

SOUTHBOROUGH AREA REVIEW CONSULTATION 5-ARM ROUNDABOUT & MAYPOLE JUNCTION

Comments received from residents in response to questionnaire

Key:	AA – Ashcombe Avenue	LA – Langley Avenue	SC – Southborough Close
	CW – Chamberlain Way	LR – Langley Road	SR – Southborough Road
	CR – Corkran Road	LL – Love Lane	StM – St Matthew’s Avenue
	CG – Copse Glade	MaID – Malcolm Drive	Sun – Sunningdale Close
	Cot – Cotterill Road	MaIC – Malvern Close	SG – Sylvan Gardens
	CD – Croylands Drive	MD – Malvern Drive	TA – Thornhill Avenue
	Cul – Culsac Road	Man – Mandeville Drive	TR – Thornhill Road
	DRE – Ditton Road (east)	May – Mayfair Close	Tol – Tolworth Road
	DRW – Ditton Road (west)	MC – Mountcombe Close	UBR – Upper Brighton Road
	Dun – Dunton Close	OC – Oakenshaw Close	VRN - Vale Road North
	GG – Graham Gardens	Oak – Oakhill Crescent	VRS – Vale Road South
	HC – Hailsham Close	OW – Oaks Way	WC – Waterside Close
	Her – Herne Road	PG – Penners Gardens	Wil – Willow End
	Hook – Hook Road	Red – Redwood Walk	WR – Woodlands Road
	IC – Iris Close	Ric – Rickards Close	
	KR – Kingsdowne Road	SW – Saffron Way	NA – No address
	Kir – Kirkleas Road	ShC – Shrewsbury Close	2SB – out of area consultees

Q1.

Changes to the 5-arm roundabout have improved the safety and operation of the junction

Continuing confusion over right of way at roundabout	
	The operation of the roundabout has improved. The figures you give do not support an improvement in safety but the sample size is too small to offer any certainty. More needs to be done to make drivers moving across the roundabout on Upper Brighton Road realise that they do not have right of way over traffic already on the roundabout emerging from other roads.
	The problem with the roundabout for vehicles approaching from Langley Avenue is that vehicles coming from the Hook Rd do not often slow down or give way – ignoring the dotted slow down markings on the road Frustrated drivers waiting in Langley Avenue have little choice but to make a dash for it – inviting an accident
	Cars coming from Hook Rd (towards Surbiton) approach roundabout seemingly unaware that cars may turn right into Langley Ave – very dangerous
	I have not noticed any significant difference and in fact you state that the number of accidents has actually risen. Many drivers do not obey (or perhaps understand) the rules of a traffic junction like this, so people simply drive straight across esp on the Upper Brighton Rd

Junction easier to understand i.e. less confusing	
	Slows traffic and makes you aware of traffic coming from other directions
	The built up O stops traffic from cutting across the old style roundabout
	It’s a more controlled movement of traffic people should know who has priority and its overall safer
	Roundabout is clearer for those unfamiliar with the area
	Better visibility – traffic slows with lights in operation
	It was practically impossible to turn out of Langley Avenue before the roundabout was changed. Traffic from Upper Brighton Road hardly ever slowed down at the mini roundabout

	Now being a proper roundabout & having to give way to the right when approaching has improved the safety & operation of the junction
	The layout is clear & visibility improved.
	Repositioning of roundabout makes it safer turning right into Langley Ave after coming up from Surbiton on Upper Brighton Rd.
	The raised centre circle defines traffic direction more clearly. I often saw (& heard) vehicles cutting across the circle when it was level with the road
	The road markings have led to this improvement
	They have improved road safety
	Traffic slows significantly allowing access to the roundabout in more safety

Further junction amendments required	
	Despite the improvement on this junction, the hazard of being hit by a vehicle coming out of Langley Road for vehicles coming up the Upper Brighton Road to go down Kingsdowne is not removed. Langley Rd should be one-way only so the traffic cannot come out of Langley Rd onto the roundabout. This would also avoid the problem of traffic racing down Langley Rd to the roundabout and hazarding traffic coming up Kingsdowne onto the roundabout.
	It would have been useful to have tried 5-way traffic lights first to find optimum solution
	Pelican crossings too close to junction & bus stops. No need for pelican crossings on either side of junction it can cause traffic to block junctions
	A small roundabout has been replaced by another small one. Traffic can still speed across this junction – usually from Upper Brighton Rd. I have seen no different behaviour from motorists at this junction. A larger roundabout would force cars to slow down and give way
	Maybe the roundabout would be more effective if there was a bigger central island? It would force people to turn the wheel & slow down
	On balance I agree only to a certain extent. However I don't think its safety & the operation of the junction is yet successful.
	Drivers cannot be sure that other drivers know the rules concerning roundabouts. No one knows whether drivers are going to stop coming from the Maypole junction when a driver is already signalling on the roundabout. TRAFFIC LIGHTS would make a great difference.
	Still the need for traffic control from Hook rd to Upper Brighton Rd – traffic signals?

Improved traffic flows	
	Has presented a better view of the rights of movement fro each motorist
	The flow is better regulated and the markings clear. The only problem is the signalling by drivers being late, but it is a small island
	Much better traffic flow & less delays
	We use this roundabout regularly & the traffic always seems well ordered.
	Provides for even flow of traffic

Additional pedestrian facilities required	
	Although there may be some marginal benefit for car users pedestrian routes have become more hazardous

Safer for pedestrians & cyclists	
	New crossings allow safer exit and entry opportunities for motorists & crossing for pedestrians (I have 2 children who use these crossings)
	Traffic lights make it safer for pedestrians to cross road
	It has also significantly made it safer for cycling – I normally use the carriageway for cycling but the added cyclable paths have also improved the safety.
	The pelican crossings have improved safety with young children crossing for school/home

Speeding still a problem	
	Cars still approach at speed unacceptable, especially cars coming from Langley Road who try & beat the traffic coming up the Upper Brighton Road
	Road casualties have increased. Therefore it is not safer however much you try and use statistics. The original plan I seem to remember was to have a raised table on the entry to the roundabout – that would slow traffic down. Slower is safer QED?!
	But cars still approach this roundabout too fast. We feel this very strongly
	Traffic still goes over the kerb on the roundabout & approaches too quickly.
	People travel too fast on the roundabout. It is difficult to get on it.
	By making it wider & easier for motorists you have caused something which motorists approach & negotiate at higher speeds.
	Some Ace of Spades traffic however still does not slow down & give way & ends up shooting straight over the roundabout as you try to turn into Langley Ave
	Traffic approaching the r/bout is still quite fast

