

2019

Charlwood Village Road Safety Consultation Feedback Report



2020 Consultancy

25/11/2019

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Executive Summary

Introduction

2020 Consultancy has been commissioned by Charlwood & Hookwood Parish Council to undertake a feasibility study to establish the current issues with road safety and identify the most suitable improvements within the village of Charlwood, Surrey.

As part of the feasibility study 2020 Consultancy arranged for a public consultation to be undertaken in partnership with Charlwood & Hookwood Parish Council to understand local opinion on existing road safety in the village as well as the consideration of the proposals.

Public Consultation for the road safety measures taken from the feasibility study began on Saturday 9th March 2019 and lasted for 16 weeks, ending on Sunday 30th June 2019. To record views and opinions on existing road safety within the village and potential improvement measures and to ensure feedback was in a consistent manner a questionnaire was prepared.

Two stakeholder workshops were held during the consultation period to allow stakeholders the opportunity to discuss road safety with the Parish Council and an officer of the consultant undertaking the road safety study. One workshop was held in Charlwood and one workshop was held in Hookwood.

The questionnaire contained seen questions that enabled respondents to state their views on existing road safety including whether they consider to be an issue, the opportunity to rank six road safety interventions, and to outline any additional measures that should be considered. In total, 120 completed responses were received. These have been summarised in section 4 of this feedback report.

Question 1 required respondents to provide an address to enable location analysis to be carried out. Question 2 asked *Do you consider there to be a problem with road safety?* The results demonstrated that the vast majority feel that road safety is an existing issue with 93% stating this. 4% do not feel safety is an issue and 3% are unsure whether there is an issue.

Question 3 asked *If so, please state where you think the main issues are.* This enabled respondents to provide free text answers. Common responses included:

- Speed of traffic throughout the village;
- Turning right from Ifield Road onto The Street and lack of visibility;
- Speed of traffic along The Street;
- HGV's through the village;
- Lack of safe crossing facilities along The Street.;
- Excessive traffic travelling through the village;
- Visibility at the junction of Rectory Lane / Norwood Lane.

Question 4 asked *Do you support potential road safety interventions within the village?*

The results demonstrated that all but one respondent support road safety measures in the village. This includes five respondents who feel there isn't an existing issue within the village.

Question 5 asked *If so, please rank the following proposals with 1 being first choice.*

Respondents were asked to consider the importance of six different types of road safety interventions that would be effective at improving safety for all road users and can be considered cost effective.

The six different road safety interventions that respondents were asked to consider and prioritise were:

- Gateway treatments at 30mph terminals & yellow backed repeaters;
- Vehicle activated signs at strategic locations through the village;
- 7.5 Tonne weight restriction through the village;
- Formal pedestrian crossing along The Street;
- Improvements to the junction of The Street and Ifield Road;
- Traffic calming with street lighting in the centre of the village.

By far the most popular road safety intervention for the village is a formal pedestrian crossing along The Street, with 32% of respondents choosing this option as first choice and 27% of respondents choosing this as second choice. This compares to Vehicle Activated Signs that was scored as second place in the prioritisation table with 19% of respondents choosing this option as first choice and 16% of respondents choosing this option as second choice.

Question 6 asked *Do you believe alternative proposals would be more suitable in the village?* 50 respondents selected yes to this question compared to 34 respondents who answered no. This suggests that there are alternative road safety interventions that would be effective in the village.

Question 7 asked *if so, what are these.* There were frequent repetitive responses suggesting the same locations and problems were an issue within the village. These include:

- Junction improvements at Rectory Lane and Norwood Lane;
- Average speed cameras or static speed cameras within the village;
- Traffic calming including raised tables;
- Parking restrictions including double yellow lines;
- Mini roundabouts as junctions;
- 20mph speed limits within the village.

1.0 Introduction

2020 Consultancy has been commissioned by Charlwood & Hookwood Parish Council to undertake a feasibility study to establish the current issues with road safety and identify the most suitable improvements within the village of Charlwood, Surrey.

The study area included the following roads and involved consideration of potential road safety measures that could be implemented within the village.

- Horley Road
- Ifield Road
- Lowfield Heath Road
- Norwood Hill Road
- Rectory Lane
- Stan Hill
- The Street

As part of the feasibility study 2020 Consultancy arranged for a public consultation to be undertaken in partnership with Charlwood & Hookwood Parish Council to understand local opinion on existing road safety in the village as well as the consideration of the proposals and any other measures that should be considered within the roads stated above.

This report describes the Public Consultation for the road safety measures in Charlwood. It explains the nature of the choice offered to the public and the manner in which it was presented. It summarises the results of responses to questionnaires and written contributions.

The report follows on from the feasibility study that was presented to the Parish Council in December 2018.

2.0 Consultation Arrangements

2.1 Requirement for Consultation

The aim of the public consultation is to give the public and stakeholders an opportunity to express their views on the routes under consideration and allow general comment on road safety that may have an impact on proposals that are taken forward to present to Surrey County Council as the highway authority.

2.2 Consultation Approach

Public Consultation for the road safety measures taken from the feasibility study began on Saturday 9th March 2019 and lasted for 16 weeks, ending on Sunday 30th June 2019.

Details of the public consultation was advertised by the Parish Council, which included erecting banners, uploading information onto the Parish Council website, utilising social media, and word of mouth.

To record views and opinions on existing road safety within the village and potential improvement measures and to ensure feedback was in a consistent manner a questionnaire was prepared. Paper copies were printed and distributed through various channels including the consultation workshops. Completed questionnaires were either passed onto the Parish Council or dropped off at the School.

The questionnaire sought the consultees views on existing road safety within Charlwood village and whether the existing situation is considered a problem that needs addressing. The questionnaire presented six proposals that would be effective of improving road safety and required respondents to rank the measures on the priority of implementation. There was also an opportunity for respondents to add any additional measures that should be considered. A copy of the questionnaire is contained in Appendix A of this report.

2.3 Public Consultation Responses

During the Consultation period responses received from stakeholders were logged and analysed. This included returned questionnaires, emails, and letters.

3.0 Stakeholder Workshops

Two stakeholder workshops were held during the consultation period to allow stakeholders the opportunity to discuss road safety with the Parish Council and an officer of the consultant undertaking the road safety study. One workshop was held in Charlwood and one workshop was held in Hookwood. The workshops were held at the following venues on the dates and times given below:

Hookwood Memorial Hall
Withey Meadows
Horley
RH6 0AZ
Saturday 9th March 2019
10:30am to 2pm

Charlwood Parish Hall
2 Norwood Hill Road
Charlwood
Horley
RH6 0ED
Saturday 23rd March 2019
12pm to 3pm

The above venues were selected for the proximity to the village and offered space for stakeholders to attend and view details on the proposals and discuss matters with the Parish Council and consultants.

The structure and content of the workshop displays were as follows:

- Poster 1 Header;
- Poster 2 Introduction;
- Poster 3 Details on the Automatic Traffic Count Survey results;
- Poster 4 Details on potential low-cost measures;
- Poster 5 Details on potential higher cost measures;
- Map of Charlwood village.

Copies of the consultation posters are contained in Appendix B.

3.2 Attendance at the Exhibitions

Suitably qualified and experienced personnel from the consultant's team were in attendance supported by Parish Councillors who were on hand to answer any political questions or anything related to other aspects of the village that did not involve road safety and this consultation.

The team were available to explain the proposals to the stakeholders, note comments and answer specific questions. The question was referred to another member of staff where an individual could not personally answer a query.

