

**S.T.A.R. (STRATEGIC TRAFFIC  
ACTION IN RURAL AREAS) PROJECT  
IN HOOKWOOD**

**MOLE VALLEY LOCAL COMMITTEE  
23 JULY 2003**

**KEY ISSUE:**

Members are asked to note the findings of this report, for further investigation following the implementation of the Fastway project in Hookwood.

**SUMMARY:**

This report details the findings of a traffic survey carried out in Reigate Road, Hookwood, following a meeting with local Members to discuss the implementation of a traffic calming scheme as presented to this Committee at its meeting in July 2002. It is intended to use the survey data as baseline for comparison following the implementation of the Fastway project in Reigate Road.

**REPORT BY:**  
ROGER ARCHER-REEVES  
LOCAL TRANSPORTATION DIRECTOR

**SURREY ATLAS REF:**  
Pg 160, D1

**MOLE VALLEY DISTRICT WARD:**  
CHARLWOOD

**COUNTY ELECTORAL DIVISION:**  
DORKING RURAL

**OFFICER RECOMMENDATIONS:**

The Committee is asked to : -

- (i) **note the findings of this report**

## **1.0 INTRODUCTION and BACKGROUND**

- 1.1 At the meeting of the Mole Valley Local Committee in July 2002, Members considered a report providing feedback on a consultation exercise carried out with residents of Hookwood asking for their views on the introduction of a traffic restraint scheme in Reigate Road, Hookwood, between the A217 and Povey Cross Road.
- 1.2 Several options for consideration were presented in a questionnaire to the community and the option that was most favoured by respondents was the introduction of a traffic calming scheme.
- 1.3 During discussion of the agenda item, Members of the Committee raised concerns regarding the response rate to the consultation, and the overall support for a traffic calming scheme within the community. Members resolved that the final decision on the progression of the scheme would be delegated to the Local Transportation Manager, in consultation with local elected Members.
- 1.4 Officers met with local elected Members and representatives of the Parish Council in February 2003 to discuss the implementation of a traffic calming scheme in Reigate Road. It was noted that funding for the proposed scheme was originally proposed as part of the 2002 / 2003 LTP implementation programme, however this funding was unable to be carried over to the 2003 / 2004 programme, and therefore it was not possible to construct the proposed scheme during this financial year.
- 1.5 It was also noted during discussion of the proposals that the present traffic levels in the area may change in the near future with the introduction of the Fastway project in Reigate Road. Construction of the scheme at the Longbridge Roundabout is scheduled to commence in 2004. It was therefore suggested that traffic surveys should be undertaken to assess the current traffic levels in Reigate Road and to try and ascertain the levels of traffic using the road as a rat run as well as that using it for access purposes. Following the implementation of the Fastway project in Reigate Road, further survey work could then be undertaken allowing comparisons to be made with the baseline survey data thereby allowing the situation to be reviewed.

## **2.0 ANALYSIS AND COMMENTARY**

- 2.1 Surveys were carried out in Reigate Road in March 2003. Two surveys were undertaken to produce a baseline survey data that can be used for comparison after the introduction of the Fastway project. The surveys comprised traffic speeds and volumes undertaken for a period of seven days during the week commencing 10 March 2003, and a 12-hour manual classified count on the numbers of vehicles entering and leaving Reigate Road at the junctions of the A217 and Povey Cross Road. The full survey results can be seen in **ANNEXE 1**, with a diagrammatic demonstration of vehicle movements in **ANNEXE 2**.

- 2.2 The surveys show that significant levels of through traffic use Reigate Road. Interestingly the results indicate that similar levels of through traffic exist in both directions, with the movements being slightly tidal, to the north in the morning peak period and to the south in the evening peak period.
- 2.3 During the 12-hour survey period, 1612 vehicles were recorded entering into Reigate Road from the A217 in a southbound direction. Of these it is estimated that approximately 210 (13%) stopped for access purposes, leaving a total of 1402 through vehicles. An additional 88 vehicles were recorded as starting their journeys from within Reigate Road, to record a total of 1490 exits from Reigate Road into Povey Cross Road.
- 2.4 1466 vehicles were recorded entering into Reigate Road from Povey Cross Road in a northbound direction. Of these it is estimated that approximately 87 (6%) stopped for access purposes, leaving a total of 1379 through vehicles. An additional 222 vehicles were recorded as starting their journeys from within Reigate Road, to record a total of 1601 exits from Reigate Road into the A217.
- 2.5 The surveys show that Reigate Road carries a high level of through traffic. The main detrimental effect of the level of through traffic along Reigate Road is the resultant level of traffic noise and vehicle emissions that have a negative effect on the quality of resident's lives.
- 2.6 Recorded personal injury accidents and 85th%ile speeds measured in Reigate Road were detailed in the report presented to the Committee in July 2002. Accident records have recently been updated for the three year period to the end of January 2003. One personal injury accident has been recorded during this period, which occurred approximately 50m south of Withey Meadows. For reference, 85%thile speeds were recorded at 36 mph in both northbound and southbound directions.