Speeding no longer a problem	
	Makes it easier and safer for pedestrians & cyclists to cross the road & as a result also slows traffic speeds around the roundabout. Pity the nice large plants put in the roundabout have been stolen
	Traffic approaches roundabout slower
	Traffic has to slow down and it is no longer possible for vehicles to ignore the roundabout
	The roundabout now operates as a roundabout – previously cars on the Upper Brighton Road would not need to slow down much
	Pelicans have slowed up traffic down Upper Brighton Rd towards Surbiton. Also eased traffic trying to exit Langley Ave.
	It has slowed the traffic down
	In general agree, because both pelican crossings have slowed down traffic coming down to Surbiton form Ace of Spades.
	Traffic must slow down to negotiate roundabout

Miscellaneous / General	
	The only improvement is the pedestrian crossing in Upper Brighton Road allowing cars to get out from Langley Avenue If you allow any more flats or special housing in Upper Brighton Road there will be more trouble at the roundabout
	Traffic still arrives fast from the main road and entry from Langley Avenue or Langley Road is hazardous

Provid

	I have only recently moved to this area but your findings would indicate that the changes have been a DISASTER
	From Langley Avenue it is still difficult to exit in any direction unless someone is using the pelican crossing on Hook Road, which is not used as frequently as the one in Upper Brighton Road.
	It is now significantly more difficult to get out of Langley Avenue because of greater traffic volume, especially when a learner is trying to do the same and sits there for up to 5 minutes
	Definitely improved operation and crossings have encouraged pedestrians to use them and so reduce numbers of people crossing at the roundabout itself. Bus traffic increases with Xmas park & ride (4 extra buses each way per hr) Accident risk remains at similar level as before changes – not all vehicle drivers signal their intentions sufficiently clearly
	I didn't see the junction before the changes
	I don't watch the junction but it has to be better than before
	I was involved with the focus groups
	I am Hon Sec S'Boro Residents Association (SRA)
	In the view of the SRA this 5-arm roundabout has been a great success
	Traffic & Transportation have seen through an important road improvement
	I note with interest your admission of 6 road casualties since the changes. Motorists should be compelled to drive with more care & consideration
	Increase in traffic on Ditton Rd means more vehicles having to use it. Often difficult for school minibuses to turn right safely. Turn right lanes are very dangerous!!
	Increased number of accidents!!
	You can't have it both ways!! When the accidents reduce you claim it's an improvement when they increase you say it's an improvement!!
	That is absurd & dishonest!

Q2.

The new pelican crossings at the 5-arm roundabout and the Maypole junction have improved pedestrian and cycle facilities

Vehicles continuing to ignore traffic signals / jumping lights	
	Drivers try to 'jump' the lights to avoid stopping for pedestrians. I have twice recently narrowly avoided being knocked down
	However, I have on 3 occasions in the past 6 months seen drivers go through red lights while talking on mobile phones. It is not safe to assume that cars will stop for the red light. One always has to wait to ensure that vehicles will stop.
	Traffic is now more likely to stop at Pelicans. However, drivers still race the red lights.

Easier to use/better for pedestrians & cyclists	
	Slows the traffic and allows pedestrians to cross the road confidently
	Makes for safer & easier crossing of the road
	Has given better access across a busy road to pedestrians and better safety to cyclists
	The pelican crossing at 5-arm r'bout allows vehicles to access the roundabout from Langley Avenue gives a break in the traffic flow. Easier to cross the road

	The pedestrian crossings have been a great help. Before they were installed there was a real risk of accidents to pedestrians. Catching a bus near the Maypole could mean dicing with death until they were installed
	It is easier to get into the required lane of traffic
	It slows the traffic down & is so much easier to cross the road
	Just is a better layout
	Yes I think they have, The two are much safer as long as drivers observe both pelican crossing ?? Pedestrians have to be very sure before they cross especially mothers with children on the way to St Matthews school in Langley Road
	I never use the 5-arm one but would agree that the pedestrian crossing at the Maypole are an improvement. It is a pity they are not nearer the junction & the bus stop moved back but I understand the reasons
	Hook Road is a busy road, widely used by pedestrians and school children. It is now much easier to cross the road and the pelican crossings are used well
	Provides for a short break in flow of traffic to allow safe exit from Southborough & Ditton Rds
	After years of dodging across the road it is good to have somewhere safe to cross on foot
	Safer for school children
	Traffic forced to stop for pedestrians
	Crossing these junctions is safer & easier
	It has improved road safety
	Much safer for children & elderly crossing. Also slows down the traffic
	With cars coming from so many directions made difficult to find window of opportunity to cross as a pedestrian

Additional pedestrian facilities required	
	I am concerned that the Maypole crossing has no sound to signal to pedestrians that it is safe to cross. This would make it difficult for visually impaired pedestrians to cross safely. Could this be addressed?
	Why couldn't we have a zebra/pelican between Croylands & Walpole?
	Pedestrian crossing nr Maypole junction takes too long for lights to change. I usually try to cross the road before the lights have changed and I'm not alone!
	Traffic lights & pedestrian crossing combined required
	The pelican crossings are safer than the previous zebra crossing. However, the lights are very slow to change to red to stop the traffic. The delay seems to favour the road traffic rather than pedestrians who need to cross. This could lead to frustration when pedestrians need to cross to catch a bus in the direction of Kingston
	There should be a pelican or zebra crossing by the bus stop on Hook Rd – the one on the same side of the pub. I come up the alley at the end of Malvern Rd as do many others & cross to the bus stop. It is very dangerous as cars race up Hook Rd

Speeding still a problem	
	Especially at the Maypole junction – crossing Ditton Rd & Southborough Rd is hazardous as traffic crosses from one side of Ditton Rd into the other at speed in an attempt to cross while the lights are holding back oncoming traffic
	I see no evidence that the traffic coming from the Hook Rd takes any notice of the digital signs or the road markings – they all drive too fast towards the 5-arm roundabout which is only infrequently at red