It was estimated that in the region of 50 stakeholders attended the two workshops. This can be broken down into approximately 12 at the Hookwood workshop, and 38 at the Charlwood workshop. The nature of the study and context of the locations made it more appealing for stakeholders to attend the Charlwood workshop.

3.3 Exhibition Feedback

The stakeholders attending the workshops asked questions, raised their concerns and expressed views about the proposed route alignments across the three walking and cycling routes. Staff spoke with visitors, taking note of any comments, concerns or observations. Stakeholders had the option to complete the questionnaire whilst at the workshop.

Where possible stakeholders were asked if they found the event helpful. Of those asked, 92% responded that they were pleased they attended the event and gained useful information that informed their choices during the questionnaire.

There were 5 main ways that the visitors found out about the exhibitions:

- Banners erected within the village;
- Information on the Parish Council website;
- Social media;
- Word of mouth;
- Walking past one of the workshops.

4.0 Questionnaire Analysis

4.1 Introduction

A questionnaire was included as part of the regional walking and cycling network feasibility study. This section reviews the 120 completed questionnaires that were received during the consultation period.

The overall responses are considered here.

The questionnaire included sections on the following:

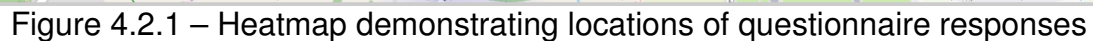
- Address for consideration of location and context of issues experienced;
- Views on whether there is an existing issue with road safety in the village;
- What those issues are;
- Support for potential road safety measures in the village;
- Prioritisation of six potential measures considered effective and affordable based on the feasibility study;
- Any other road safety measures that should be considered.

4.2 Analysis

4.2.1 Location

The questionnaire started with a request for the respondent to provide their address. This information allowed the responses to be identified with a proximity to the proposals. Figure 4.2.1 provides a heat map of completed responses across the Charlwood region. Areas in red demonstrate very high levels of response, areas in yellow demonstrate high levels of response, areas of green demonstrate medium levels of response, and purple demonstrates low levels of response.

This demonstrates that virtually all responses came from within the centre of the village. This is not surprising as this is likely to be the busiest part of the village and where issues are exacerbated.



The questionnaire contained a further six questions of both open and closed format and the data processed to assess the responses and is summarised on the following pages.

This single selection question enabled a simple tabulation of responses. This question received 119 answers meaning one respondent skipped the question.

Figure 4.3 below shows the breakdown of respondents views on whether they consider there to be an existing issue with road safety in the village.

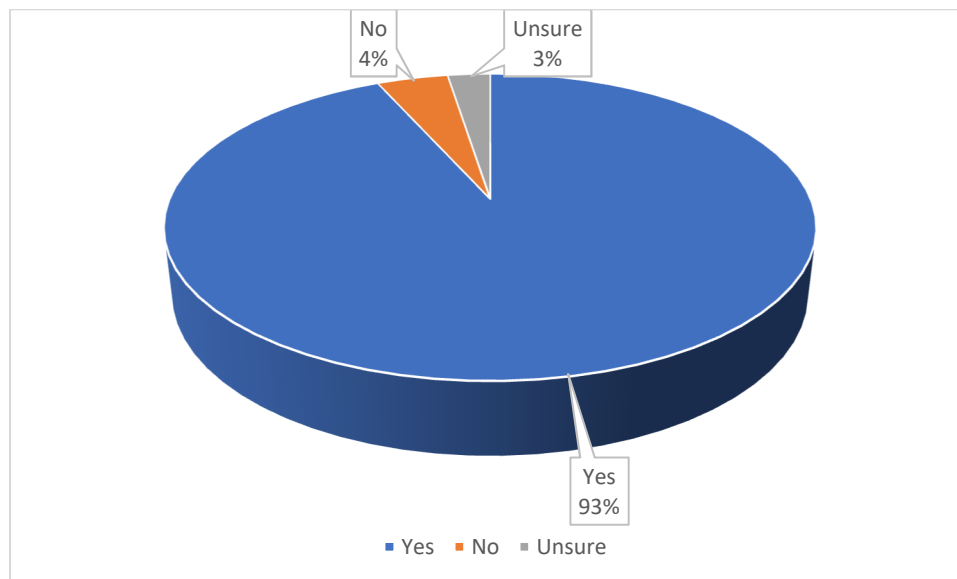


Figure 4.3 – Breakdown on whether road safety is an issue

The purpose of this question was to understand stakeholders current views on road safety in the village. The results demonstrated that the vast majority feel that road safety is an existing issue with 93% stating this. 4% do not feel safety is an issue and 3% are unsure whether there is an issue.

This suggests that road safety improvements are vital for implementation in the village with response locations suggesting village wide treatments will be more effective than specific site treatments.

4.4 Question 3 asked If so, please state where you think the main issues are.

This was a free text question that allowed respondents to expand on the result of the previous question. This question received 110 answers meaning 10 respondents skipped the question.

Appendix D includes the full comments received from the respondents for this question in the format they were received in.

There were frequent repetitive responses suggesting the same locations and problems were an issue within the village. These include:

- Speed of traffic throughout the village;

- Turning right from Ifield Road onto The Street and lack of visibility;
- Speed of traffic along The Street;
- HGV's through the village;
- Lack of safe crossing facilities along The Street.;
- Excessive traffic travelling through the village;
- Visibility at the junction of Rectory Lane / Norwood Lane.

The purpose of this question was to understand specific locations where road safety issues exist as well as a breakdown of responses that feel the issues are more village wide. The comments to this question suggest that the majority of respondents feel the issue is throughout the village compared to specific sites. The most common specific site that was referenced in the comments was the junction of Ifield Road and The Street. This supports the concerns raised within the feasibility study that highlight significant amounts of traffic and junction movements at peak periods.

There was also a number of comments raising concern over a lack of safe crossing facilities along The Street and visibility issues at the junction of Rectory Lane and Norwood Lane.

Speed was by far the most common village wide concern raised within the comments. The size and frequency of Heavy Goods Vehicles through the village also received a number of comments within this question response.

4.5 Question 4 asked Do you support potential road safety interventions within the village?

This single selection question enabled a simple tabulation of responses. This question received 117 answers meaning three respondents skipped the question.

Figure 4.5 below shows the breakdown of respondents views on whether they support road safety interventions within the village.

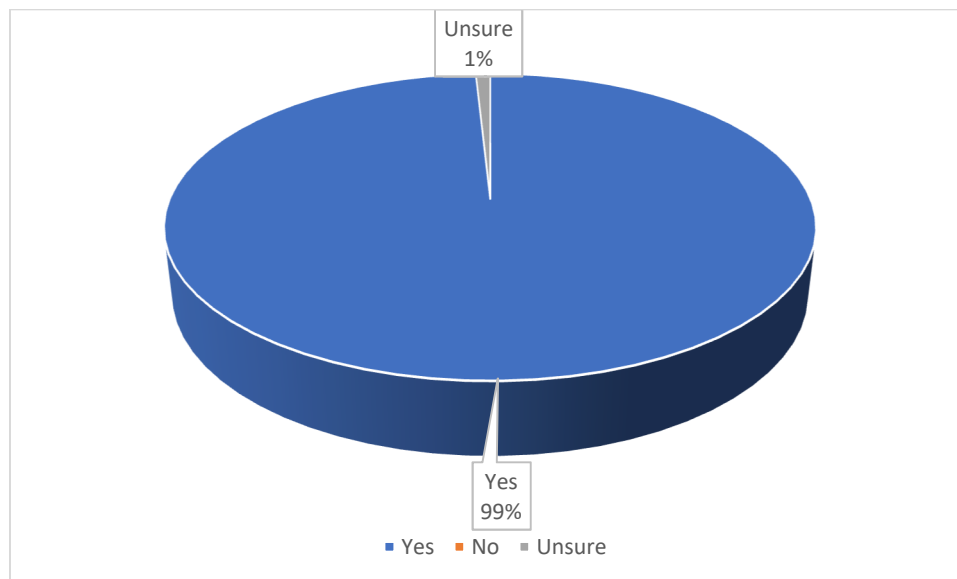


Figure 4.5 – Support for road safety proposals

The purpose of this question was to understand if stakeholders support road safety interventions in the village. This can be considered the most important question within the questionnaire as this demonstrates how well supported improvements are within the village. The results demonstrated that all but one respondent support road safety measures in the village. This includes five respondents who feel there isn't an existing issue within the village.

