



**Surrey County Council
Local Committee In Epsom & Ewell
22 June 2015**

PETITION 1: Temple Road / B284 Hook Road, Epsom to object to a feasibility study into a proposed one way system

Received from Joe Tufo, containing 312 Signatures from residents.

A petition has been received to object to a proposed feasibility study for a one way system for Temple Road and Hook Road, Epsom. The petition submitted contained 312 signatures. Of these there are 166 properties on the affected roads in the area, including Lower Court Road, Chase Road and Miles Road who have objected.

Officer Response:

When the Southern Gas Networks (SGN) works in Hook Road took place last summer, a temporary Traffic Management arrangement was put in place that effectively made a one way gyratory system with Hook Road being one way Epsom bound and Temple Road one way Chessington bound. Chase Road remained two way and Pound Lane remained as an existing one way street.

There was a view expressed by many at the time, that the traffic flow into and out of Epsom was greatly improved by the arrangement and there were calls for SCC to make this a permanent traffic system. Funding was therefore approved for this year's Local Committee Highway's budget to carry out a feasibility study to assess whether this was a viable scheme.

Work commenced on gathering traffic data such as volume and speed counts. However, local residents began a petition to stop the feasibility study from progressing, and Members decided to put any further work on hold until the June Local Committee, when a firm decision would be made regarding whether to progress with the study or not.

In addition to gathering important data the feasibility study would be looking at possible options for the road layout should the scheme progress. For example the study would look at the possibility of widening the footways in Hook Road, introducing segregated cycle lanes, reducing the carriageway width to control speeds and possibly additional parking provision. The study would also look at the options at the Chase Road junctions, with possibly traffic signal control allowing pedestrian crossing facilities to be introduced at both Temple Road and Hook Road junctions. In Temple Road the road layout could be changed to incorporate traffic management and calming measures to control vehicle speed.

Pound Lane was a concern during the SGN works because of the increased use of the road by HGVs and the proximity of the school. A study would determine what road layout would be suitable for Pound Lane and what measures could be introduced to make the road safer.

Some limited data has been gathered to date which shows there has been a higher number of accidents on Hook Road. A study would look at the impact of creating traffic signals at the Hook Road / Longmead Road junction which could then combine the existing traffic signal controlled crossings. Without carrying out the feasibility study we will not be in a position to determine the best solution for the area. This gyratory system could benefit local traffic flow independently of the Kiln Lane Link Road Scheme, which even if funding were to be made available would be unlikely to be built in the near future.

The Local Committee is asked to approve the completion of the feasibility study for the Hook Road / Temple Road one-way system, and for this feasibility study to take into account existing road safety concerns in Temple Road raised by the recent petition.

The Local Committee will be able to scrutinise the feasibility study on its completion, and then take a decision on whether or not to promote a one-way system in Hook Road and Temple Road.

PETITION 2: Introduce real traffic calming measures in Temple Road

Received from Joe Tufo, containing signatures from residents of 48 properties on Temple Road.

A petition has been received requesting the introduction of real traffic calming measures in Temple Road to reduce traffic speed and improve road safety.

Officer response:

From data gathered for Temple Road, shown in the table at the appendix, the number of accidents on Temple Road, including the junction with Chase Road is 7 between 2010 and 2015. SCC has not received any information regarding any fatal accident on Temple Road.

Of those accidents, 2 involved motor cyclists, and 2 were shunt accidents at the Chase Road junction. One of the 7 accidents was serious.

Average speed is 28mph and the 85%ile speed is 33mph which would be considered normal for a road of this type.

Given the statistics traffic calming would not be justified. There are many roads in the Borough with higher numbers of accidents and many with greater speeds in excess of the speed limit. Hook Road which runs parallel to Temple Road has had 16 accidents over the same period of time (between Pound Lane and Chase Road) and is likely to be a higher priority when assessing the roads for possible funding.

Although the petition refers to 'real' traffic calming, the assumption is a request for physical traffic calming measures, usually referred to as vertical deflection (road humps, tables, cushions) rather than horizontal deflection such as chicanes and throttle points. The parking bay arrangement which has been in place for many years has tried to create a chicane effect to break up the long straight section of road but is limited in its effectiveness.

The only vertical deflection measures which satisfy the emergency services are road cushions. However, they are limited in their speed reducing effect on large wheelbase vehicles such as white vans and 4x4 vehicles.

The location of some parking bays has created problems for residents who have difficulty exiting their drives. However, due to the number of residential crossovers it is difficult to locate the parking bays where there is a sufficient sight line without losing a number of parking places.

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