

CABINET MEMBER FOR ENVIRONMENT – 13 SEPTEMBER 2018

CHINNOR – ESTOVER WAY AND MILL LANE – PROPOSED TRAFFIC CALMING MEASURES

Report by Director for Infrastructure Delivery

Introduction

1. This report presents responses received to a statutory consultation for a raised junction table including a mini roundabout at the junction of Mill Lane with Estover Way and a pair of speed cushions on Estover Way just south of this junction.

Background

2. The above proposals have been put forward as part of an adjacent residential development. A plan showing the proposals is provided at Annex 1.

Consultation

3. Formal consultation on the proposal was carried out between 2 and 31 August. A notice was placed in the Oxford Times newspaper and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, South Oxfordshire District Council, Chinnor Parish Council and the local County Councillor. Letters were also sent directly to approximately 50 properties in the immediate vicinity of the proposals.
4. Twenty-four responses were received as follows:

Measure	Support	Object	Neither
Speed cushions	2	15	3
Raised junction table	5	11	4
General	0	2	1

5. These responses are summarised at Annex 2 with copies of the full responses available for inspection by County Councillors.
6. Thames Valley Police did not object to the proposals and were satisfied that the design complies with Department for Transport guidance, noting also that they are aware of concerns over speeding in this area.
7. Objections received from residents in the vicinity of the proposals included concerns over increased noise and vehicle emissions, risk of damage to vehicles, that the cushions could present maintenance issues and also that

alternative measures such as vehicle activated signs, chicanes/build-outs, gateway signing, a zebra or signalled crossing or a 20mph speed limit would be more appropriate. One of the objections, however, cited no concerns over the use of cushions in principle but that any such scheme should cover all the roads in the village, as a limited scheme as currently proposed could exacerbate difficulties elsewhere.

Response to objections and other comments

8. The response of Thames Valley Police is noted.
9. The concerns raised by the residents objecting to the proposals in relation to noise, pollution and possible vehicle damage are noted. The design of the proposed cushions and in particular their quite narrow width (1.6m) are intended to ensure that the features do not present difficulties for bus services which use this road and it is highly unlikely that noise or vehicle emissions will increase as traffic passes over them. It is acknowledged that maintenance of speed cushions can sometimes be an issue but providing the initial construction is to a good standard most such schemes have not proved problematic in this respect.
10. Although the balance of the responses received is clearly not supportive of the proposals, the measures as proposed are – as noted in the police response – compliant with national guidance and on the basis of experience with a large number of other similar measures, unlikely to result in the negative impacts but rather should help provide a safe access for the new residential development both for vehicles and pedestrians.

How the Project supports LTP4 Objectives

11. The proposals would help facilitate the safe movement of traffic.

Financial and Staff Implications (including Revenue)

12. Funding for the proposed traffic calming measures has been provided by the developers of adjacent land.

RECOMMENDATION

13. **The Cabinet Member for the Environment is RECOMMENDED to approve the proposal for a raised junction table including a mini roundabout at the junction of Mill Lane with Estover Way and a pair of speed cushions on Estover Way just south of this junction as advertised.**