This reinforces the message from question 2 that road safety improvements are vital for implementation in the village, again across the entire village.

4.6 Question 5 asked If so, please rank the following proposals with 1 being first choice.

Respondents were asked to consider the importance of six different types of road safety interventions that would be effective at improving safety for all road users and can be considered cost effective.

The six different road safety interventions that respondents were asked to consider and prioritise were:

- Gateway treatments at 30mph terminals & yellow backed repeaters;
- Vehicle activated signs at strategic locations through the village;
- 7.5 Tonne weight restriction through the village;

- Formal pedestrian crossing along The Street;
- Improvements to the junction of The Street and Ifield Road;
- Traffic calming with street lighting in the centre of the village.

Proportional analysis was made by allocating a point score for preference as follows:

- Rank 1 6 points
- Rank 2 5 points
- Rank 3 4 points
- Rank 4 3 points
- Rank 5 2 points
- Rank 6 1 point

Table 4.6 below shows the proportional support for each of the six road safety intervention proposals that had been considered for implementation if support and funding is agreed with Surrey County Council as the highway authority.

	Gateway treatments & yellow backed repeaters	Vehicle activated signs	7.5 Tonne weight restriction	Formal pedestrian crossing	The Street and Ifield Road	Traffic calming & lighting
1 st Choice	17	17	10	29	21	9
2 nd Choice	15	15	26	25	12	10
3 rd Choice	14	19	20	18	19	10
4 th Choice	13	15	12	19	22	16
5 th Choice	15	19	11	8	14	19
6 th Choice	20	12	17	3	9	22
TOTAL	322	348	345	447	346	252

Table 4.6 - Proportional support for each of the interventions

By far the most popular road safety intervention for the village is a formal pedestrian crossing along The Street, with 32% of respondents choosing this option as first choice and 27% of respondents choosing this as second choice. This compares to Vehicle Activated Signs that was scored as second place in the prioritisation table with 19% of

respondents choosing this option as first choice and 16% of respondents choosing this option as second choice.

There was virtually no difference between the road safety interventions that were selected as second (Vehicle Activated Signs), third (junction improvements at the junction of Ifield Road and The Street), and fourth (7.5 tonne weight restriction) in the prioritisation table. This suggests that all three interventions are as popular as one another. Junction improvements at the Ifield Road and The Street junction had more respondents selecting this intervention as first choice (23%) compared to Vehicle Activated Signs (19%) and the 7.5 tonne weight restriction (11%). However, more respondents selecting this as their second choice, improved the overall score.

The least popular road safety intervention selected by respondents was the traffic calming measures within the centre of the village, which require street lighting. Only 10% of respondents selected this intervention as first choice and 11% of respondents selected the intervention as second choice. It was the most common intervention in sixth place with 24% of respondents selecting the intervention in sixth.

The most likely reason this intervention was scored lower than the others, is the need to include street lighting within the proposal. Street lighting is often rejected by villages as it creates a more urban environment and retracts away from the village feel that is currently experienced. However, there are benefits including better visibility for both drivers and pedestrians and a likely reduction in potential crime.

4.7 Question 6 asked Do you believe alternative proposals would be more suitable in the village?

This single selection question enabled a simple tabulation of responses. This question received 83 answers meaning 37 respondents skipped the question.

Figure 4.7 below shows the breakdown of respondents views on whether they believe there are alternative road safety proposals that would be more suitable for the village excluding the six interventions outlined in question 5.

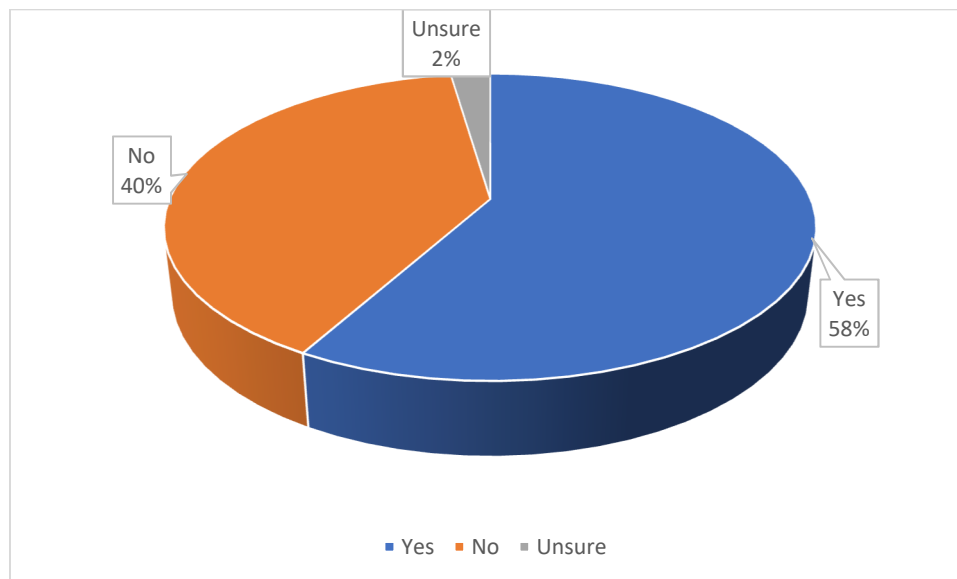


Figure 4.7 – Breakdown on those with additional proposals

50 respondents selected yes to this question compared to 34 respondents who answered no. This suggests that there are alternative road safety interventions that would be effective in the village.

4.8 Question 7 asked If so, please state these.

This was a free text question that allowed respondents to expand on the result of the previous question. This question received 62 answers meaning 58 respondents skipped the question.

Appendix E includes the full comments received from the respondents for this question in the format they were received in.

There were frequent repetitive responses suggesting the same locations and problems were an issue within the village. These include:

- Junction improvements at Rectory Lane and Norwood Lane;
- Average speed cameras or static speed cameras within the village;
- Traffic calming including raised tables;
- Parking restrictions including double yellow lines;
- Mini roundabouts as junctions;
- 20mph speed limits within the village.

The purpose of this question was to understand what alternative measures respondents would like to see considered apart from the six interventions from question 6. On the whole, the comments received were measures that were included within the feasibility study but were not included as the prioritised interventions for various reasons including cost to implement and effectiveness. Examples of these measures includes the mini roundabouts as junctions, parking restrictions, and traffic calming measures.

There were some proposals that were suggested that were not included within the feasibility study including average speed cameras, static speed cameras, and 20mph speed limits within the village.

