

APPENDIX B – CRW8018  
 Consultation Response Summary

	<b>Objection/Comments</b>	<b>Comments from Director of Highways Transport &amp; Planning</b>
1	<p>Resident of Tullett Road</p> <p>Believes it would be better to have full width speed humps rather than cushions; They find that some drivers use the cushions like chicanes, veering from side to side to avoid them, causing other drivers to swerve to avoid.</p>	<p>Speed cushions provide less discomfort than “full width” road humps to occupants of large buses and commercial vehicles. They also cause fewer delays to fire appliances and buses as their speed is less compromised compared to traversing a conventional road hump. Buses and large emergency vehicles can straddle them and this should also reduce discomfort to passengers in mini-buses and ambulances.</p> <p>Speed cushions are also preferred by cyclists over “full width” road humps, as they are able to avoid the cushions using the gap between the kerb and the cushion.</p> <p>As opposed to “full width” road humps, speed cushions do not present any drainage problems.</p>
2	<p>Resident of Matthew Drive</p> <p>Objects as it will cause a traffic jam when dropping children off at school</p>	<p>Speed cushions are intended to slow traffic down along a road but would never be the cause of a traffic jam. Congestion is more likely to occur due to parents stopping to drop off and pick up their children but not due to the presence of speed cushions specifically.</p> <p>It could also be argued that by reducing speeds these provide a safer environment around the school for children.</p>
3	<p>Resident of Gates Close</p> <p>Asks why the section of road running south of the junction of Matthews Drive with Pallingham Drive been omitted from this work? The speeds along this long straight stretch have long been and issue.</p>	<p>The aim of this project is to reduce the congestion reported to be caused by the presence of chicanes and does not extend to other sections of road in the area.</p>

## Consultation Response Summary

4	<p>Resident of Holder Road</p> <p>They observe cars on a daily basis literally taking off over the speed humps on Billinton Drive and Maidenbower drive.</p> <p>They also overtake around people on Billinton drive.</p> <p>Believe humps don't slow people they just cause poor driving.</p> <p>The chicanes on Matthews Drive enforce slowing down without option and also don't damage your car.</p> <p>Believes ti would be better to have the chicanes on those roads instead of speed humps.</p>	<p>Speed cushions have been proven to be an effective measure to reduce vehicle speeds and traffic flows, as evidenced by other similar schemes implemented throughout the county</p> <p>A speed policy review was undertaken in 2000 which has recognised that speed cushions, road humps, chicanes or other road engineering measures, when negotiated at sensible speeds, do not cause damage to vehicles.</p> <p>In addition, the proposed speed cushions are only 65mm high to prevent vehicle grounding or damage to a vehicle underside.</p>
5	<p>Resident of Matthews Drive</p> <p>Objects to the need to have road humps in Matthews Drive; everyone hates them.</p> <p>Whilst the current measures are less than desirable. Humps are far worse.</p> <p>If they are of the type that covers the whole road surface and the speed limit is 30mph on that piece of road you should be able to drive at 30mph.</p> <p>Driving over speed bumps at 30mph is not advisable.</p> <p>Additionally speed bumps cause people to brake and accelerate, which causes extra pollution.</p>	<p>A speed policy review was undertaken in 2000 which has recognised that speed cushions, road humps, chicanes or other road engineering measures, when negotiated at sensible speeds, do not cause damage to vehicles.</p> <p>The proposal is to install 7 pairs of speed cushions which are spaced between approximately 55m and 75m apart. Advance warning signage is also proposed on either approach indicating the distance covered by the speed cushions. Therefore, drivers should drive sensibly and not speed up between cushions, thus removing the need for hard breaking/accelerating, reducing pollution and avoiding significant</p>