Speeding no longer a problem	
	Digital sign on Kingsdowne Road well positioned to reduce speeds of vehicles near school and crossing
	Traffic has slowed down since the introduction of the pelican crossings

Miscellaneous / General	
	Crossing is now safer even though zebra crossings would have been better
	Simple common sense says that stopping traffic to cross the road will be safer Stopped traffic on 2 arms will allow traffic on the other 3 arms to enter the roundabout Does this count towards a 1 st class degree in 'Stating the obvious'
	Pedestrians in particular need more encouragement/education on the need to make the slight diversion required to use the pelican crossing safely rather than chancing their lives nearer the roundabout. Barriers to prevent jay walking would work but would be very costly, unsightly & aesthetically unacceptable to most local residents in my opinion
	There remains a tendency by cyclists to cycle on the pavements as well as the designated cycle-ways
	Agree traffic does stop, unlike at the bottom of Upper Brighton Rd, near Walpole Road where cars do not always respond to pedestrians crossing. Traffic lights on the Pelican help
	The smiley sign speed indicators are very useful but often show 40 mph +. It would be much cheaper to use an adaptor connecting new lamps to existing posts in Upper Brighton Road
	Perhaps for the pedestrian but not easy for traffic
	Cyclists use the pavement – very fast downhill sometimes
	We need to cross on a daily basis between Walpole Rd & Croylands Drive. Both the current crossings are further away so we don't use them
	On the occasions when we have used the 'pelican' we find it takes ages for the lights to go in our favour. The 'zebra' was better in stopping the traffic quickly
	I don't see that many people using this facility
	Why weren't we consulted before these works went ahead?
	They help cycling by giving an occasional break in traffic to allow cyclists to cross
	Pedestrians need crossings on busy roads
	There is heavy traffic flow along Upper Brighton Rd therefore the pelican crossings are essential
	I am regular motorist and pedestrian at both junctions
	I prefer zebra crossing to pelican crossings & motorists should be compelled to treat zebra crossings with appropriate anticipation, care & consideration
	Cyclists? You joke. Most of them don't use the junctions because they ride on the pavement
	I use these most days. I believe there was not a problem in the first place!
	Zebra worked fine – now there's a tendency for pedestrians to hop across the road at any point along the road rather than use the pelican & wait for the light changes

Q3.

The introduction of road markings and digital signs on Hook Road/Upper Brighton Road has been successful in reducing traffic speeds and road casualties

Speeding still a problem	
	Traffic moves far too swiftly down Brighton Road towards Surbiton. Perhaps a speed camera is the answer since any physical restrictions on the road would impede buses & other commercial traffic
	North and South flows in both directions at the 5-arm roundabout (tables 10 & 11) show speeds have increased !! by a significant % 21%
	Generally they have helped but there is still routine abuse of the 30 mph limit making it more dangerous for pedestrians. The increase in zebra crossings have helped but drivers do not always observe them especially in rush hours
	Continue to speed down hill only to brake when seeing sign, then they speed up again
	According to your own data clearly speeds have increased. Even so I'd be amazed if 85% of cars drive below 33 mph. Is this figure abnormally low by large numbers of slow or stationary cars at rush hour? Can you provide the 85 th percentile speeds in free flowing traffic? Also more information about the upper 15 th percentile – these are the drivers that statistically cause the most accidents?
	Needless to say some cars still exceed the 30 mph limit?!
	Traffic still speeds in Upper Brighton Road between Maypole and 5-arm roundabout
	I disagree that these crossings have reduced speed – much harsher measures are required
	Cars still go too fast down this section. 'Smile' signs are effective put up more
	Speed – I doubt most cars go past signs and get a sad face, like asbos this seems to be the publics desire... the only way to get back at the bureaucrats
	I have noticed no reduction in traffic speeds in the Hook Road / Upper Brighton Road
	They would affect the more responsible drivers but we still have the boy racers
	I don't think these digital traffic signs have changed the traffic flow at all
	Don't think they are a bad thing but it doesn't appear to make people stick to the speed limit or reduce their speed when its highlighted to them
	Too many people speed but seeing you're doing 50 in a 30 is nice. If speed has reduced what was it before?? Only buses stick to the limit
	Reduced car parking on Upper Brighton Road (between bridge & 5-arm roundabout) causes increased speeds but has improved traffic flow
	I generally agree but there is a particular problem for cycling in the Upper Brighton Road as traffic speeds have increased now that on-road parking has been removed
	While some motorists may have slowed down I haven't noticed
	I think, but cannot prove, that the more aggressive & unpleasant individuals are still driving at the same speed even if some other more considerate people have noticed & slowed down
	The cars race up from Hook roundabout towards Surbiton & vice versa. It is a straight road with no parked vehicles. People know there is no speed camera. It is really dangerous & it is a highly residential road. People will only react to physical speed deterrents e.g. sleeping policemen, traffic calming measures or an ACTIVE speed camera. The speed limit should be 30 mph. Cars often drive at high speeds up this straight road
	Digital signs are a good reminder & give me, as a driver, a valid reason for travelling at 30 mph on Upper Brighton Road. Some drivers tailgate down the hill in an attempt to make you go faster. Other drivers ignore the digital signs as you can see from the posted speeds – perhaps enforcement by police with traffic guns or a camera van needed occasionally
	Because it's a main road – traffic does speed
	Road speeds & no of vehicles at Maypole junction on Hook Rd have increased

	I wait at the bus stop 'downhill' in Upper Brighton Rd & the traffic seems very much a 'rat race'. Those turning into Ditton Rd towards the Ewell Rd drive far too fast especially as visibility because of parked vehicles is not too good
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Speeding no longer a problem	
	The digital sign makes drivers aware of their speed encouraging them to reduce their speed
	Clearer reminder to traffic, especially for traffic speeds
	Help to re-educate drivers as to the 'feel' of 30 mph driving
	The majority of speeding vehicles do slow down when they see how much they are exceeding the speed limit
	Excellent – its very important to mention lower speeds on this stretch & the driver is served with a good visual 'reminder'
	The majority of cars do take notice and. If speeding, take action to slow down. However, I walk this route everyday to/from the station and they are frequently not operational, making them less effective
	I have seen cars slow down when digital signs are activated (including me!)
	Makes drives check their speed when they see digital sign
	We feel these are very helpful and certainly make awareness to those speeding and to other drivers as to how fast people are driving
	Digital speed displays work to slow traffic.
	Provides clear reminder of speed limit and believe this has been effective
	Digital signs command attention and inform drivers of their speed 'head up' without having to check speedometer!
	You see traffic slowing down when the digital signs are operational
	Witness cars slowing down before they reach the pedestrian crossing. Keep in place.
	Digital signs are helpful in calming traffic. They put a moral pressure on drivers to obey the speed limits
	I have seen vehicles slow down when the digital signs indicate they are driving too fast. I have also seen vehicles accelerate towards these signs
	The speed in Brighton Road has reduced