Average speed cameras can be considered as one of the most effective forms of speed control. Installing a camera at either side of the village along with one or two to cover key junctions such as Ifield Road would almost certainly reduce speed considerably. However, average speed cameras are high cost measures and is difficult to gain support from highway authorities. They are considered some what innovative road safety measures, which often deters highway authorities from consideration and implementation. In this case, the cost would make this measure difficult to implement within the village.

Static speed cameras differ from average speed cameras. Static speed cameras serve a specific purpose, to address safety at specific sites rather than a tool to reduce traffic speed over a prolonged period. Before static speed cameras can be implemented, there needs to be at least four killed or seriously injured accidents at a site i.e. a junction. They involve the Road Police Unit and without a demonstratable collision record, will not be implemented. The collision record is discussed within the feasibility report and illustrates there is insufficient collisions for static speed cameras to be considered. However, mobile speed camera sites can be carried out, and the Parish Council should lobby the Road Police Unit for this to occur in the village.

20mph speed limits are only considered along roads where traffic speed is low. They should demonstrate self-enforcing average speed. Therefore, average speed should

not be higher than 24mph. As traffic speed is an issue through the village and traffic speeds are higher than 24mph, 20mph speed limits cannot be implemented as an individual measure as they would not be effective at reducing speed through signs and lines alone.

Where average speed is greater than 24mph, a 20mph zone can be considered, which requires regular traffic calming. The most effective form of traffic calming is raised tables. They require street lighting. This measure was included in the six interventions from question 6 and was the least favoured, most likely due to the need for street lighting.

5.0 Conclusion

The consultation workshops gave stakeholders an opportunity to express their views on road safety within the village, both the existing situation and proposed interventions and what impact this would have for the village and themselves as residents. The workshops were supported with a questionnaire allowing respondents to provide comment on and show support for road safety interventions.

120 respondents completed the questionnaire, which means a high proportion of the village was engaged with. The results demonstrate that 93% of respondents believe there is an issue with road safety in the village. Consultations carried out by highway authorities are often decided by the majority, even if the majority is 51%. In this instance, the results illustrate the importance for road safety interventions to be progressed and implemented to improve safety for all those within the village.

The questionnaire provided the opportunity for respondents to consider six road safety interventions that have been assessed by professional consultants and are cost effective for implementation. The results illustrate that the intervention that carries the most support is a formal crossing along The Street. With high numbers of pedestrians crossing and high volumes of traffic, this is not a surprise. This should be progressed by the highway authority.

Four of the other five proposals had good levels of support and can be considered low cost interventions that can be implemented and will be effective at reducing traffic speed. Traffic calming with street lighting had less support and with this intervention costing more to deliver, it is recommended to not progress this proposal at this time. Once other interventions have been implemented, it may be necessary to revisit this intervention as it will be one of the most effective at reducing speed.

The Parish Council should now present the findings of this public consultation to Surrey County Council as the highway authority to demonstrate the level of support within the village for road safety interventions and provide evidence of the prioritised interventions and the level of support for each.

Appendix A – Copy of consultation questionnaire

Charlwood Village Road Safety Consultation Response Form

Please provide your address including postcode for data mapping purposes:

Do you consider there to be a problem with road safety in Charlwood?

Yes ☐

No ☐

Unsure ☐

If so, please state where you think the main issues are

Do you support potential road safety interventions within Charlwood village?

Yes ☐

No ☐

If so, please rank the following proposals with 1 being your first choice:

Gateway treatments at 30mph terminals & yellow backed repeaters ☐

Vehicle Activated Signs ☐

7.5 tonne weight restriction ☐

Formal pedestrian crossing ☐

Improvements to the junction of The Street and Ifield Road ☐

Traffic calming with street lighting ☐

Do you believe alternatives proposals would be more suitable within Charlwood village?

Yes ☐

No ☐

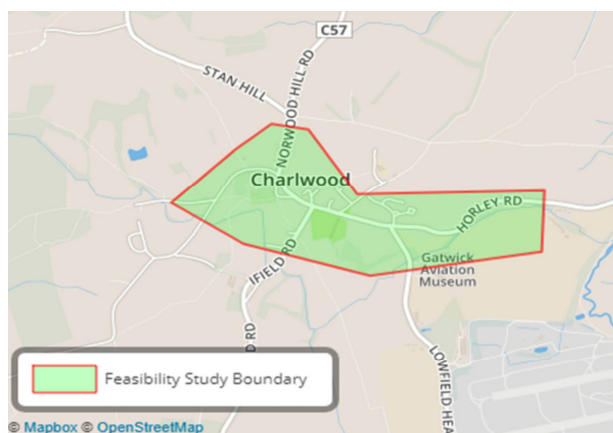
If so, please state these in the box below.

Appendix B - Copy of the consultation workshop posters



We want your views

On road safety in Charlwood to support our bid for safety interventions.



Charlwood Parish Council have been working with a professional highways and transport consultancy to investigate road safety in Charlwood.

The extents of the study is shown on the map.

The study has identified three low cost measures and three higher cost measures that will improve safety and now we would like your views before we approach Surrey County Council in a bid for funding.

We want your views

On road safety in Charlwood to support our bid for safety interventions.

Automatic Traffic Surveys

Traffic surveys were undertaken to collect traffic speed and volume over 7 days at the sites shown on the plan. The results are below

ATC Location	Traffic volume	Ave Traffic Speed
The Street (EB)	26220	30.0mph
The Street (WB)	28149	28.9mph

ATC Location	Traffic volume	Ave Traffic Speed
Norwood Hill Road (NB)	18693	29.2mph
Norwood Hill Road (SB)	19410	28.5mph

ATC Location	Traffic volume	Ave Traffic Speed
Horley Road (EB)	25078	36.7mph
Horley Road (WB)	27759	35.3mph

ATC Location	Traffic volume	Ave Traffic Speed
Ifield Road (NB)	23821	36.0mph
Ifield Road (SB)	28886	36.2mph

ATC Location	Traffic volume	Ave Traffic Speed
Russ Hill Road (NB)	8888	35.4mph
Russ Hill Road (SB)	10424	35.6mph



Affordable measures

- 1 Gateway treatment at 30mph terminals on approach to Charlwood and replace existing 30mph repeater signs with yellow backed signs – likely average speed reduction of 1-3mph
- 2 Installation of Vehicle Activated Signs – likely average speed reduction of 2-3mph
- 3 Implementation of 7.5 tonne weight restriction – improvements to safety

We want your views

On road safety in Charlwood to support our bid for safety interventions.