## Consultation Response Summary

	<p>If they are the type that you have installed on Station Hill these are even worse as they wear out tyres on the inside. Plus they do not slow down traffic such as buses and white van man whose wheel base is wide enough to traverse them unaffected.</p> <p>The traffic should be allowed to flow freely and totally unhindered. They would recommend the removal of the current solution and leaving the road surface flat for motor vehicles to use unimpeded.</p> <p>The current measures have been there since Matthews Dr was created, so there is no way of knowing whether measures are even necessary.</p> <p>The money would be better spent repairing the roads not making them less friendly</p>	<p>additional wear and tear on their vehicles.</p> <p>Traffic calming measures are aimed to influence driver's behaviour to some extent, but it is ultimately down to the driver to adhere to them and drive sensibly.</p> <p>The proposed speed cushions are not intended for larger vehicles such as buses, lorries or large commercial vehicles, as these types of vehicles are typically slow already. Instead, they are designed with a narrow width (1.65m) so that buses and large emergency vehicles can straddle them to avoid discomfort to passengers and delays.</p>
6	<p>Resident of Matthews Drive</p> <p>Doesn't believe that it is at all necessary to add any more speed bumps on Matthews Drive given that there are speed bumps all the way from the roundabout down towards the station. This will not only add additional wear on tear onto our vehicles; it will also add to pollution and will inevitably result in impatient and frustrated drivers creating hazards by trying to avoid the bumps. The chicanes do need to be removed as they have lost sight of the number of near-misses experienced over the years. What might be more effective are visible speed signs and investment in a traffic camera</p>	<p>See response to Objection 5.</p>

## Consultation Response Summary

7	<p>Resident of Matthews Drive</p> <p>Unnecessary wear and tear on my vehicle</p> <p>Delays emergency vehicles</p>	See response to Objection 5.
8	<p>Resident of Matthews Drive</p> <ol style="list-style-type: none"> <li>1. Unnecessary wear and tear on their vehicle (brakes, suspension, tyres)</li> <li>2. Pollution</li> <li>3. Cyclists have to cross these humps which can cause them inconvenience and increase the chances of them having an accident</li> <li>4. Delays emergency vehicles</li> <li>5. Discomfort for bus passengers</li> <li>6. They increase noise levels where they are situated</li> <li>7. They cause vibration as vehicles navigate them</li> </ol>	<p>Responses to objections 1,5 &amp; 10 apply.</p> <p>Re increased noise and vibration – while it is accepted that the use of speed cushions may induce a certain level of vehicle body noise (e.g. body rattles, suspension noise etc), Matthews Drive is predominantly used by light vehicles which are unlikely to cause significant noise disturbance to residents when navigating the cushions at low speed.</p> <p>In addition, the proposed speed cushions are low (65mm in height) and narrow (1.65m) with shallow on and off ramps (1 in 8), which should keep increased noise and vibration to a minimum.</p> <p>On the other hand, the proposed traffic calming measures should lower the speed of vehicles which may result in vehicle noise emissions to be reduced.</p> <p>Large vehicles such as buses, lorries or large emergency vehicles shall be able to straddle or partially straddle the cushions, therefore not increasing noise and vibration disturbance significantly.</p>
9	<p>Resident of Beckford Way</p> <p>The existing speed cushions in Maidenbower cars can swing on to the opposite side of the road when trying to avoid and pass over the</p>	Responses to objections 1,4 & 5 apply.

## Consultation Response Summary

	<p>speed cushions. They don't seem to slow vehicles down as drivers seem to find ways to avoid the cushions and maintain a fast speed. This can be disconcerting when driving.</p> <p>Proposes that full width road humps as opposed to speed cushions are installed . This acts as road calming and is kinder to the vehicles suspensions whilst avoiding cars moving to the opposite side of the road.</p>	
10	<p>Resident of Gregory Close</p> <p>To improve the street for cyclists, can the footway on the west side of Matthews Drive be made shared use? This would give cyclists (especially vulnerable ones) an off-carriageway space to use to cycle to/from Oriel High School, National Cycle Route 20 (Brighton) and Three Bridges Station further to the north. Shared use should extend as far to the south as possible but at least as far as Lucas Close.</p> <p>The recent improvement on Station Approach by Three Bridges Station, where speed cushions were introduced, also provided off-carriageway shared space. This solution works well.</p> <p>By simply introducing the 7 pairs of speed cushions, more conflict will occur between cyclists and vehicles travelling in the same direction, especially when on-coming vehicles are present. Although the proposed arrangement is better than the existing chicanes (where vehicles often do not give cyclists enough space), the addition of a shared use space would greatly enhance your scheme for all users.</p>	<p>Sufficient space is provided between cushions and kerb for cyclists to safely negotiate past the proposed speed cushions.</p> <p>As in any other circumstances, drivers should only attempt to overtake cyclists when it is safe to do so, i.e. where there is good visibility and adequate lateral clearance from cyclists can be achieved.</p> <p>Once the proposed traffic calming measures are implemented, there will be a reduction in vehicle speeds, which should benefit cyclists. It should also be noted that a road safety audit stage 1 has been carried out on these proposals and no potential issues or conflicts between cyclists and motorists associated with the installation of speed cushions were raised. Further road safety audits will be carried out following implementation to ensure the safety of all road users is considered as a part of these works.</p> <p>Consideration for a shared use, or off-road, cycle route would need to be part of a separate scheme.</p>