Introduction of traffic lights	
	The lane markings at Maypole aid flow but still believe traffic lights or a full scale roundabout would be better

Miscellaneous / General	
	We have noticed a tendency by drivers to use mobile phones when on the roundabout. Perhaps the police could be encouraged to take more action
	Road markings at Ace of Spades roundabout however dangerous – coming off roundabout towards Kingston you meet traffic taking crown of road and buses in particular have to stop to wait for enough room to leave the roundabout
	Road markings are good but digital signs with the speed showing a face only works on those people who would normally follow the speed limit anyway
	The frequent moving of the speed indicators helps – but I'm not sure if they affect peoples speed any more. Now we have got used to the novelty I think people are ignoring them
	I think the 'speed gun' signs are helpful and effective

	As for accidents aren't they mostly due to pedestrian carelessness? Some pedestrians step out onto the road and seem to imagine that they don't need to watch the traffic or look carefully first. Also at night pedestrians don't realise that with our street lighting they are practically invisible
	I am not aware of statistics for casualties but I believe the road markings and signs are having some beneficial effects
	We have noticed that the road markings are very faint at the cross road junction of Ditton Hill Road/St Mary's Road and white line markings in the area as a whole would help with speed and junction awareness
	Modern drivers tend to accelerate rapidly through the gears sometimes momentarily exceeding the speed limit, before decelerating rapidly between sets of pelican crossing lights. This could explain the slight increase in traffic speeds
	Better visibility
	I agree with the road markings but doubt whether the digital signs add anything more
	Pedestrian crossings are well used & are well lit in most instances. Digital signs certainly have helped
	Drivers ?? to ignore them after a while
	These signs are a useful reminder of your own speed
	Our experience is that these contribute to a well disciplined traffic flow and encourage traffic to slow down
	I don't think signs make all drivers slow down but it could help!
	A sound well planned development with the increase in traffic flow
	To be honest I believe the traffic flow to be too slow
	Traffic still has 'free flow' i.e. each assumes the right to drive unhindered from Ace of Spades/A3 to Surbiton Centre
	The interruption & lack of lane approaching the Ace of Spades roundabout seems a retrograde step – no obvious benefit ensues & the traffic backs up further down towards the Upper Brighton Rd than previously
	How many casualties have there been?
	Seems fine – no further action required

Q4.

The introduction of new lane markings at the Maypole junction has improved the safety and operation of this junction

Further junction amendments required	
	Only slightly better – it's probably the best that can be done in a confined area. At busy times drivers turning right from Hook Rd into Ditton Rd have a limited space in which to position a car & can be put in a vulnerable position
	People are turning too quickly from Hook Road (left) into Upper Brighton and on at least 10 occasions we have witnessed them drifting into the traffic lane of the cars turning into Hook Road from Ditton Road. Luckily cars ere not there at the time but it is still an issue
	The lanes are too narrow
	Turning right up to the A3 is a nightmare at most times and requires the goodwill of drivers on the main road
	Cars approaching swiftly from Hook are faced with a thin on facing central lane. You have to take your life in your hands to get properly into that lane to turn right

	Yes, except for the Ditton Road (Ditton Hill side) pedestrian island and 32 lane turn. Turning left from Hook Road into Ditton Road is a 30 degree acute angle and car has to slow to 5 mph to take it. But turning right from Hook Road into Ditton Road it is very difficult to avoid cutting the corner
	I don't see why you have made this turn so difficult. Personally I think traffic turning left from Ditton Road towards Surbiton should drive through area that has been curbed to make larger distinction between Southborough Road and Ditton Road.
	Traffic turning left from Hook Rd into Ditton Rd often veers into the lane in Ditton Rd for turning right into Hook Rd risking a head on collision
	It is impossible to turn left into Ditton Rd & to stay in the allocated lane. Cars cross into oncoming lane.
	The road isn't wide enough when traffic is turning right from the A243 onto Ditton Rd
	Cars swing round wide off the Hook Road (Maypole on their left) and take up both lanes – making the approach to Hook dangerous
	Road markings are helpful in clearly identifying where lanes but still think lanes are too narrow turning left into Ditton Road. I suggest traffic lights would help ?? at Maypole junction onto Hook Road
	This is an extremely dangerous junction that only the installation of traffic lights will help. It does provide clearer definition for cars turning right into Ditton Rd and Ditton Rd (Maypole pub) but that is only a small part of the problem. Exiting for Ditton Road, Southborough Road and Ditton Road (far side) is a nightmare. Often the only way is by going halfway and blocking one of the lanes on the main road itself
	The turning right lanes are too narrow
	Risks of confusion over whether drivers approaching from Hook and indicating wish to turn left at the junction are heading for Ditton Rd or Southborough Rd. Too many options here can still cause confusion – further improvements to clarify with road markings could help
	This is an accident waiting to happen.
	Drivers heading west and wishing to turn right into Ditton Rd change lanes too soon and are in the middle of the road and in danger of crashing into cars turning right (south)
	Traffic turning into Southborough Rd has been mistaken to turn left into Ditton Rd by drivers leaving Ditton Rd
	This is a most difficult junction. There is a problem with left turns into both Ditton & Southborough Rds
	As long as one has one wits about one as always. There is still a problem with drivers approaching the junction from Southborough Avenue
	The safety and operation of this junction has improved but more I think needs to be done. I am not happy the crossing is sufficiently marked and safe particularly at night
	As a pedestrian cars shot right into Ditton Rd & as a pedestrian it can be dangerous. A roundabout & zebra crossings would make it safer
	Travelling from one side of Ditton Rd to the other side of Ditton Rd and having to get into the right hand turn box at the Maypole junction is quite dangerous. Oncoming traffic often drives over these boxes ignoring the line markings
	Also traffic also jams up the whole junction. Perhaps 'Keep Clear' boxes needed on the junctions to allow traffic to turn right more freely
	Believe traffic lights to be the best long term solution perhaps only after a serious accident on the junction

Junction easier to use	
	Drivers have learned to respect the scheme so that it now seems to run quite smoothly
	Road markings at the junction are helpful when turning right at the Maypole junction

	Traffic seems better 'organised' now at that junction making it safer for all
	Gives better signs to motorists, pedestrians & cyclists
	Particularly appreciate the slight widening of the road allowing the turning traffic safe waiting space whilst also allowing through traffic to continue safely
	Easier to see where roads converge & how to approach Ditton Rd & Southborough Rd. But it takes a bit of skill and thought out driving
	It is easier for vehicles to turn safely, although buses tend to drive through the reduced lane spaces at excessive speeds, very narrowly missing any turning vehicles
	The rights of way are clearer
	Sorry I don't use this junction regularly enough but it does seem better than it used to be
	Cars have to slow and there is more eye contact with other drivers
	If by lane markings you mean leading into both halves of Ditton Road, this is a major improvement to the operation of the junction. Sadly they are rather narrow and some motorists straddle the forward and filter lanes especially when turning right at the Maypole towards Long Ditton
	Easier for people to position themselves effectively
	The turning into and out from Hook Road has been made easier and safer
	This helps drivers to filter out of the junction in a safe and controlled manner
	As a motorist and pedestrian I feel comfortable when using this junction
	Right turns used to be difficult. New lane markings make it much easier & safer
	I use this regularly and it is much clearer and safer
	Partially agree – and in general successful.
	Easier to turn out of and into Ditton Rd
	Agree a lot. It enables turning traffic to wait for a break in thru' traffic.
	Again they greatly enhance cycling safety as you don't have to wait on the main carriageway with traffic trying to squeeze past you
	This junction is much improved. We use this junction regularly to turn right out of Ditton Rd into Hook Rd & right out of Hook rd into Ditton Rd. There is rarely more than a short queue. The lane markings are very clear which makes the junction feel safer
	Most people observe them so it must help
	I don't like the appearance with even more urbanisation of the street scene but yes I certainly find this junction easier and safer from all directions
	It's a lot better

Increased congestion	
	Although I agree that there has been an improvement – there is still too much congestion and an accident waiting to happen to vehicles trying to turn right from Ditton Rd into Hook Rd at busy times when a string of cars are waiting to turn right from the Hook Rd into the Ditton Rd ?? making a turn out of Ditton Rd more difficult

Reduced congestion	
	It does appear to flow better
	We use this junction a lot & it has improved traffic flow
	Traffic flows much better and can turn out of Ditton Road more easily and into Ditton Rd more easily
	The junction flows much more easily now

	Less congestion, keep in place
	Certainly the operation of the junction has improved. Traffic flow has improved and congestion seems to be reduced. However speeds have increased as a result of these improvements so safety may not have increased significantly

Additional pedestrian facilities required	
	Crossing by foot Southborough and Ditton Roads is still hazardous
	Safety is better when turning right off Hook Road, however there should be better pedestrian crossings for people crossing either of the Ditton Roads, but especially the eastern side of the junction. Similarly, St Matthews Road is difficult to cross for pedestrians
	It is good for cars. Poor for pedestrians and cyclists still. Try crossing Ditton road at the Maypole, very hard as its 3 lanes wide. Everyone speeds to the junction. It needs a refuge.

Miscellaneous / General	
	I don't think it has made any difference except possibly to increase the flow of traffic through Ditton Road which is not wanted
	Regular bad parking enhances the difficulties when you have turned into Ditton Road by the Maypole. Parking outside the Maypole Garage increases the problem which wasn't a problem two years ago
	A good idea, although the junction has now become more confusing to drivers who are unfamiliar with the area
	Parking bays for doctors surgery are not recessed & cause an obstruction, sometimes with cars pulling out into oncoming cars or stopping suddenly so that cars behind turning sharply left by Maypole from Hook Road have little time to stop too

Q5.

Further traffic management measures should be considered along the Hook Road/Upper Brighton Road corridor.

Further junction improvements	
	At the Maypole Junction the convergence/close proximity of Southborough Road and Ditton Road junctions with Hook Road compromises road safety. The junction should be re-designed, for example by closing off the Ditton Road/Hook Road junction, so that access to Ditton Road is from Southborough Road only and exit from Ditton Road is onto Southborough Road only
	Speed tables should be used on the entry/exits to the 5-arm roundabout
	Speed cushions or speed tables on Upper Brighton Road should be considered on approach to the 5-arm roundabout – NOT HUMPS!
	Anything to continue to calm traffic & improve ped / cycle / car safety. I believe traffic calming actually improves traffic flow overall
	Change zebra crossing to pelican
	I think it would be good to look again at the crossing of Ditton Road (hill side) from a car drivers point of view
	Maybe a roundabout at Hook Rd/Ditton Rd/Southborough Rd junction. There is plenty of space to accommodate this & it would reduce the speed of traffic using Hook Road & make the junction safer

	Yellow 'box' at Maypole to allow traffic to cross from Ditton Rd S to D.R.N (and vice versa) when Hook Rd is blocked
	'Keep Clear' junction boxes at Maypole
	A full 'halt' marking at the 5-arm roundabout or traffic lights at that junction

Review / amend / introduce parking restrictions	
	Parking restrictions in Upper Brighton Road, parked cars can cause congestion on a very busy road/bus route
	What is needed is to remove the parking meters on the left hand side just beyond the railway bridge near Brighton Road/Victoria Rd junction & before Victoria Avenue. The parking of vehicles there causes long traffic tailbacks especially when buses are trying to turn into or out of Victoria Rd. Making that short section of road non parking would improve traffic flow
	Better control of parking in Hook Road caused by parents dropping off/picking up children from Asquith Court Nursery who park on the red lines or half on the pavement. Similarly, Maypole Motors regularly park recovery vehicles on the Hook Road around the Maypole junction causing major traffic disruption
	Extend the lay by area at the bottom of Ditton Rd S (outside Maypole pub & Doctors reserved space) further up Ditton Rd to allow parked cars to be off the carriageway, arresting traffic flow

