



**SURREY COUNTY COUNCIL'S
LOCAL COMMITTEE IN
EPSOM & EWELL**

**STONELEIGH TRAFFIC CALMING –
RESULTS OF RESIDENTS SURVEY**

31st OCTOBER 2005

KEY ISSUE:

This report provides further, road by road, information on the results of the questionnaire survey undertaken in December 2004, investigating Stoneleigh ward residents' attitudes towards traffic calming in Stoneleigh.

SUMMARY:

At its meeting on the 28 July 2003 the Local Committee agreed to establish a working group of local Members in order to oversee a survey of Stoneleigh residents. The survey purpose was to assess resident's attitudes towards the Stoneleigh Traffic Calming scheme. This survey was undertaken in December 2004 and the preliminary findings were presented to the Local Committee in January 2005. The Committee recommended that the Members Working Group be re-established to consider further detailed analysis of the Stoneleigh Residents Survey and to report back to a subsequent meeting of the Local Committee.

OFFICER RECCOMENDATION

Following the conclusions of the Members Working Group it is recommended to this Committee that:

- i) the Traffic Calming in Stoneleigh is not removed;
- ii) changes be made to the approach ramp profiles to lessen the gradient in: Rutherwyke, Park Avenue East and Cumnor Gardens; and
- iii) where possible the table lengths are increased to 7.5m in Park Avenue West.

1. INTRODUCTION AND BACKGROUND

- 1.1 On the 23rd June 2003 a petition was presented to the Local Committee from 659 individuals of the Stoneleigh Area calling for the removal of the speed tables and their replacement with alternative measures.
- 1.2 The Committee agreed to establish a working group of local elected Members together with the Chair of the Local Committee and for this working group to carry out a formal survey of residents' attitudes towards traffic calming within Stoneleigh. It was agreed that the working group would report their findings to a subsequent meeting of this Committee.
- 1.3 The initial findings from the survey were reported back to the Local Committee in January 2005. However it was felt by the Committee that additional analysis was required and the recommendation made to re-establish the Members Working Group to oversee more extensive analysis.

2. INITIAL FINDINGS FROM ATTITUDINAL SURVEY.

- 2.1 The initial findings of the survey were presented to the Local Committee in January 2004. These results were basic analysis of the questionnaires returned. It was stated by the Local Committee that they did not feel that the survey provided a clear mandate for the removal of the traffic calming. Members requested that the working group consider the possibilities for amending the traffic calming by perhaps drilling down in to the results of the survey.

3. ADDITIONAL ANALYSIS.

- 3.1 The additional analysis requested by the Local Committee in January 2005 is attached as ANNEXE 1. This report was presented to Members at a meeting of the original Members Working Group, held on 10th October 2005.

4. CONCLUSION OF THE MEMBERS WORKING GROUP

- 4.1 The Members Working Group (MWG) considered the report attached as ANNEXE 1. It was agreed that in their opinion the results presented offered no mandate for the removal of the traffic calming, but that further analysis was required utilising the road by road breakdown of results.

Road	MWG Analysis and conclusion
Briarwood	Responses indicate that residents do not wish to see the traffic calming removed or amended within their road. The MWG suggestion is that the measures in this road should remain as they are currently.
Cumnor	Responses indicate that residents would like to see the traffic calming removed from their road, but that there is no definitive preference for what they should be replaced with. The MWG expressed concern that removal of the traffic calming in this road or adjoining roads in isolation would result in a worsened vehicle speed problem that would not be supported through the County's Safety Audit process.
Elmwood Drive	Residents felt that they did not want the traffic calming left alone. There was no overall preference for alternatives expressed. The MWG concluded that as the profiles of the speed tables had already been amended slightly as a result of the 2004 maintenance works, no further action was necessary.
Ewell Park Way	Residents did not wish the traffic calming removed or changed. The MWG considered that the tables could be brought in line with current standards as and when a maintenance programme allowed.
Glenwood	Responses indicate that residents do not wish to see the traffic calming removed or amended within their road. The MWG suggestion is that the measures in this road should remain as they are currently.
Park Ave East	Although residents would like to see the tables removed from their road, they supported the traffic calming within the Stoneleigh area. The MWG considered that this road is a recognised rat run through Stoneleigh to the A24, due to the good sightlines on exit. Removing the tables would encourage more traffic to use this road at an increased speed. The MWG expressed concern that removal of the traffic calming in this road in isolation, would result in a worsened vehicle speed problem that would not be supported through the County's Safety Audit process.

Park Ave West	The MWG considered that whilst the residents of this road would like to see a change of some sorts to the road tables, there was an equal opinion on whether they should be removed from the road itself but support for maintaining the tables within Stoneleigh. There was no definite alternative to speed tables preferred by residents. Consequently, the MWG considered that the tables should be lengthened where ever possible (allowing for cross overs) to 7.5m in length to allow for the use of the road by the K9 bus service. Additionally the ramp angles should be changed to be more sympathetic to bus usage.
Rutherwyke	Residents of this road wished to see the road tables removed from both their road and Stoneleigh in general. There was no alternative option proposed. The MWG expressed concern that removal of the traffic calming in this road or adjoining roads in isolation would result in a worsened vehicle speed and road safety problem that would not be supported through the County's Safety Audit process. The MWG suggested a compromise whereby the ramp angles on the approaches to the tables would be altered to be less severe, in order to provide less impact upon local drivers.

5. WAY FORWARD

- 5.1 The view of the Members Working Group was that in line with the wishes of the residents as expressed within the returned survey questionnaires, no further change should be made to Briarwood Road, Elmwood Drive, Glenwood or Ewell Park Way.
- 5.2 Park Avenue West should have the ramp profiles altered to allow for a reduced approach gradient and the table length increased to 7.5m (Where allowed by the location of vehicle cross-overs) to allow more comfortable bus passage. Rutherwyke, Park Avenue East and Cumnor gardens will have the ramp profiles only, altered.
- 5.3 The amendment to ramp angles and table lengths will be undertaken as and when roads are due for resurfacing, as detailed within the Major Maintenance Rolling Programme (MMRP). Ewell Park Way and Park Avenue West are both on the MMRP for provisional re-surfacing in 2007/08.

6. CONCLUSION

- 6.1 Following the questionnaire survey of Stoneleigh residents attitudes towards the traffic calming in their area, the Members Working Group considered that there is no mandate to remove the speed tables in isolation.

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BACKGROUND PAPERS:
