

Summary of comments to Public Consultation

No. of Comments	Comments	Officer Comments
18	Speeds will increase as there is no opposing flow.	The results of the traffic surveys, shown in Appendix B, do not support this comment. In fact the majority of locations show traffic speeds have marginally increased since the experimental one way system was removed.
11	Request for a 20mph.	This will be considered at the speed limit review meeting in December 2011.
9	Vehicles are ignoring the one way system.	During the experimental order it was noted that a number of vehicles were contravening the one way. A camera was installed for short periods and those caught contravening the one way were sent a letter advising them that they had been seen.
8	Footways could be made wider.	To widen the footways on Purley Village would mean narrowing the carriageway to an extent that it would not be safe for two way traffic. This was part of the reason for the experimental one way system.
8	Concerns about safety at the Nursery Gardens / Purley Lane junction as cars tend to cut the corner.	A traffic assessment has been programmed for the 2012/13 financial year to investigate these concerns and to identify if any measures can be introduced.
8	Traffic will / has increased on New Hill.	It is inevitable given the direction of the experimental one way that there would be extra traffic using New Hill. However, there would only be a slight increase in the volume of traffic which would have to use New Hill instead of Purley Lane and Purley Village.
7	Footways should be installed where are there none.	This comment relates to Purley Lane where there is no footpath. If the one way is made permanent then a road marking could be introduced to designate the route for pedestrians as a physical footway would prove too expensive. This cannot be achieved if the road remains two way.
7	Parking increased in Lister Close.	This area will be addressed as part of the review of the parking restrictions in Purley.
6	Through traffic using Nursery Gardens has reduced.	The volume and speed of through traffic has been a concern of residents for a number of years.
6	Feel safer walking in Purley Lane.	Comment noted.
6	Traffic speeds and volume have increased on Westridge	Whilst there are no traffic surveys prior to the introduction of the experimental one way, a survey was taken following its removal and the results show that traffic speeds are very similar. Results of the

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	Avenue.	traffic surveys are shown in Appendix B.
6	There have never been any accidents on the roads.	There have been two recorded injury accidents on Purley Lane albeit that they occurred in 1999 and 2002.
6	The scheme has been designed to assist the school run.	The experimental one way was to assess a number of concerns and not just the school run. Improving the footways would assist all pedestrians including the parents, many who live within Purley, walking to school with their children. Also as part of the one way the length of available parking was reduced near the school.
5	Request for a No entry at Nursery Gardens at its junction with the A329 or Purley Lane to prevent through traffic.	This will be included in the assessment of Nursery Gardens.
4	No pre-paid envelope was provided with the consultation letter.	Although entitled to respond to the consultation these properties were not on the agreed list of roads that were sent the consultation questionnaire. It is assumed that they were given copies of the letter and questionnaire by a resident following the public meeting.
4	Children should walk to school and the parents are causing the parking problems.	The results of a survey carried out in 2010 at Purley Infant School showed that 75% of the pupils walked. If the one way was made permanent the footways would be made wider which would encourage parents to walk their children to school and would remove the parking within the vicinity of the school. The parking issues will be considered as part of the review of the Purley parking restrictions.
3	Purley Lane should have street lights.	There are no street lights on Purley Lane or Purley village to the west of its junction with Lister Close. Residents may also resist the introduction of street lighting.
3	Parking on Purley Village is a problem, including weekends.	This issue will be included in the parking review for Purley.
2	The one way should be extended to New Hill and to the traffic lights at the A329.	It would not be appropriate to extend the one way to New Hill due to the number of residential properties located off Purley Village. However if the one way is made permanent it could be extended to the traffic lights on the A329.

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2	Traffic is speeding round bend on Purley Village / Purley Lane.	The severity of the bend tends to control vehicle speeds and the speeds are unlikely to have increased as a result of the experimental one way.
2	Pinch points or other traffic calming should be installed.	<p>Vertical deflections such as speed cushions are not appropriate due to there being no street lighting. Horizontal deflections such as build outs could be installed on Purley Village adjacent to Ivy Cottage, however this would require at least six warning signs to be installed to ensure that it is safe. Due to the location of private driveways and the railway bridge on Purley Lane a build out is not considered appropriate.</p> <p>Given the low volume of traffic using Purley Village it is considered that the build out would not be effective as there would often be little or no opposing flow.</p>
2	The proposals increase signing in a conservation area.	The introduction of one way or a 20mph speed limit will also increase the number of signs in the area.
2	It has improved safety.	Comment noted.
2	There is no consideration for cyclists.	Due to the width of the carriageway there is insufficient space to create a contra flow cycle lane should the one way be made permanent.
3	The vegetation needs to be cut back and the embankments on Purley Lane need to be cleared.	The Council has a maintenance programme for trimming vegetation on the public highway. However it is the resident's responsibility to cut any vegetation overhanging the public highway that originates from their private property.
2	Install a mini roundabout on A329 at its junction with New Hill.	This was not part of the one way scheme, or relevant to the consultation undertaken.
2	One way during school times only.	This would not be practicable or enforceable and is more likely to lead to confusion and road safety issues.
3	Lack of flexibility if New Hill is blocked due to snowy weather, an accident or maintenance to the railway bridge.	Should an incident occur on New Hill then the road may be temporarily blocked and if prolonged then temporary measures would be introduced. If there was to be a planned closure then alternative measures would form part of the closure proposals.

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		The situation is no different should an incident occur between Purley Village and Colyton Way where there is no alternative route.
2	Not consulted beforehand.	Traffic using the railway bridge on Purley Lane had to be restricted to one direction until the bridge repairs could be completed. There was no opportunity to carry out a consultation beforehand.
2	The number of cars does not warrant a one way system and it is rare for two cars to pass on Purley Lane.	A one way was to address a number of issues not the volume of traffic.