Re-open Herne Road	
	Traffic should be allowed to turn left from Hook Road (from Hook Roundabout) into Herne Road to reduce the traffic turning left by Maypole up Ditton Road. This is especially important as the lanes by the Maypole in Ditton Road are continuously obstructed passage due to doctors parking bay are unworkable & dangerous. Accidents have gone from 0 to 1 serious ones whereas Herne Road only had 2 minor accidents prior & has ?? has 1 minor since
	If Herne Rd was unblocked traffic could use back road to get to their destination in T Ditton etc. Therefore U Brighton Rd would not be so congested

Improvements for cyclists	
	Cycle lanes
	There is a particular problem for cyclists on the Upper Brighton Rd as the traffic speeds have increased now that on-road parking has been removed

Introduction of traffic signals	
	The only solution to the Maypole roundabout dangers are the installation of traffic lights and the closure of Southborough Road. It would inconvenience me considerably but I am prepared to agree to it for the overall increased safety at that junction where it is a nightmare to get out of the 3 arms feeding into the main road. I know you have put forward this scheme before, however it is the only solution to this dangerous junction
	Introduce traffic lights not just pedestrian crossing lights
	Traffic lights at Maypole junction
	Removing the pedestrian lights & combining with traffic lights
	Traffic lights at Maypole

Additional pedestrian facilities required	
	It is often difficult to cross Ditton Road at its junction with Hook Road opposite the Maypole Pub. We have to cross here to get to the pedestrian crossing to bus stop to go south on Hook Rd. An island in the middle of Ditton Rd would be helpful
	Better pedestrian crossing facilities fro Langley Road, Langley Avenue and Kingsdowne Road near to the 5-arm junction. Similarly better pedestrian crossings for Ditton Road (east) at junction with Hook Road and across St Matthews Avenue at intersection with Hook Road.
	Also as a pedestrian walking past Ditton Road on Surbiton side – that turn is over-wide. I would like to see it made a bit pointed. At this time pedestrians crossing into Mayfair Close cannot see traffic to right from Upper Brighton Road
	The pedestrian crossing between Thornhill Road and Herne Road should be a pelican
	Raised pedestrian crossing

Improved lighting	
	There needs to be more effective lighting at zebra crossings along Brighton Road
	Better lighting

Improvements along Upper Brighton Road/ Hook Road corridor to A3 including roundabout	
	Speeds are still too high and we would support speed tables
	Make 2 lanes from further back near Southboro School & Ace of Spades. Put pelican crossing there
	At peak times traffic backs up from Hook Roundabout to beyond Thornhill Road. This delays buses and particularly affects the K1 that has to wait to turn onto the uncongested Thornhill Rd A bus lane would help but I don't think it would be feasible
	I regularly walk along these roads between 6am and 7am. I am astonished at the speed at which vehicles pass by. I would estimate the average speed at 45 mph on what is meant to be a 30 mph road.
	At least 2 speed cameras are required to deter speeding on what is a long, straight stretch of road which is apparently never policed at that time of morning. In fact, you would probably need 3 speed cameras so as to deter racing between cameras
	Maybe – especially the digital signs to slow down traffic but PLEASE nothing like the ones on the Ewell Road (Tolworth)
	The traffic congestion leading to the Hook roundabout has noticeably increased in the last 6 months. It can be bumper to bumper right up to Upper Brighton Road at limes leading all the way to the Hook Roundabout
	Only speed signs would help
	Overhead signs & road markings indicating L or R turns at roundabout at Hook
	Continued use of digital signs
	Speed cameras on the stretch of Hook Rd from Ditton Rd to the Cap in Hand might slow the traffic which is usually averaging 40
	Lots of pedestrians at Shell petrol station by Hook A3 roundabout do not use crossing, in rush hour hard to see them Needs fencing
	During peak hours zebra crossing ½ way up Hook Road is lethal as in one direction stationary traffic while other direction free flowing. Yellow box required by crossing to give drivers view of the crossing. NO VIEW THROUGH QUEUE OF CARS AT RUSH HOUR
	Further traffic calming/slowing down measures for cars coming down from Ace of Spades towards Surbiton

Miscellaneous / General	
	Recent changes on this route appear to be adequate. Any further changes would be confusing
	No more bumps or humps in any road
	I cannot think of anything further which might be useful except perhaps occasional short term 'accident rate' notices – but we don't want to clutter our streets
	The increase in digital signs appears to be having some effect
	Perhaps the occasional Police mobile speed camera with high profile police presence might help to focus drivers' minds
	The pelican crossing on Kingsdowne Road operates on its own without any pedestrians around to press the button – this is of no benefit to anyone
	The phasing of traffic lights at the bottom of Kingsdowne Road does not give sufficient time for traffic to get onto Ewell Rd during rush hour
	In my view Kingston spends far too much tax payer money on useless road works including 'traffic calming' initiatives, such as road humps & speed cameras which people simply slow down for and speed off after. Road works are carried out at inconvenient times bringing the whole Borough to a standstill – How is this planned?
	The re-modelling of New Malden High Street is an utter disgrace – it is no wider than B4 work started. Also within 6 months of completion it was dug up again causing traffic chaos!
	Cotterill Road (my road) and Dennan Road are used as fast short cuts to the Ewell Road from Upper Brighton Road or to run parallel to Hook Road to come out onto it via Thornhill Rd. Traffic goes very fast in morning & evening rush hour – bumps are mostly shallow and have long raised sections so you do not force drivers to slow down. It has become an increasingly well used rat run for through traffic
	Some sort of traffic claming measures. Speeds are still too high. More pelicans might help pedestrians I would like to see speed cameras, but perhaps accident rates do not justify them. Maybe refuge islands on Upper Brighton Road hill as many cross there & not a crossing & may help to slow traffic
	Any solution that is (1) cost effective (2) catch excessive speeders – I have seen one driver register 67 mph
	Possibly speed cushions or tables between Maypole & roundabout
	Traffic has increased substantially in the 2 years that we have been here. Something needs to be done
	Yes to decrease traffic flow on Ditton Road
	Again traffic lights added to the pedestrian crossing at the bottom of Herne Road. This crossing is very busy with people leaving the buses and quite often vehicles are driving too fast
	Traffic problems in London as in every city in the UK will continue to occur and develop, along with the predicted increase in car ownership. Therefore traffic management measures should be under continuous consideration
	The problems will obviously get worse but I have no helpful suggestions to make – sorry. The changes in Ewell Rd are already increasing the pressure on these junctions
	Further digital speed signs would be welcomed
	Retain Herne Road scheme. The Herne Rd scheme has stopped a 'rat run' from Hook Rd through Langley/Corkran Rd to Lovelace Rd. This is very beneficial & reduced use of Herne rd by figures in Table 1 on fact sheet confirm levels who used the route to by-pass Brighton Rd to reach Surbiton in the past.
	Use of Ditton Rd has increased as consequence & further consideration needed to address this matter.
	High speeds used on Ditton Rd – although pedestrian crossing at Shrewsbury House School has helped improve safety for pedestrians