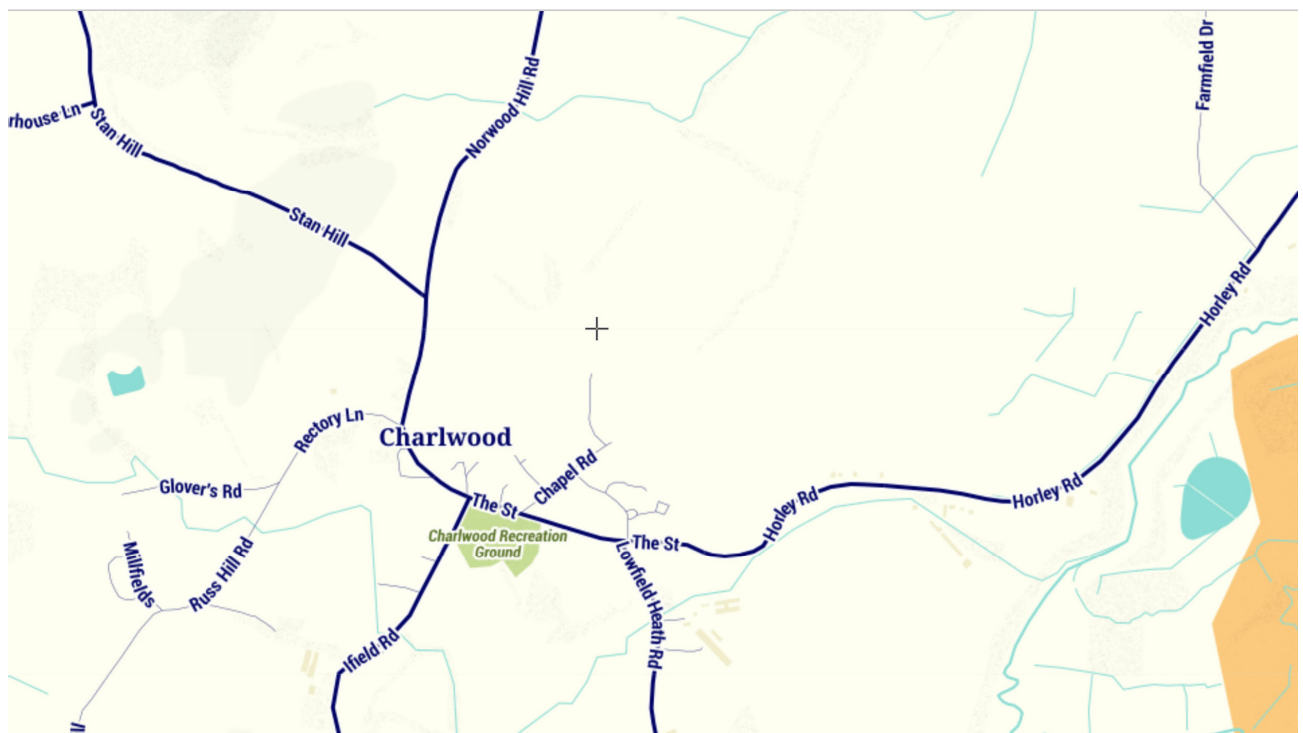


Higher cost solutions

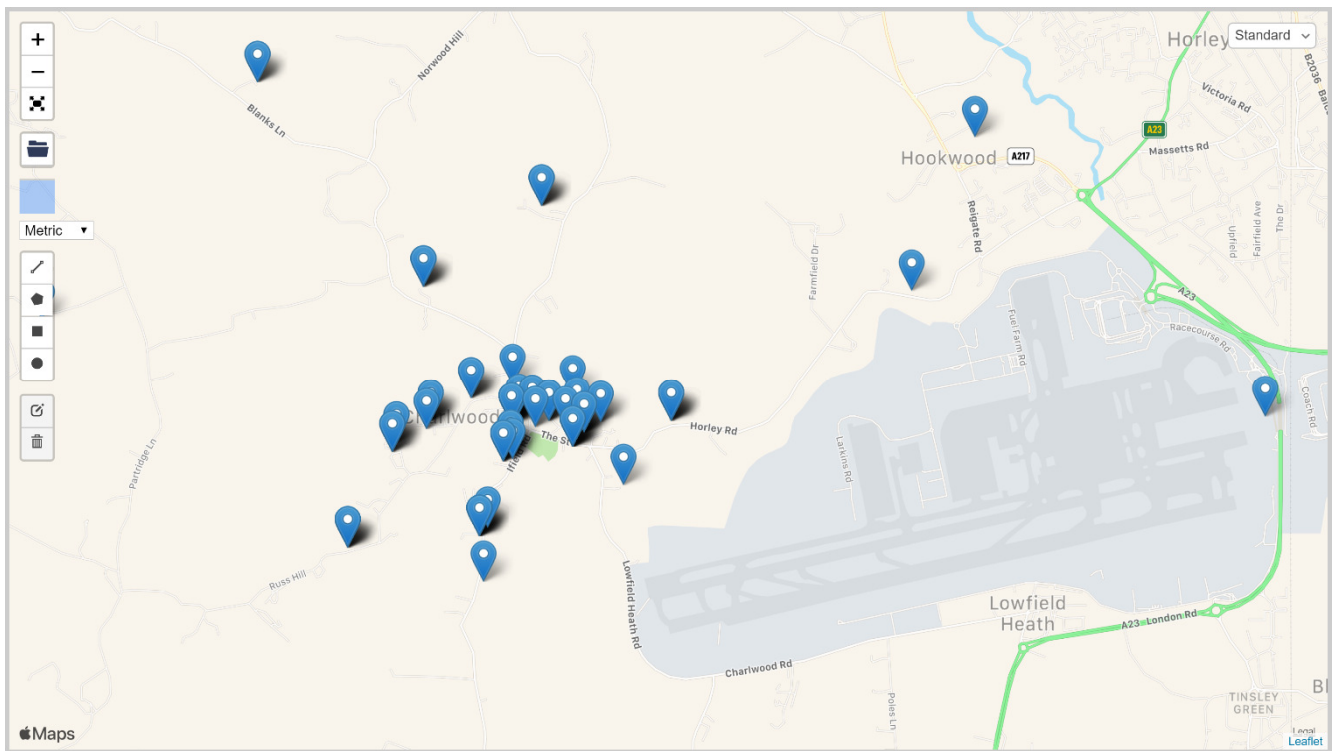
- 4 Installation of formal crossing along The Street or humped crossing along The Street – *likely average speed reduction of 4-5mph*
- 5 Junction redesign at The Street / Ifield Road junction – *improvements to safety*
- 6 Traffic calming with street lighting along The Street – *likely average speed reduction of 6-8mph*

We want your views

On road safety in Charlwood to support our bid for safety interventions.



Appendix C - Locations of consultation responses



Appendix D - Questionnaire comments on where main road safety issues are

Comments regarding road safety issues and locations
SPEEDING
LACK OF CROSSING
HUGE VOLUME OF TRAFFIC INCLUDING HGV'S / SPEEDING
RUSS HILL ROAD BEND OUTSIDE SPRING COTTAGE CARS SPEED DOWN ONCE ON STRAIGHT, AFTER GLOVERS ROAD AND HIT BEND TOO FAST
IFIELD ROAD JUNCTION
7.5T LORRIES CUTTING THROUGH FROM (NOT LEGIBLE) AND TIPPING LOCALLY
TOO MUCH TRAFFIC DIFFICULT TO CROSS ROAD SAFELY
HEAVY ROAD VEHICLES USING VILLAGE ROADS/ HALF VOLUME OF TRAFFIC TO/FROM GATWICK / SPEEDING
TURNING RIGHT ONTO IFIELD ROAD ONTO THE STREET, POOR VIEW DUE TO SIGNPOST WHICH PREVENTS HEDGE BEING CUT BACK
RUSS HILL ROAD/RECTORY LANE AND THE STREET - SPEEDING AND HEAVY VEHICLES
THE ENTIRE AREA , ALL THE APPROACH ROADS TO THE VILLAGE, TRAFFIC IS GOING TOO FAST. THE CENTRE OF THE VILLAGE IS A PROBLEM BUT THE SURROUNDING ROADS ARE A BIGGER PROBLEM
JUNCTION BY VILLAGE HALL - HEAVY LORRIES. SPEED BETWEEN LOWFIELD HEATH ROAD AND IFIELD ROAD
CARS TOO FAST / CARS PARKED ON PAVEMENT HAVE TO WALK ON ROAD
CAR TOO FAST / CAR PARKED ON PAVEMENT CANT NOW CROSS ROAD TO SHOP
STREET
SPEEDING IN GENERAL AND JUNCTION OF IFIELD ROAD AND THE STREET ESPECIALLY BY SOME HGV'S
THE JUNCTION IN THE CENTRE OF THE VILLAGE AND LACK OF A CROSSING WHEN VEHICLES CONSISTENTLY TRAVEL IN ACCESS OF 30MPH
SPEED HGV'S, CAUSED BY SAT NAVS, AND TRAFFIC JAMS IN REIGATE
QUANTITY OF TRAFFIC + SPEED/ NUMBER OF HEAVY VEHICLES
SPEED AND NO WHITE LINES

