

Annex A – Consultation Results

The table below details the total number of responses, and also the responses from each of the roads within the consultation area.

	Speed Cushions on Aston Road			Speed Cushions on The Avenue				
	Keep	Remove	No Opinion	Keep	Remove	No Opinion		
Total addresses: 221	59 (38.6%)	74 (48.4%)	20 (13.1%)	60 (39.2%)	81 (52.9%)	12 (7.8%)	Total responses	153
							Overall response rate	69.2%
The Avenue addresses: 34	13 (44.8%)	6 (20.7%)	10 (34.5%)	19 (65.5%)	10 (34.5%)	0 (0.0%)	Responses from The Avenue	29
							The Avenue response rate	85.3%
Aston Road addresses: 14	2 (28.6%)	5 (71.4%)	0 (0.0%)	2 (28.6%)	4 (57.1%)	1 (14.3%)	Responses from Aston Road	7
							Aston Road response rate	50.0%
Cavendish Drive addresses: 32	12 (46.2%)	14 (53.8%)	0 (0.0%)	9 (34.6%)	16 (61.5%)	1 (3.8%)	Responses from Cavendish Drive	26
							Cavendish Drive response rate	81.3%
Simmil Road addresses: 47	7 (22.6%)	24 (77.4%)	0 (0.0%)	7 (22.6%)	17 (54.8%)	7 (22.6%)	Responses from Simmil Road	31
							Simmil Road response rate	66.0%
Judge Walk addresses: 9	1 (16.7%)	4 (66.7%)	1 (16.7%)	1 (16.7%)	5 (83.3%)	0 (0.0%)	Responses from Judge Walk	6
							Judge Walk response rate	66.7%
Meadow Road addresses: 26	4 (26.7%)	6 (40.0%)	5 (33.3%)	4 (26.7%)	11 (73.3%)	0 (0.0%)	Responses from Meadow Road	15
							Meadow Road response rate	57.7%
Torrington Road addresses: 25	5 (38.5%)	4 (30.8%)	4 (30.8%)	7 (53.8%)	6 (46.2%)	0 (0.0%)	Responses from Torrington Road	13
							Torrington Road response rate	52.0%
Norfolk Road addresses: 16	8 (72.7%)	3 (27.3%)	0 (0.0%)	7 (63.6%)	3 (27.3%)	1 (9.1%)	Responses from Norfolk Road	11
							Norfolk Road response rate	68.8%
Homestead Gdns addresses: 10	5 (55.6%)	4 (44.4%)	0 (0.0%)	3 (33.3%)	5 (55.6%)	1 (11.1%)	Responses from Homestead Gardens	9
							Homestead Gardens response rate	90.0%
Stockfield Road addresses: 8	2 (33.3%)	4 (66.7%)	0 (0.0%)	1 (16.7%)	4 (66.7%)	1 (16.7%)	Responses from Stockfield Road	6
							Stockfield Road response rate	75.0%

A number of respondents provided specific comments. These are reproduced verbatim below:

<p>Resident of The Avenue</p> <p>We are in favour of keeping the speed cushions in The Avenue. However, we think it would be a great deal better if the cushions ran the entire width of the road surface. This would mean that cars and other vehicles kept to their correct side of the road rather than driving in the middle to avoid the cushions. Also it is around the edges of the cushions that the potholes occur and full width cushions would eliminate these and save 'patch-work' repairs which are not satisfactory. It would also save Surrey County Council a lot of money in the long run.</p>	<p>Officer comment</p> <p>It may be feasible to provide road tables instead of speed cushions. In addition to the benefits described by this respondent, road tables are also more effective at restraining traffic speeds. The disadvantages are that they are significantly more expensive than speed cushions, and that larger vehicles like ambulances and buses, cannot straddle them and are therefore forced to slow down.</p>
<p>Resident of Judge Walk</p> <p>When driving a disabled passenger, or even someone with a bad back, the existing road humps make for an exceedingly painful passage, and for ambulance passengers very difficult. My husband used to dread having to negotiate that road, and we have another disabled resident in Judge Walk. Finally at a rough count, about a third of residents in The Avenue, are away on holiday at present, and 3 said they had not had your circular letter.</p>	<p>Officer comment</p> <p>Consultation during the Summer holiday season is never ideal, but nevertheless the response rate has been very good at nearly 70%. Typical response rates for consultations of this nature are generally around 10-15%. All consultation letters were hand delivered by a highways officer familiar with the area. It is quite common for residents to mislay consultation letters.</p>
<p>Resident of Cavendish Drive</p> <p>I feel I must comment that in my experience of driving in suburbia the type of cushion that goes right across the road as in a part of Chessington, particularly where the cushions is made in brick or paviors there seems to be little damage / wear and tear. With the double speed cushions they are constantly breaking up on the frames giving the Council far more expensive ongoing maintenance. Furthermore I feel the double speed cushions are more wearing on cars' suspension whilst not slowing the traffic to any more significant degree. With parked cars on the sides of roads part of the cushion is out of use so one has to use the middle section. I go very slowly to protect my car and sometimes annoy a driver behind me who does not care about his vehicle and sometimes I get overtaken – cheek! Perhaps a 20mile an hr speed limit and no humps would be better.</p>	<p>Officer comment</p> <p>The maintenance advantage of road tables (“the type of cushion that goes right across the road”) described by the respondent is accepted, although asphalt invariably performs better than block paving in the same context. The main disadvantages of road tables are outlined above.</p> <p>A 20mph speed limit would not comply with SCC policy in this situation, and would have virtually no effect on driver behaviour, as traffic speeds are not already commensurate with a 20mph limit. A 20mph Zone might be feasible if the traffic calming features were retained or enhanced.</p>

<p>Resident of Judge Walk</p> <p>Your letter of 30 July concerning the resurfacing of The Avenue is very good news.</p> <p>What is not good news is the very limited options about the speed cushions in The Avenue. I live in Judge Walk and use The Avenue several times daily and am in a position to see the way motorists drive down the road - mainly in the middle of the speed cushions and at speed forcing oncoming cars to either wait or go into the gutters and over the sides of the cushions. This results in the cushions being damaged in their edges with constant patching which does not last long. Not at all good for car types.</p> <p>All of this is dangerous, very irritating and unnecessary.</p> <p>If we had what I believe are called "tables" going from side to side of the road it would mean traffic could proceed safely on the correct side of the road and not down the middle. They would also have to slow down to cross the "tables". If you take a look at the roads going into Chessington the tables there are very practical and do slow down the traffic.</p> <p>I would ask SCC to think again about this problem. Could you not incorporate the existing cushions into tables, without the expense of removing them?</p>	<p>Officer comment</p> <p>Again the advantages of road tables described by this respondent are acknowledged. The main disadvantages of road tables are outlined above.</p>
<p>Resident of Cavendish Drive</p> <p>Cavendish Drive residents may be more in favour of removing them from The Avenue. The traffic is a problem and effort must be made to reduce it on both roads.</p>	<p>No officer comment.</p>
<p>Resident of Cavendish Drive</p> <p>Remove them on Cavendish drive aswell - whole house shudders when large vehicles drive over humps. It is not good for fabric of the house.</p>	<p>Officer comment</p> <p>There is no opportunity to remove the speed cushions from Cavendish Drive at the present time. If Committee wished to pursue this suggestion, it would need to allocate funding, and undertake further consultation.</p>
<p>Resident of Cavendish Drive</p> <p>If replacing then please replace with speed tables not humps.</p>	<p>See officer comments above.</p>
<p>Resident of Simmil Road</p> <p>Don't make [the speed cushions] too high - damages cars.</p>	<p>Officer comment</p> <p>If the speed cushions were to be kept, they would be the same height as they are currently intended to be.</p>
<p>Resident of Simmil Road</p> <p>Preferably speed tables - they cause less road wear than speed cushions.</p>	<p>See officer comments above.</p>