	Those electronic speed indicators i.e. digital signs and markings painted on the road
	20 mph speed limit or signing and road markings
	Or restricted turning movements similar to the successful current Herne Rd scheme which I want to remain in place
	Only if they are sensible not like the one introduced at the Ace of Spades/Hook Rd when bollards were put in only to be removed 2 months later – chaos!! What a stupid idea!
	The road is narrow – the Highways Dept have done the best they can do for our area
	Simple just get out there & prosecute aggressive drivers. Do whatever is necessary to enforce speed limits.
	Most definitely. It is a highly residential road & people cross from bus stops etc it should have a MAX of 20 mph & measures to ensure traffic cannot go faster than this
	Definitely no more traffic management – flow too slow
	For instance what was the point of filling in the bus stop cut-out so forcing bus to slow down traffic flow?

Q6.

Any other comments

Doubts over whether Council will take notice of residents views	
	I find it ironic that after significant and overwhelming opposition to the Herne Rod alterations, the works went ahead, with the predictable outcome of simply transferring traffic elsewhere in adjoining streets. You now claim this is a success and ask for our comments. What is the point when you simply disregard public opinion?

Thanks to Council for improvements	
	Your monitoring of the Southborough Area is appreciated
	Thank you for speed measures in Langley Ave, this really is a cut through
	Thank you for consulting
	Useful & helpful changes all round. Thank you!
	Having been partially disabled for the past year or so owing to having fractured hips and other troubles I am speaking as a passenger in a car or ambulance. But reading your report on the Southborough traffic ?? I feel that you have achieved improvements, particularly at the 5-arm roundabout and the Maypole crossing
	A big success. Only minor improvements needed

Review / amend / introduce parking restrictions	
	Road parking especially near junctions is becoming a real problem!
	Is anything going to be done about restricting parking in Ditton Road. I would like to see a similar restriction as in St Matthews Ave or permit parking
	The time restrictions on Ditton Rd are inappropriate. My car is parked at the back of my house (where my garage is) and my children and I have to run about like headless chickens before 10am to move to a different location as the same time restriction applies both sides!!
	Parking both sides of Kingsdowne Road adjacent to 5-arm roundabout causes difficulties as any wide vehicle prevents on-coming traffic
	Parking should be further restricted in the Ditton Rd especially at the bottom end near the Maypole car park

Additional pedestrian facilities required	
	Another danger point is the zebra crossing on the Upper Brighton Road which cars approach fast and are often unable or willing to stop at. Police enforcement would help
	It is risky to use the zebra crossings as vehicles are often going too fast to notice pedestrians or stop.
	At the present time the pedestrian using this stretch of road is clearly disadvantaged and is regarded as a nuisance by motorists who have to stop for any reason
	It is time that the original pedestrian crossing on Hook Road was converted to a pelican crossing. Fatalities have occurred here
	Refuge islands needed between the lights at the Maypole & the lights nr Thornhill Rd junction on Hook Rd
	Very dangerous still for pedestrians. Hard to cross (pedestrians) between Maypole pub and Ditton Rd as its 3 lanes and no refuge

Amend or re-open Herne Road	
	Why not allow vehicles to turn left into Herne Rd off Hook Rd. I can understand the need to stop right turns out of & onto Herne Rd for safety reasons but the Herne Rd residents seem to have effectively made their road into a private close when it is a public highway
	I think there should be a left turn into Herne Rd for traffic coming from A3 by-pass. It is unnecessary for these vehicles to travel to the Maypole junction. Crossing Ditton Rd has become worse for pedestrians

Introduction of traffic signals @ Maypole junction	
	The Maypole junction remains a disaster as predicted in the last review and confirmed by your assessment that traffic lights were unworkable. Therefore leaving local residents to fight their way in and out of Ditton Road at peak times especially

Miscellaneous / General	
	Not the Southboro' Area I know, but something must be done about the junction of Victoria Road with Brighton Road – maybe some road widening to provide better traffic lanes
	Drivers approaching roundabout from Upper Brighton Road still drive as if they have right of way i.e. drive straight across seldom stopping
	Will the public be made aware of the conclusions/recommendations made by the Working Group after March 2007 prior to any final decision on further changes
	From the information provided it would appear that a lot of time and ratepayers money has been expended to provide minimal improvements
	It's outrageous that you do not ask for feedback on Ditton Rd/Herne Rd in this sheet – and I am incensed at the audacity that you have on the flyer to call it successful!!
	Traffic volume on Ditton Rd is bound to have increased but what is not acceptable is that (1) Ditton Rd speed has increased (Table 2) (2) Accidents have increased on Ditton Rd (table 5) (3) Herne Rd should be 'singled out' as a road, the only road for 'improved residential amenity'
	I am totally opposed to road humps, speed cushions & other such 'obstacles' placed in roads (speaking as a pedestrian, cyclist and car driver)
	Can anything be done to stop the hordes of learner drivers that invade Corkran Rd, Langley Rd and Woodlands Rd causing dangerous conditions for other drivers & cyclists
	20 mph limits do not seem to be observed or enforced