SPEEDING!! AND LACK OF WHITE LINE DEFINITION STRONGLY IN FAVOUR OF REINSTATEMENT ESPECIALLY FOR NIGHT DRIVING SAFETY
JUNCTION OF IFIELD ROAD AND THE STREET . GENERALLY SLOWING TRAFFIC DOWN. IMPROVE JUNCTION AT RECTORY LANE AND NORWOOD HILL ROAD
SPEEDING, LACK OF CROSSINGS
SPEED, LARGE NUMBER OF HEAVY GOODS VEHICLES, POOR STREET LINES ON VARIOUS JUNCTIONS
IFIELD ROAD HILL JUNCTION, THE STREET ESPECIALLY EARLY AM AND LATE PM
SPEED - AT NIGHT - VOLUME DURING PEAK TIMES - STARTS AT 4AM WITH TRAFFIC GOING TO GATWICK - HEAVY LORRY TRAFFIC
SPEED, SIZE OF VEHICLES,NUMBER OF VEHICLES
THE SHARP BENDS NEAR BETCHWORTH WORKS
JUNCTION OF IFIELD ROAD AND THE STREET. JUNCTION OF VICARRAGE ROAD AND NORWOOD HILL ROAD
SPEED (EXCESS) THROUGH THE DVILLAGE AND ONWARD UP RUSS HILL. THE 40MPH LIMIT JUST BEFORE MILLFIELDS CRESCENT . LACK OF WHITE LINES DOWN MIDDLE OF RD / LOAD OF FOOTPATHS INTO VILLAGE. CONCERNED ABOUT PARKING IN THE STREET WHEN A FOOTBALL MATCH IS BEING PLAYED
SPEED THROUGH VILLAGE AND BEYOND TO RUSS HILL / ALSO LACK OF ROAD MARKING THROUGH BEND AT JUNCTION WITH MILLFIELDS CRESCENT / PARKING ON PAVEMENTS
THE STREET
IFIELD ROAD / NORWOOD HILL / THE STREET / HORLEY ROAD
JUNCTION OF IFIELD ROAD AND THE STREET. CROSSING THE ROAD BY THE PARISH HALL
HEAVY LORRIES / VEHICLE SPEED / INABILITY FOR PEDESTRIANS TO CROSS THE ROAD
SPEEDING HGV'S + TOO MUCH TRAFFIC
THE STREET IS BASICALLY AN ILLEGAL DRAG STRIP. RESIDENTS ARE UNABLE TO MAKE ANY MANOEUVRES WTHOUT BEING ABUSED . ALSO HORNS BEING USED WHEN PARKED ON THE ROAD
DIFFICULTY OF TRAFFIC TO EMERGE FROM IFIELD ROAD AT JUNCTION AND CONSEQUENT QUEUE BUILD UP. TOO MUCH THROUGH TRAFFIC
SPEEDING / PARKING / HGV'S
SPEEDING DOWN IFIELD ROAD AND THE STREET / NO PROPER PEDESTRAIN CROSSINGS ON THE STREET
TOO MUCH TRAFFIC + FAR TOO FAST TRAFFIC
TOO MUCH TRAFFIC DRIVING AT SPEED THROUGH THE VILLAGE WITH DANGEROUS OVERTAKING HAPPENING ON THE ROAD FROM CHARLWOOD TOWARDS HOOKWOOD / DIFFICULTY CROSSING THE ROAD PARTICULARLY FOR CHILDREN/ELDERLY

EXCESSIVE TRAFFIC IN CENTRE OF VILLAGE MAKING IT DIFFICULT TO CROSS ROAD WITH CHILDREN/ELDERLY - HIGH SPEED TRAFFIC THROUGH VILLAGE
SPEED DRIVING THROUGH THE VILLAGE ALSO PARKING AROUND FIELD ESPECIALLY ON FOOTBALL DAYS
THE JUNCTION OF IFIELD ROAD AND THE STREET - THE SPEED ON THE STREET AND THE SPEED ON IFIELD ROAD
SPEEDING CARS PAST OUR HOUSE - CARS ARE MOST COMMON BUT CAN BE HGV'S (BROWN'S)- TYRES CAN HIT THE KERBS
SPEED / TAXI PARKING
ON BEND INTO VILLAGE FROM HORLEY ON THE STREET. TRYING TO CROSS THE STREET AT ANY POINT IN THE VILLAGE
TOO MANY LORRIES
THE STREET AND IFIELD ROAD
CROSSING THE HORLEY ROAD (PEDESTRIANS) AND THE STREET
JUNCTION RECTORY LANE/NORWOOD HILL/ THE STREET / IFIELD ROAD
SPEEDING BETWEEN PERRYLANDS JUNCTION AND IFIELD ROAD / PARKING ON PAVEMENTS AROUND PARK PERRIMETER AND CAFÉ - PLUS ON CORNERS OF CHALMERS CLOSE AND IFIELD ROAD SO NO VISION FROM THE LEFT
IFIELD ROAD ENTRANCE - CHALMERS CLOSE / IFIELD ROAD+CHAPEL ROAD INTO THE STREET
IN GENERAL SPEEDING THROUGHOUT THE VILLAGE, BUT TURNING OUT OF CHALMERS CLOSE IS VERY DANGEROUS WHEN CABS ARE PARKED SO CLOSE TO THE JUNCTION
HGV THROUGH VILLAGE / PARKING IN IFIELD ROAD
THE TRAFFIC IS GETTING HEAVIER / NO ROAD CROSSINGS
VOLUME OF CARS PARKED ON THE ROAD ON BOTH SIDES OF THE STREET + IFIELD ROAD / JUNCTION BETWEEN THE IFIELD ROAD AND THE STREET
SPEEDING / MANY HGV'S
SPEEDING AND PARKING
EXCESSIVE SPEED INTO AND EXITING VILLAGE / HGV TRAFFIC AND PARKING
SPEED OF TRAFFIC THROUGH THE STREET. LACK OF PAVEMENT FROM MILLFIELDS TO GLOVERS ROAD
ON HIGHSTREET. BEND AT BOTTOM OF RECTORY LANE JUNCTION WITH NORWOOD HILL ROAD
AT JUNCTION OF IFIELD ROAD
TOO MUCH TRAFFIC FOR A LITTLE VILLAGE. CARS/LORRIES USE IT AS A CUT THROUGH AND SPEED. TRACTORS SPEEDING TOO
SPEED

