with ongoing correspondence and discussions with local residents has highlighted that although there have been significant benefits achieved through the implementation of measures in the study area, there are still some issues that need to be addressed.
9. The sites or lengths of roads where it is suggested that further investigations are warranted are set out below and a way forward is suggested for each:

Kennel Lane junction with Lower Road

10. This is one of the sites within the study area where a ‘cluster’ of accidents exists at the junction. It is suggested that these accidents are investigated further and an improvement scheme developed for funding either by the Accident Working Group or locally determined funds for low-cost remedial schemes.

Cobham Road junction with The Street

11. This site was treated during phase I of the works, however injury accidents have increased in the vicinity of this junction. Analysis has shown that a large proportion of the accidents involve pedal cyclists or motorcycles. It is suggested that a scheme be developed through the Accident Working Group to overcome the pattern of accidents identified.

A246 Guildford Road between Effingham Common Road and Manorhouse Lane

12. This length of road is within the District of Guildford. Accident trends have not changed since the implementation of the works. Whilst there is no volumetric data available for prior to construction of works in the study area, surveys are currently being carried out to ascertain traffic volumes along this stretch of road. It is proposed that the matter is brought to the attention of the Local Transportation Manager for that area, for further investigation by officers.

A246 Guildford Road between Eastwick Road and Griffin Way

13. Since the completion of all works in the study area, there have been 15 recorded injury accidents along this length of road, of which 5 are located at the junction of High Street. It is suggested that further work is undertaken to develop a scheme that will resolve the problem identified. Depending on the cost of the required works, this scheme could be promoted either by the Accident Working Group or incorporated in to the Leatherhead Implementation Area Local Transport Plan.

Cobham Road between Waterway Road and Cannon Grove

14. This length of road has had 8 injury accidents since the introduction of measures in the study area. It is suggested that these are investigated further with a view to developing a scheme either by the Accident Working Group or the Leatherhead Implementation Area Local Transport Plan, depending on the cost of the future scheme.

The Ridgeway

15. There is a considerable amount of concern locally regarding the speed of traffic in The Ridgeway. The survey work undertaken has verified that vehicle speeds are in excess of that which would be expected for a 30mph speed limit. Currently, further work is underway to ascertain the level of rat running traffic. It is suggested that feasibility and consultation work is undertaken to look at traffic management / traffic calming options for this road. A scheme would be progressed under the 'Speed Management' theme within the Districts' Local Transport Plans.

Kennel Lane / Penrose Road / Cock Lane

16. Some correspondence has been received from local residents regarding the speed of traffic along these roads. The majority of correspondence relates to Kennel Lane. The survey work undertaken has verified that vehicle speeds are in excess of that which would be expected for a 30mph speed limit. It is suggested that feasibility and consultation work is undertaken to look at traffic management / traffic calming options. A scheme would be progressed under the 'Speed Management' theme within the Districts' Local Transport Plans.

The Street (Old part) between School Lane and Lower Road

17. A recent petition has highlighted there is local concern regarding vehicle speeds and the volume of traffic using this part of The Street. Currently, investigations are taking place to ascertain vehicle speeds and the amount of rat running traffic. If, as a result of the work undertaken speeds are significantly higher than they should be and/or a considerable amount of rat running traffic is identified, it is suggested that further work is carried out to address the problem/s highlighted. This work could be progressed within the Leatherhead Implementation Area Local Transport Plan.

FINANCIAL IMPLICATIONS

18. It should be possible to progress some schemes as Accident Working Group schemes, the funds for which will be applied for during the course of the year. Schemes that do not fall within this category will be progressed within the Districts' Local Transport Plans. A separate report on this agenda (Transportation Capital Budgets 2002/2003) details the suggested way in which this years Local Transport Plan Local Allocation and County Capital Allocation could be used. The report advises that £20,000 could be used to progress with feasibility work on the schemes identified within the Fetcham, Bookham and Effingham Area.

ECONOMIC IMPLICATIONS

19. There are no economic implications at this time. Some schemes will require further reports to be made to this committee at which time any significant economic implications will be highlighted.

ENVIRONMENTAL IMPLICATIONS

20. The environmental implications are unique for each scheme. Any further reports to this committee will include details of the environmental implications of each project.

CONCLUSIONS

21. The measures installed in the Fetcham, Bookham and Effingham study area have been successful at achieving their objectives. Accidents have generally reduced at individual sites as well as across the study area. Vehicle speeds have on the whole reduced with variations of as much as –14mph, suggesting that the measures are effective. Traffic volumes have increased during the morning and evening peak hours although at some locations the 24 hour data shows a reduction in traffic flows. HGV movements have increased at some junctions although it appears that these vehicles do have a legitimate purpose for being in the area. There are still some areas within the study area where there is a warranted need to propose further works. These sites are set out in paragraphs 10 to 17.

RECOMMENDATIONS

- A) That Members note the findings of the review undertaken.
B) That Members approve the progression of schemes as set out in paragraphs 10 to 17, subject to the necessary funds being made available.

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BACKGROUND PAPERS:
Previous Committee Papers

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