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Resident of Simmil Road [The speed cushions] Damages tyres and suspension.	Officer comment Traffic calming does not cause undue wear and tear if approached with due care and attention.
Resident of Simmil Road This is not adequate giving people less than 2 weeks to respond - it is holiday season.	Officer comment The response rate of 62% is very good for a consultation of this nature.
Resident of Simmil Road Remove speed cushions from Cavendish Drive - they do not slow people down it just damages cars.	See officer comments above.
Resident of Simmil Road In Aston Road cars park both sides of the road leaving space for only single file traffic.	Officer comment This in itself has a significant traffic calming effect.
Resident of Simmil Road Please remove - It makes parking very bad and leaves the road in a bad state.	Officer comment The existing speed cushions do not restrict where drivers park.
Resident of The Avenue Cars still drive fast down both roads - they need to be higher to stop such high speeds. It is a worry when children cross the roads.	Officer comment There is no evident pattern of speeding in either road, although some residents may perceive speeds to be too high for the conditions and environment. See also comments relating to road tables above.
Resident of The Avenue If possible replace with speed humps to stop cars driving around the cushions.	See officer comments above.
Resident of The Avenue If possible make humps more effective.	See officer comments above.
Resident of The Avenue If Possible convert to speed tables - avoids cars driving in the middle of the road trying to avoid cushions therefore turing road into one lane traffic.	See officer comments above.
Resident of Homestead Gardens Keep to prevent/reduce through traffic.	Officer comment It is unlikely that the existing speed cushions have any effect on the volume of through traffic using these two roads.
Resident of Homestead Gardens Needs to be the same for both roads or it will result in increased traffic on the road without the cushions.	Officer comment It is unlikely that the existing speed cushions have any effect on the volume of through traffic using these two roads.

<p>Resident of Cavendish Drive</p> <p>Sorry to have missed the deadline to return your letter Re speed Cushions we agree with the removal in The Avenue and Aston Road, but would like you to consider removal in Cavendish Drive. The cushions do not reduce the traffic speed in the drive, if your team did a survey in Cavendish they would see an increase of speed, as well as loud noises when lorries hit the humps. We have a cushion outside our house and cracks are appearing in our walls at the front?</p>	<p>Officer comment</p> <p>Late submissions will be tabled to Committee. There is no plan to remove the cushions from Cavendish Drive at the present time. When traffic calming was in its infancy considerable research was undertaken into the transmission of ground borne vibrations to buildings in traffic calmed roads. The conclusion of this research was that depending on the underlying geology, a building would need to be very close to the traffic calming feature to suffer superficial cracks from sustained exposure, and regardless of the geology less than 1m away from the traffic calming feature to suffer minor damage. This research is summarised in TAL 8-96.</p>
<p>Resident of Simmil Road</p> <p>Cause damage to road surface and cars and not effective</p>	<p>See officer comments above.</p>
<p>Resident of Cavendish Road</p> <p>Speed cushions do not stop speeding or stop coaches and large vehicles from using these roads. It is the local residents' cars that suffer the consequences of continually having to pass over the bumps.</p>	<p>See officer comments above.</p>
<p>Resident of The Avenue</p> <p>We are in favour of keeping the speed cushions in The Avenue. However we think it would be a great deal better if the cushions ran the entire width of the road surface. This would mean that cars and other vehicles help to their correct side of the road rather than driving in the middle to avoid the cushions. Also it is around the edges of the cushions that the potholes occur and full width cushions would eliminate these and save 'patch-work' repairs which are not satisfactory. It would also save Surrey County Council a lot of money in the long run.</p> <p>While we are on the subject of The Avenue, could you please arrange to have double yellow lines painted at the corner of Hare Lane. The parking there is actively dangerous.</p>	<p>See officer comments above on the traffic calming points raised by this resident.</p> <p>The request for new double yellow lines has been passed to the Parking Team for consideration.</p>
<p>Resident of Judge Walk</p> <p>...I feel strongly that the humps damage cars and encourage drivers to swerve which appears to distract from the oncoming traffic.</p>	<p>See officer comments above.</p>
<p>Resident of Meadow Road</p> <p>We do not believe cushions make roads safer because so many motorists concentrate on avoiding them, driving straight at oncoming traffic.</p>	<p>See officer comments above.</p>

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