SPEED. PARTICULARLY LARGE LORRIES THUNDERING THROUGH VILLAGE
SPEED,SPEED,SPEED
CARS DRIVING THROUGH VILLAGE TOO FAST THE TURNING AT THE END OF THE IFIELD ROAD TURNING LEFT TOWARDS LEIGH IS FAR TOO TIGHT AND NARROW
SPEEDING THROUGH STANHILL MAIN ROAD IN CHARLWOOD BY SHOP
CARS SPEEDING DOWN STANHILL IN BOTH DIRECTIONS, ALSO THE MAIN ROAD BY CHARLWOOD SHOP
SPEEDING ESPECIALLY THE LORRIES / STANHILL SPEEDING
SPEEDING THROUGH THE VILLAGE ESPECIALLY THE STREET AND RUSS HILL
SPEEDING VEHICLES THROUGH THE VILLAGE AND OUTSKIRTS, NO CROSSING FACILITIES
SPEEDING THROUGH THE VILLAGE / UP RUSSHILL WHERE THERE ARE NO PAVEMENTS. THE JUNCTION AT IFIELD ROAD AND THE STREET
ALL THROUGH THE VILLAGE AT PEAK HOURS
THROUGHOUT - PARTICULARLY ON BENDS COMING IN FROM PARISH HALL, SPEED AND NARROW PAVEMENTS + TRYING TO CROSS
SPEEDING JUNCTIONS / HGV VEHICLES
TOO MANY VEHICLES TRAVELLING TOO FAST AND USING VILLAGE AS A RAT RUN
TOO MUCH TRAFFIC/ TOO FAST
THE JUNCTION OFF THE STREET AND IFIELD ROAD
AT THE JUNCTION OF IFIELD ROAD AND THE STREET
THE STREET FROM LOWFIELD HEATH ROAD TO BOTTOM OF STANHILL + TURNING TO IFIELD ROAD - TURNING ONTO CHAPEL ROAD
BEND ON RECTORY LANE / SPEED / JUNCTION OF THE STREET - NORWOOD HILL ROAD / CONGESTION
SPEED AND VOLUME OF TRAFFIC
SPEEDING PARTICULARLY BY GATWICK PARKING / EARTH MOVING, MASSIVE LORRIES TOO BIG- TOO DANGEROUS THROUGH VILLAGE
TOO MUCH TRAFFIC GOING TOO FAST IN THE STREET (UNSAFE FOR PEDESTRIANS)
THE SPEED AND VOLUME OF TRAFFIC AT VARYING TIMES THROUGHOUT THE DAY/NIGHT
SPEEDING THROUGH VILLAGE AND IFIELD ROAD / EXCESSIVE AMOUNT OF LORRIES
MORE SIGNS SHOWING 30MPH

TRAFFIC TRAVELLING TOO FAST
FAR TOO MANY CARS FROM OUTSIDE THE VILLAGE AND DRIVING TOO FAST
SPEED OF TRAFFIC , VOLUME OF TRAFFIC, VEHICLES PARKED ON PAVEMENT, VERGES HEDGES NOT CUT
CENTRE OF VILLAGE AT CROSS ROADS, TRAVELLING ON BENDS TOWARDS HORLEY - IFFIELD ROAD
A LOT OF TRAFFIC DRIVING TOO FAST
CROSSING THE MAIN STREET- PARTICULARLY AT THE CROSS ROADS - IFFIELD ROAD AND THE STREET, ROSEMARY LANE
NO CROSSINGS ESP ON THE STREET / NO OFF ROAD PARKING NEAR PARK/ NO STREET LIGHTS FOR SAFETY - CARS FORCED ON ROAD (MAKING IT HARD TO SEE) - NO PARKING BETWEEN BOTTOM OF CHARLWOOD ROAD AND HORLEY ROAD
SPEEDING, TOO MANY CARS AND LORRIES AT PEAK TIMES, NOWHERE TO CROSS SAFELY
THE STREET / CHAPEL ROAD
THROUGH THE VILLAGE
COMING OUT JUNCTION AT IFFIELD ROAD AND STREET, ALSO PARKED CARS AND TURNING INTO CHAPEL ROAD
FROM HOOKWOOD TO CHARLWOOD INCLUDING MAIN HIGH STREET ESP INFRONT OF REC GROUND AND SCHOOL ENTRANCE (CHAPEL ROAD) AND THE CHICANE BETWEEN CHARLWOOD +HOOKWOOD)
JUNCTION BY PARISH HALL
CARS SPEEDING / NO WHERE TO CROSS
PEOPLE DRIVING TOO FAST
CONGESTION ON THE STREET AND IFFIELD ROAD JUNCTION SPEEDING
A LOT OF SPEEDING - ESPECIALLY HIGH VIS DRIVERS
TRYING TO CROSS ANYWHERE ALONG THE STREET
SPEEDING / PARKING / HGV
SPEEDING TRAFFIC AT TIMES AND CROSSING NEEDS TO BE PUT IN WHERE SCHOOL TO PARK IS
PEOPLE DRIVING TOO FAST / BIG LORRIES DRIVING THROUGH / PARK ACCESS ACROSS SUCH A BUSY ROAD
CROSSING ROADS AT BUSY PERIODS - RUSH HOURS
PEOPLE DRIVE FAR TOO FAST , SPEED CAMERA WOULD BE GOOD/ LORRIES DRIVE TOO QUICK TOO

Appendix E - Questionnaire comments on additional road safety proposals

Comments relating to additional road safety proposals
EXTEND AREA OF STUDY A LITTLE TO INCLUDE A LENGTH OF RUSS HILL AND (NOT LEGIBLE) AVOID (NOT LEGIBLE) OF STREET LIGHTING OR ANY RED PAINTED ROAD SURFACES- PRESERVE PARKING AREA OUTSIDE SHOPS
MINI ROUNDABOUT JUNCTION NORWOOD HILL ROAD , RECTORY LANE, THE STREET, WHITE LINES OR CATS EYES
STRONGLY AGREE WITH IMPROVEMENTS TO IFIELD ROAD JUNCTION
ALTERING KERB IN IFIELD ROAD STREET TURNING LEFT
CATERGORISE CHARLWOOD ROAD/THE STREET AS A 'C' ROAD WILL ALTER PRIORITY WITH SAT NAV'S
AVERAGE SPEED CAMERAS, PAVEMENT PENINSULA TO NARROW TO SINGLE WIDTH OF ROAD
NEED TO STOP PEOPLE PARKING ON THE PAVEMENT
CHANGE PRIORITY AT JUNCTION OF STAN HILL AND N HILL ROAD/ WIDER PAVEMENTS, CYCLE ROUTE MARKING/ ENCOURAGE ON STREET PARKING
CROSSING POINT AT RECTORY LANE/N HILL ROAD/ THE STREET A BUILD OUT IN STREET EAST OF CHAPEL ROAD JUNCTION
TRAFFIC CALMING BUT NO STREET LIGHTING
REDUCING THE VOLUME OF TRAFFIC THROUGH THE VILLAGE
GENERAL PEDESTRIAN CROSSINGS, SPEED BUMPS. SPEED CAMERAS
AVERAGE SPEED CAMERAS ON EACH ROAD IN AND OUT OF THE VILLAGE
RESTRICT (NOT LEGIBLE) LORRIES OR REDIRECT
SPEED CAMERA
SPEED CAMERA ON THE OUTSKIRTS OF CHARLWOOD
IMPROVED ROAD MARKINGS / PARKING ON PAVEMENTS FORCING BUGGIES/WHEELCHAIRS ETC ON ROAD
PINCHPOINTS / PEDESTRIANISATION / AVERAGE SPEED CAMERAS
RAISED TABLES
I WATCHED A PENSIONER TRY TO CROSS STREET BY SHOPS, FIRST TRAFFIC PREVENTED HER AND SHE WAS SCARED / ZEBRA CROSSING 2 NEEDED NEAR SHOPS
TRAFFIC ISLANDS SO THE CENTRE OF THE VILLAGE BECOMES ONE WAY AT A TIME