	(1) Would be useful to know how much it costs to install 'smiley face' signs & if these improve road safety and if they improve road safety & if they are 'money well spent'?
	(2) Why is there a 'children crossing' sign in Langley Avenue? Where do these children come from?
	(3) Better & clearer sign posts to Surbiton and Kingston would help road users
	(4) Do not allow building of new multiple occupancy in the area, which increases traffic
	Traffic management and parking restrictions must be co-ordinated and under one control. Much more attention should be paid to sign posting and painted road instructions and/or advice. Too many signs turn suburbia from semi-rural to urban. Many signs in this area conflict with others
	If you were to count signs in many streets especially high streets and assign a ½ sec? viewing time it would become obvious that they would leave little or no time for a driver (who reads them) to observe other cars and pedestrians .It would certainly leave no time for a safe breaking distance from a speed as low as 15 mph.
	'Highway Code' signs clearly showed instructions or advice. Local Authority ones are unclear, hard to read, incorrectly positioned and need co-ordination with more vital 'Highway Code' ones. Where to park signs are useful to drivers but less important than legal/safety ones.
	Fact sheets interesting
	This has still not addressed the issue of speeding on Ditton Road.
	The 20 mph signage is often not clear to drivers entering & leaving the road and many ignore it. I am regularly over-taken when doing 20 mph down the road. Most cars & vans seem to negotiate the speed humps at speed quite successfully.
	Please reconsider the speed cushions/tables & maybe add a 20 mph sign reminder
	Ditton Rd (to the right of the Maypole) needs to be addressed. The serious levels of speed of through traffic and volume is now dangerous.
	Despite your comments re access to properties we find we are regularly affected by ridiculous on road parking., large traffic volumes in particular peak hours and speed of traffic is dangerously high. Something must be done
	Preferred choices: width restriction or throttle, reduced 20 mph speed limits with cameras (active cameras)
	I disagree that properties in Ditton Road have no issues regarding access to the road. Traffic/parking measures in Oak Hill have pushed commuter traffic into our road, couple with the high volume of vehicles being parked constantly by Maypole Motors (including their 24 hour a day recovery vehicle drop-offs). We regularly have vehicles overhanging our drive. We have had to pave over our garden simply to ensure our friends/family can park in our road when visiting us as sometimes the road is completely full of cars, the majority of which do not belong to the residents
	I am a long term resident and I find that most tinkering with roads cause annoyance and little improvement – especially here where there was little problem in the first place.
	e.g. I live with a new pedestrian crossing just outside my door. It is a great inconvenience! Since its erection 3 years ago the bollards have been knocked down about twice yearly – turning into my drive has become quite awkward – particularly for my neighbour as well – finding on road parking more difficult and the number of pedestrians who use it about 6 since 2003!
	Please do NOT introduce more speed 'cushions' or humps – they do NOT slow traffic – except me whose exhaust is already damaged by them. This increases pollution
	The volume of traffic down Ditton Road is too much for this road, it needs to be reduced. It is used like a main road and it is not. Langley Avenue is much wider and traffic should be directed down there. Ditton Road is narrow & road rage incidents happen frequently by me
	The only potential danger is the pelican crossing by the parade of shops as often when a bus is parked traffic coming from the A3 fails to see pedestrians and does not slow down. A sign further up the road would help

	I have on at least two occasions witnessed a lorry needing to enter Ditton Road from Hook Road when coming from Surbiton having to use the right hand lane i.e. the lane that traffic coming to the junction from the Long Ditton end would use as the lorry could not negotiate the turn on the correct side of the island. I do not know what the answer to this is – create a roundabout? I believe that idea has already been considered and dismissed
	The amendments to Ditton Road due to Herne Road access from Hook Road being completely denied have not been successful & serious accidents have increased, whereas there has been very little benefit in Herne Road. The closure of Herne Road to traffic from Hook Rd has increased the amount of traffic in Ditton Road significantly & this is obvious as this is the only possible route now for traffic
	Ditton Road (Maypole to Long Ditton) is like a race track. Excessive speed towards the school. Should be 20 mph like the other Ditton Road
	Blind corner by Maypole pub requires speed table at junction
	I try to avoid crossing at the Maypole junction. There are too many ways for me to look for safe crossing
	Traffic problems in London as in every city in the UK will continue to occur and develop, along with the predicted increase in car ownership. Therefore traffic management measures should be under continuous consideration
	Did your survey weeks co-incide with the big road works on Ewell Rd & the bridge works or major accidents on the A3?
	In Kingsdowne Rd I have noticed more traffic, lorries and faster speeds over the 4 years I have lived here
	I think traffic uses this areas roads to avoid the bus lanes & general slowness of Ewell Rd
	With the much welcomed parking restrictions the commuter parking problems have been solved.
	With more people walking (good for us all!) attention & repair/replacement of pavement surfaces is urgently needed in Lovelace Rd & Corkran Rd. Tree roots have caused pavement blocks to lift and considerable tripping risks with safety of pedestrians is a real concern
	I wish we had been consulted before works went ahead.
	Changing the 'zebra' was not a good idea in our opinion and so a waste of money
	We wanted a 'zebra' between Croylands/Walpole. That is very difficult & dangerous to cross
	The traffic flow on Up Brighton rd by Croylands Drive is too fast too heavy and is not broken up by the measures already taken
	The crossings are in the wrong place for those wishing to go to the train station
	The improvements to the Maypole has increased the frequency and speed of traffic travelling from Upper Brighton Road down Ditton Road to Ewell Rd.
	The traffic calming measures on Ditton Rd are completely inadequate for the speed of traffic. Vehicles with wide axles travel at 40 plus mph without having to slow to pass over the narrow speed humps. These should be altered to the type which stretch the full width of the road to slow traffic more effectively. This is a residential road but current traffic speeds do not reflect this
	As a matter of interest I always ?? to obey speed limits.
	I think 20 mph is a suitable limit on many of our roads. However I find that obeying 20 mph signs very frequently brings me into conflict with people behind me who want to go faster
	Actually this is just one small aspect of the widespread disregard of speed limits be they 20, 30, 40, 50, 50 mph. WE NEED ENFORCEMENT
	The surface on the A3 & Kingston relief road should be resurfaced to make less 'tyre' noise. In this day & age there are better road surfaces. Alternatively there should be noise reducing barriers between the road & houses. The area either side is very built up & residential & the A3 and Kingston Relief roads are like motorways now

	The Herne Rd restriction has led to a big reduction in traffic emerging from Herne Road. This makes it a lot easier to emerge from Mandeville Drive onto Ditton Rd – especially when turning right as there is a blind bend to the left
	The failure to let traffic turn left from the Hook Rd up Herne Rd only aggravates the congestion at the Maypole junction