### **3.0 CONSULTATIONS**

- 3.1 A copy of this report has been sent to the local District and County Council Members, and Charlwood Parish Council, for information.

### **4.0 FINANCIAL IMPLICATIONS**

- 4.1 There are no financial implications associated with this report.

### **5.0 SUSTAINABLE DEVELOPMENT IMPLICATIONS**

- 5.1 There are no sustainable development implications associated with this report.

### **6.0 CRIME & DISORDER IMPLICATIONS**

6.1 There are no crime and disorder implications associated with this report.

## **7.0 EQUALITIES IMPLICATIONS**

7.1 There are no equalities implications associated with this report.

## **CONCLUSION AND REASONS FOR RECOMMENDATIONS**

The surveys show high levels of through traffic using Reigate Road. It is recommended that the surveys are repeated following the implementation of the Fastway project in Reigate Road, from which the baseline data contained within this report can be compared.

**Report by: Roger Archer-Reeves, Local Transportation Director,  
Sustainable Development**

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**BACKGROUND PAPERS: Mole Valley Local Committee, July 2002**

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Version No.

Date:

Time:

Initials:

No of annexes:

**ANNEXE 1**

**Through Traffic Survey**

N/bound	Traffic entering Reigate Road	Traffic leaving Reigate Road	Through traffic along Reigate Road
07:00 - 08:00	153	169	151
08:00 - 09:00	222	253	218
09:00 - 10:00	128	150	113
10:00 - 11:00	71	84	66
11:00 - 12:00	89	90	78
12:00 - 13:00	86	102	81
13:00 - 14:00	86	78	75
14:00 - 15:00	106	126	100
15:00 - 16:00	120	116	108
16:00 - 17:00	117	115	113
17:00 - 18:00	176	175	165
18:00 - 19:00	112	143	111
<b>TOTAL</b>	<b>1466</b>	<b>1601</b>	<b>1379</b>

S/bound	Traffic entering Reigate Road	Traffic leaving Reigate Road	Through traffic along Reigate Road
07:00 - 08:00	96	90	83
08:00 - 09:00	140	141	135
09:00 - 10:00	138	114	106
10:00 - 11:00	93	84	69
11:00 - 12:00	112	106	102
12:00 - 13:00	103	98	94
13:00 - 14:00	85	87	79
14:00 - 15:00	110	111	94
15:00 - 16:00	127	122	115
16:00 - 17:00	181	171	164
17:00 - 18:00	265	240	236
18:00 - 19:00	162	126	125

<b>TOTAL</b>	<b>1612</b>	<b>1490</b>	<b>1402</b>
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**ANNEXE 1**

**7 day Speed and Volume Survey Average (12/3/03 - 18/3/03)**

**Northbound**

Time	Volume	85%ile speed
00:00 - 01:00	5	-
01:00 - 02:00	2	-
02:00 - 03:00	2	-
03:00 - 04:00	1	-
04:00 - 05:00	5	-
05:00 - 06:00	11	44
06:00 - 07:00	39	46
07:00 - 08:00	124	41
08:00 - 09:00	192	38
09:00 - 10:00	114	38
10:00 - 11:00	90	37
11:00 - 12:00	93	37
12:00 - 13:00	101	37
13:00 - 14:00	98	38
14:00 - 15:00	105	38
15:00 - 16:00	116	37
16:00 - 17:00	110	38
17:00 - 18:00	131	40
18:00 - 19:00	102	40
19:00 - 20:00	59	41
20:00 - 21:00	40	41
21:00 - 22:00	26	41
22:00 - 23:00	23	40
23:00 - 24:00	12	42
<b>TOTAL / AVERAGE</b>	<b>1601</b>	<b>40</b>

**Southbound**

Time	Volume	85%ile speed
00:00 - 01:00	7	-
01:00 - 02:00	3	-
02:00 - 03:00	1	-
03:00 - 04:00	1	-
04:00 - 05:00	6	-
05:00 - 06:00	19	39
06:00 - 07:00	38	38
07:00 - 08:00	67	38
08:00 - 09:00	118	36
09:00 - 10:00	103	35
10:00 - 11:00	89	35
11:00 - 12:00	114	35
12:00 - 13:00	107	35
13:00 - 14:00	110	35
14:00 - 15:00	111	35
15:00 - 16:00	124	35
16:00 - 17:00	155	36
17:00 - 18:00	197	36
18:00 - 19:00	134	37
19:00 - 20:00	93	38
20:00 - 21:00	45	38
21:00 - 22:00	33	38
22:00 - 23:00	25	38
23:00 - 24:00	15	38
<b>TOTAL / AVERAGE</b>	<b>1715</b>	<b>37</b>

