



HOLMETHORPE TRAFFIC MONITORING REVIEW

SURREY COUNTY COUNCIL'S LOCAL COMMITTEE
(REIGATE AND BANSTEAD)

5TH JUNE 2006

ITEM FOR INFORMATION ONLY

KEY ISSUE

To inform the Committee of the review of traffic movements related to the Holmethorpe Development and amendments made since the opening of the relief road in May 2005.

It should be noted that this report does not consider the rationale of the Holmethorpe Development or the closure of Frenches Road as this has been debated and approved at previous meetings of the Local Committee.

SUMMARY

At the meeting of the Local Committee on 15th September 2003 it was resolved that careful monitoring of the Holmethorpe Traffic Management Scheme should be carried out from the day it was implemented.

This report details amendments made to the scheme since implementation in May 2005 and compares personal injury collisions and traffic flows before and after the closure of Frenches Road.

OFFICERS RECOMMENDATIONS

The Local Committee is asked to note the report for information.

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1 INTRODUCTION AND BACKGROUND

- 1.1 In May 2005, following the completion of the Holmethorpe Relief Road, Frenches Road was closed to all traffic apart from buses, emergency vehicles and cyclists. A bus gate consisting of rising bollards was installed at the location indicated in Annex A.
- 1.2 A Stage 3 Road Safety Audit was carried out on 23rd September 2005 where various safety issues were discussed including the change in priority at the Frenches Road/Elmwood Road junction.

2 AMENDMENTS TO THE SCHEME

- 2.1 The original scheme included a change of priority at the Frenches Road/Elmwood Road junction. Following a review of traffic movements and the Stage 3 Road Safety Audit, the priority was reverted back to the original Frenches Road/Elmwood Road priority alignment.
- 2.2 Following the review of traffic movements, an issue was also identified regarding the secondary signal aspect for traffic travelling south on Frenches Road. This traffic signal is located on a central refuge island south of Trowers Way, and positioned to control traffic movements into and out of the Holmethorpe Industrial Estate. An issue was identified that vehicles turning left out of Trowers Way observed the red light for Frenches Road and were stopping, causing potential for shunt accidents. Louvres have now been added to this secondary signal and following further monitoring vehicles are now complying with the traffic signals.

3 HEAVY GOODS VEHICLES

- 3.1 Following implementation of the scheme some complaints were received that Heavy Goods Vehicles (HGV's) were continuing to use Frenches Road from the south and, upon being unable to gain access to the Relief Road were turning in the junction of Elmwood Road. Additional advance warning signs have been installed both on the A23 south of the Frenches Road junction and also in Frenches Road prior to the Ladbroke Road/Frenches Road roundabout. These signs state 'No access to Holmethorpe Industrial Estate for HGV's over 7.5 tonnes'. Any large vehicles entering the road in error have the opportunity to make a 'U' turn at the Ladbroke Road roundabout.
- 3.2 The new sign installed on the A23 just south of the junction with Frenches Road indicating 'Holmethorpe Industrial Estate' to the right now includes a 'No HGV's over 7.5 tonnes' symbol. Early monitoring has shown that these signs have addressed this issue.
- 3.3 Classified turning counts at the A23/Linkfield Lane/Frenches Road junction taken in July 1999 and again in March 2006 indicate a considerable reduction in the number of HGV's turning off the A23 into Frenches Road, particularly from A23 Northbound during the morning peak hours. This was one of the key aims of the closure of Frenches Road to through traffic.

1999 HGV FLOWS				
	Entering Frenches Road from A23 Northbound	Entering Frenches Road from A23 Southbound	Entering Frenches Rd from Linkfield Lane	Totals
8am – 9am	14	1	1	16
5pm – 6pm	3	0	0	3
2006 HGV FLOWS				
	Entering Frenches Road from the A23 Northbound	Entering Frenches Road from A23 Southbound	Entering Frenches Rd from Linkfield Lane	Totals
8am – 9am	1	1	3	5
5pm – 6pm	1	2	0	3

4 PERSONAL INJURY COLLISION DATA

- 4.1 All known road traffic collisions involving personal injury are reported to Surrey County Council by the Police. The Police have confirmed that during the 2005 calendar year there were no personal injury collisions and to date in 2006 there has been one slight injury collision near the junction with Wiggie Lane.
- 4.2 Personal injury collision data was collected prior to the closure of Frenches Road and included in the Consultants Transportation Assessment Update Report May 2004. The table below shows injury collisions over the last 3 years for the whole length of Frenches Road. As the closure came into force in May 2005 this would indicate that there has been a reduction in accidents since the closure was implemented.

INJURY COLLISION SUMMARY - FRENCHES ROAD 2006 –2006				
Year	Slight	Serious	Fatal	Totals
2003	2	0	0	2
2004	7	0	0	7
2005	0	0	0	0
2006 – end of Jan	1	0	0	1

5 BUS GATE – RISING BOLLARD REVIEW

- 5.1 Since implementation both Surrey County Council (SCC) and Reigate and Banstead Borough Council (RBBC) have monitored the operation and effectiveness of the rising bollard system used to enforce the traffic restrictions along Frenches Road. It is recognised that during the early stages of the operation of the rising bollards there were some reliability problems, which have included issues related to vehicles attempting to 'tailgate' buses through the bollards. These problems have reduced as drivers have become familiar with the system. SCC are currently investigating potential refinements to the system to allow faults to be detected and possibly rectified remotely. In addition, further road markings may be provided to warn of the restricted permitted use.

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6 TRAFFIC FLOW/TRANSPORTATION ASSESSMENT UPDATE

- 6.1 Linden Homes (the Developers of the Holmethorpe Estate) commissioned their Consultants (the Stillwell Partnership) to prepare a Transportation Assessment (TA), for the Holmethorpe Development Outline Application.
- 6.2 In this assessment many junctions were assessed and it was shown that the development would not have a significant impact on any junctions, except the Frenches Road/Battlebridge Lane Traffic Signals. This junction was therefore improved as part of the scheme and improvements made at a number of other junctions.
- 6.3 To facilitate the review of traffic movements additional traffic surveys were carried out in March 2006 at the following junctions to assess the traffic flows in the vicinity of Frenches Road:
- Frenches Road/New Battlebridge Lane/ Battlebridge Lane
 - A23 London Road/Linkfield Lane
 - Frenches Road/Trowers Way
- 6.4 It should be noted that the construction and occupation of the housing on the Holmethorpe development has yet to be completed. As such this traffic review is only up to the current point of time. A comparison has been made between the existing traffic flows prior to implementation of the bus gate and the current traffic flows with the bus gate in place as shown below.

Junction	Pre-scheme flows without bus gate	Current flows with bus gate
Frenches Road/ New Battlebridge/Battlebridge	1258 (AM) 1053 (PM)	1307 (AM) 1036 (PM)
Trowers Way/Frenches Road	1101 (AM) 1025 (PM)	765 (AM) 567 (PM)
A23/Linkfield Lane/Frenches Road	2460 (AM) 2305 (PM)	2025 (AM) 2143 (PM)

- 6.5 From the above data it can be seen that less traffic is using these junctions than before the bus gate was implemented apart from the Frenches Road/New Battlebridge Lane/ Battlebridge Lane junction in the morning (AM) peak. The reason for this is that this is the new main access to the Holmethorpe Development.
- 6.8 In summary it would seem that the traffic levels are reducing along Frenches Road.

Report by: Mr David Stempfer, Reigate and Banstead Local Transportation Manager

LEAD/CONTACT OFFICER: Margaret Trevelyan, Engineer
TELEPHONE NUMBER: 01737 737345

LOCATION PLAN

