

## TEMPLE ROAD TRAFFIC CALMING MEASURES

Traffic calming can be defined simply as the use of self-enforcing speed reduction measures.

Vertical deflection traffic calming measures include round top humps, flat top humps (tables) and road cushions (smaller humps that allow wider wheel tracked vehicles to pass unhindered). Vertical deflection traffic calming has been particularly successful in reducing speeds and consistently achieves accident reduction in excess of 60%. Vertical deflection is most suited to residential roads, where as advised by the DfT, average speeds of 20mph are appropriate.

Horizontal deflection traffic calming measures include chicanes and road narrowings. Horizontal deflection schemes do not generally reduce speeds below 30mph and are unsuitable when slower speeds are required, although site circumstances and designs differ greatly. However, by virtue of the lesser speed reduction, typically horizontal deflection schemes are less effective than vertical schemes in terms of accident savings.

A traffic calming scheme could involve the use of other traffic management techniques. For example, road closures, mini roundabouts, cycle lanes, or changes in junction priority may not in themselves be considered traffic calming measures yet their use may be entirely compatible with the aims of a traffic calming scheme.

Traffic calming should only be used when it is the most appropriate solution to a problem. This is most likely to be when speed is identified as a contributory factor to an accident problem in an area where there are vulnerable road users.

Traffic calming is most likely to be appropriate when

- there is clear casualty reduction potential from its use to solve a speed related casualty problem
- existing traffic speeds are inappropriate and vulnerable road users are particularly at risk
- through traffic has diverted from the strategic road network onto less appropriate roads
- it will promote walking or cycling, in particular for the journey to school.

All traffic calming schemes must have specific objectives relating in some way to the above and it is essential that the success (or otherwise) of schemes should be assessed against these aims.

From the accident data available it would suggest that there are many roads in Epsom and Ewell with high numbers of collisions. With limited funding available prioritisation is essential.

Over the past 3 years figures indicate that there have been 4 personal injury accidents in Temple Road. Two accidents have occurred at the Chase Road junction, one at the Hazon Way junction and 1 at the Pound Lane junction. Over the same period there have been 11 accidents on Hook Road between Longmead Road and Chase Road. For a relative comparison, 20 collisions have occurred on Longmead Road (which has a High School, recycling centre and business park) between Hook Road and Chessington Road, with

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Ruxley Lane (also with 2 schools) between the Chessington Road and Kingston Road junctions having had 18 accidents during the same period.

The speed data collected would suggest that in the peak hours average speeds are below the 30mph speed limit on both Temple Road northbound between Chase Road and Lower Court Road (24mph), and on Hook Road northbound between Chase Road and Pound Lane (19mph).

In theory Committee could promote a traffic calming scheme in Temple Road despite the relatively good recent accident history. However there are a number of technical constraints that would make this a challenging scheme. Temple Road has had parking bays marked out in places that do not obstruct private driveways. Horizontal deflections (chicanes etc) would also need to be installed in places that did not obstruct private driveways, and so Committee may need to consider removing parking to make these possible. Vertical deflections (road humps etc) can be expensive and are by no means universally popular due to concerns over noise and vibration. It is also advisable to avoid any conflict between vertical deflections and private driveways, which again is very difficult in Temple Road without removal of parking.

On account of the relatively good recent accident history in Temple Road, the favourable peak time vehicle speeds, and the technical challenges of introducing a scheme, it is not recommended to prioritise Temple Road for a traffic calming scheme at the present time.