DUE TO LENGTH OF THE STRAIGHT SECTION OF ROAD ALONG THE STREET I BELIEVE WIDTH RESTRICTION NEEDED AT STRATEGIC POINT TO FORCIBLY SLOW TRAFFIC
POSSIBLE 20 MPH SPEED LIMIT IN VILLAGE CENTRE / MINI ROUNDABOUT AT THE STREET / IFIELD ROAD JUNCTION
VERY DEPENDANT ON THE TYPE OF PEDESTRIAN CROSSING AND TRAFFIC CALMING MEASURES, WHICH I UNDERSTAND ARE BUDGET RELATED
RUMBLE STRIPS/PADS ON IFIELD ROAD AND THE STREET
ZEBRA CROSSING, PELICAN CROSSING, SLEEPING POLICEMEN
YELLOW DODUBLE LINES AT JUNCTIONS AND PARKING PERMITS
SPEED CAMERAS - APPROX 1 IN 5 VEHICLES ARE OVER 30MPH
TRAFFIC CALMING WITHOUT EXTRA STREET LIGHTING CHICANES NOT BUMPS AS BUMPS TOO NOISY NEAR THOSE LIVING BY IT
ROUNDABOUT AT JUNCTION OF THE STREET AND IFIELD ROAD
COULD WE LOWER THE SPEED LMIT TO 20MPH
RAISED JUNCTION TO SLOW VEHICLES DOWN THE STREET. RAISED JUNCTION AT CHARLTERS CLOSE TO STOP SPEEDING ALONG IFIELD ROAD. RESTRICT 7.5T AND ABOVE UNLESS ACCESS ROUNDABOUT ABOUT RECTORY LANE/NORWOOD HILL
FLASHING SCHOOL SIGNS OF CHAPEL WAY IN CONJUNCTION WITH A CROSSING BETWEEN THE CAFÉ AND CHAPEL WAY
DOUBLE YELLOW LINES IN THE THREE PLACES I HAVE NAMED- PARKED CARS MEANING YOU HAVE TO PULL OUT BLINDLY
SPEEDING AND PARKING IN IFIELD ROAD. SOMETIME THE NORTH BOUND SIDE OF IFLEID ROAD IS SO PACKED - WHILE PARKED CARS ONCE COMMITTED TO TRAVELLING NORTH AFTER EXITING CHALMERS CLOSE YOU HAVE TO GO ALL THE WAY TO THE JUNCTION OF THE STREET BEFORE BEING ABLE TO PULL OVER. BUSY PERIODS MEANS YOU HAVE TO PULL INTO OFFSIDE CARRAIGE WAY WHEN TURNING LEFT OUT OF CHALMERS CLOSE
DOUBLE YELLOW LINES AROUND THE JUNCTIONS AT VARIOUS INTERVALS TO MAINTAIN THE FLOW OF TRAFFIC / JUNCTION IMPROVEMENTS AT IFIELD ROAD AND HORLEY ROAD/ LOWFIELD HEATH RD TO ENABLE JOINING VEHICLES BETTER VISABILITY - CUT HEDGEROWS
OPEN UP PARKING AT REC+ CHURCH WOODLAND YELLOW LINES UP TO ALL JUNCTIONS
MINI ROUNDABOUT AT THE IFIELD ROAD AND LOWFIELD HEATH JUNCTIONS WITH THE STREET
MINI ROUNDABOUT AT JUNCTION OFF IFIELD ROAD TO STREET AND ALSO LOWFIELD HEATH
SMALL ROUNDABOUT AT IFIELD ROAD AND LOWFIELD HEATH RD JUNCTIONS
SPEEDING CAMERAS ON BENDSTANHILL / NO PARKING WHERE YOU TURN RIGHT INTO IFIELD ROAD IN CHARLWOOD
PEOPLE HAVE CRASHED BY GOING TOO FAST IN STANHILL, NOTHING WILL BE DONE UNLESS THERE ARE 3 DEATHS ON THE ROAD. THERE NEED TO BE SPEED SIGNS DOWN THIS ROAD TO STOP ANY FURTHER CRASHES

SPEEDING CAMERAS SLOW DOWN TRAFFIC AND THE LOCAL LORRY COMPANIES RESPONSE TO MORE EFFECTIVE IN IMPLEMENTING THE PROBLEM / SPEEDING DOWN STANHILL IS SO BAD LOTS OF ACCIDENTS
A PAVEMENT FROM RECTORY LANE TO RUSS HILL
VEHICLE ACTIVATED TO TAKE PHOTO IF SPEEDING LEADING TO POINTS AND FINES
I THINK THE SPEED LIMIT NEEDS TO BE EXTENDED TO COVER ALL PARTS OF THE RESIDENTIAL AREAS - FURTHER ALONG BOTH IFIELD ROAD AND RUSSHILL / REDUCTION TO 20MPH TOO
PHYSICAL GATEWAY/TREATMENT TO FORM SINGLE CARRAIGWAY
20MPH SPEED LIMIT THROUGH THE VILLAGE RESTRICTED SIZE OF HGV'S THROUGH TRAFFIC
IMPROVEMNTS TO THE JUNCTION OF THE STREET AND IFIELD ROAD / 3 PARKING BAYS OUSTIDE MY SHOP / USING EXISTING SPACE IF THE ROUNABOUT OPTION WAS TO BE USED
HAVING LIVED AND WORKED HERE FOR THE LAST 32 YEARS - ONLY TIME DIFFERENCE IN SPEEDING IS WHEN ROAD WORKS COME IN
IN ADDTION I FEEL SPEED CAMERAS WOULD HELP AND MORE RESTRICTIONS ON HGV'S SHOULD BE INTRODUCED
20MPH ZONE IN VILLAGE CENTRE / HIGHER POLICE PRESCENCE
NO PARKING RESTRICTIONS OUTSIDE DOLBY GREEN PLEASE (IFIELD RD)
SPEED SIGNS AT EACH END OF VILLAGE AND A SPEED CAMERA - PRIORITY TO THE ELDERLY AND CHILDREN (CROSSING) - END OF CHAPEL ROAD
VOLUME OF TRAFFIC IS AN ISSUE AND SPEEDING
SPEED BUMPS, MORE SIGNS, NARROW ROADS
SPEED HUMPS / 20MPH THROUGH VILLAGE / CHAPEL ROAD NEEDS TO BE 20MPH ZONE (VERY DANGEROUS FOR SCHOOL CHILDREN)
POSSIBLE SPEED CAMERA IN THE VILLAGE
NEEDS TO BE A FOOTPATH BETWEEN THE TWO VILLAGES TO ALLOW BETTER AND SAFER ACCESS EG CYCLING TO SCHOOL
NOT SURE THAT STREET IGHTING WILL MAKE ANY DIFFERENCE IN REGARDS TO TRAFFIC VOLUME AND SPEED / TRAFFIC CALMING CHICANE/ SPEED HUMPS
VERY DEPENDANT ON THE TYPE OF PEDESTRAIN CROSSING AND TRAFFIC CLAMING MEASURES