## Consultation Response Summary

11	<p>Resident of Matthews Drive</p> <p>Does not believe this to be a road that suffers from excessive speeding. Most people who navigate this road either live on it, or off of it, or therefore have a bit more respect for the speed limits set. They have seen little evidence of excessive speeding in the five years they have lived here.</p> <p>The cost of implementing a speed hump system will likely be excessive and a waste of tax payers' money on a road that already has two chicanes to manage speed. Several 'table-top' style speed humps have already been implemented further along towards Three Bridges which calms that end of Maidenbower.</p> <p>The funds required for such a project would be better spent on supporting the already over-stretched emergency services, or the NHS, both of which add much more value to the tax-payers of Crawley. Alternatively, the funds could be used to further support the elderly or financially destitute in care/help-centres. The funds could be used to finance youth-based projects to keep the children off of the streets and prevent drug/gang related crime/murder (County Lines) as was experienced last year off of Matthews Drive.</p> <p>In addition to the above, speed bumps are noisy, damage vehicles due to unnecessary wear, increase pollution due to the need for cars to slow and then accelerate when navigating them.</p> <p>They are inconvenient to cyclists, and are often dangerous if the bricks become misaligned as is the case on one located between Matthews Drive and Three Bridges.</p>	<p>Responses to objections 5 &amp; 10 apply.</p>
----	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--------------------------------------------------

## Consultation Response Summary

12	<p>Resident of Matthews Drive</p> <p>Chicanes have been installed on Matthews Drive so the need for speed humps is not necessary, also further down on Billinton Drive 2 types of speed humps are installed which cause unnecessary slow traffic as drivers slow down to go over steep humps.</p> <p>If this is being repeated on Matthews Drive then what is the point in causing more slow traffic? The chicanes slow traffic down enough anyway.</p> <p>Speed humps cause slow traffic, additional wear to suspension/tyres and increased pollution from cars speeding up between two humps due to the unnecessary number of them.</p> <p>Why should Residents of Matthews Drive suffer additional wear on their cars?</p> <p>Install speed cameras in both directions will slow traffic down better?</p> <p>Complete waste of tax payers money and frustrating local residents.</p> <p>Council need to focus on clearing storm water sewers which are constantly blocked on Matthews Drive causing flooding on roads and risk to the public? This is easily forgotten.</p>	Response to objection 5 applies.

## Consultation Response Summary

13	<p>Resident of Chapman Road</p> <p>The proposal is a great idea and long overdue. However, it will only solve part of the problem as the intended works do not extend far enough along Matthews Drive. The worst part for speeding is currently between Matthews Drive going south until the junction with Chapman Road. Not having any calming all the way along Matthews drive will therefore not achieve very much and the plans need to be reconsidered to include the entire road.</p>	<p>This area is out of the scope of the project but may be addressed at a later time.</p>
14	<p>Resident of Beckford Way</p> <p>The current chicanes have a safe route for cyclists when passing through, what safe routes will there be in the latest road calming proposals?</p> <p>Cyclists currently going through the chicanes using the road run the risk of vehicles trying to squeeze pass not observing the minimum 1 meter safe distance law when passing cyclists. Clearly the CBC wants to promote safe roads for cyclists.</p>	<p>Response to objection 10 applies.</p>