

APPENDIX C

Summary of consultation responses and comments

Questions	Yes	No
Q4 Generally do you support the changes to remove the speed tables?	35	9
Q5: Do you support the proposed narrowing of the pinch points?	25	17
Q6 Do you support the alternating give-way/priority system and extension of double yellow lines to allow sufficient waiting area (the give-way/priority system can't operate without yellow lines)?	19	22

Comment by Respondents	Officers Response
why are you providing a waiting area when on the current hump system outside my house only 1 car or bus can pass at a time anyway	The current traffic management system works on the principle of courtesy between drivers .However, uncertainty about who has priority cause disputes and altercations among some drivers. The design intends to remove this ambiguity and regulate priority, which will contribute to the traffic calming benefits of the scheme. The double yellow line extension will ensure adequate waiting area is provided for buses. The proposal will improve existing traffic management.
Signage which flashes SLOW DOWN to drivers going over 20mph as well as average speed cameras.	Speed cameras are not approved to be used on this type of road. Flashing signage has minimal traffic calming benefits and is not self-enforcing
the road should be made for permit holders only as many people park in our road and use the train to get to work	This will be brought to the attention of the parking design team but is outside of the scope of this project
Best solution to make one way road except for buses and make Ivydale Rd for residents parking only. Only good is make one way except for buses.	One-way roads can encourage speeding, especially without traffic calming. It also creates long detours for cycles without a contra –flow. Having to exempt buses will negate the benefits. Parking zone issues are outside project scope but will be logged with parking design team
The Council should also consider alternative bus routes, as these cause significant issues) and the banning of HGVs on Ivydale Road.	HGV ban cannot be justified on this road. Buses are essential part of the public transport system and cannot easily be removed from this road
I am unconvinced that narrowing pinch points further will slow traffic speed as currently only one car can pass through these pinch points at any time and so an informal give way system	The current traffic management system works on the principle of courtesy between drivers .However, uncertainty about who has priority cause disputes and altercations among some drivers. The design intends to remove this ambiguity and regulate priority, which will contribute to the traffic calming benefits of the scheme. The double yellow line extension will ensure adequate

<p>operates. For this reason I am also unsure that a formal give way system with consequent loss of parking spaces will be beneficial overall.</p>	<p>waiting area is provided for buses. The proposal will improve existing traffic management.</p> <p>Traffic surveys before and after implementation will be carried out to assess the effectiveness of the proposal.</p>
<p>If this measure is to be introduced, additional measures are needed to address parking on Ivydale Rd such as making parking only available to residents including during evenings.</p>	<p>This will be brought to the attention of the parking design team but is outside the scope of this project</p>
<p>The removal of the raised crossings at the pinch points will mean that traffic speed increases, and the children do not have as many safe crossing points</p>	<p>Traffic surveys before and after implementation will be carried out to assess the effectiveness of the proposal – the additional narrowing is intended to compensate for the lack of vertical deflection since vehicles are expected to slow significantly more to pass through a 3m gap than a 4m gap.</p>