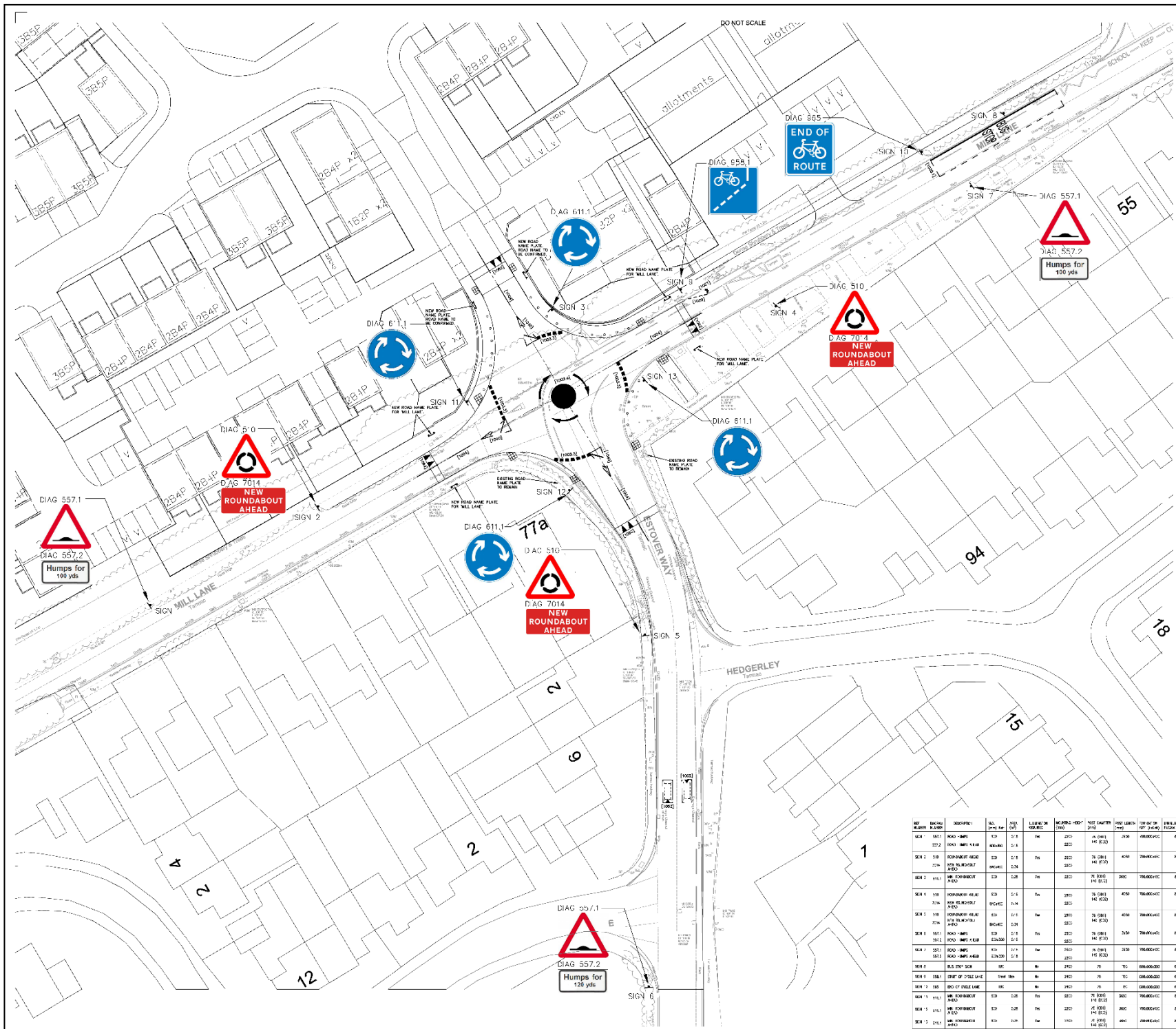
OWEN JENKINS

Director for Infrastructure Delivery

Background papers: Plan of proposed traffic calming measures
 Consultation responses

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September 2018



TRAFFIC SIGNS & ROAD MARKINGS NOTES

1. This drawing is to be used in conjunction with all relevant drawings, documents & specifications.
2. All signs and road markings shall be in accordance with the Traffic Signs Manual and CULDESIGN County Council standards.
3. Contractors or installers must ensure signs are to be removed prior to any new markings to be implemented.
4. All road markings shall be white unless noted in BS381:CLASS A and to CL 1312.
5. New roundabout signs shall be removed & replaced with roundabouts at road works.

GENERAL NOTES:

1. Details subject to the approval of District or County Council.
2. All works to commence with the Section 278 Agreement in place.

LEGEND

- 100: existing sign number
- DIAG: Diagram number
- 1: Roundabout sign
- 2: Hump sign
- DIAG 557.1: Road sign number
- SIGN: Sign number

REF NUMBER	SECTION	DESCRIPTION	NO. OF SIGNS	NO. OF MARKINGS	LOCATION	MARKING HEIGHT (mm)	POST CHARACTER	POST LENGTH (mm)	CONCRETE SET (mm)	REFLECTIVE SURFACE	INSTALLATION DATE	REVISION
501	501	ROAD MARKS	120	0	77a	150	140 (R20)	2000	100	REFLECTIVE	2023	001
502	502	ROAD MARKS	120	0	77a	150	140 (R20)	2000	100	REFLECTIVE	2023	001
503	503	ROAD MARKS	120	0	77a	150	140 (R20)	2000	100	REFLECTIVE	2023	001
504	504	ROAD MARKS	120	0	77a	150	140 (R20)	2000	100	REFLECTIVE	2023	001
505	505	ROAD MARKS	120	0	77a	150	140 (R20)	2000	100	REFLECTIVE	2023	001
506	506	ROAD MARKS	120	0	77a	150	140 (R20)	2000	100	REFLECTIVE	2023	001
507	507	ROAD MARKS	120	0	77a	150	140 (R20)	2000	100	REFLECTIVE	2023	001
508	508	ROAD MARKS	120	0	77a	150	140 (R20)	2000	100	REFLECTIVE	2023	001
509	509	ROAD MARKS	120	0	77a	150	140 (R20)	2000	100	REFLECTIVE	2023	001
510	510	ROAD MARKS	120	0	77a	150	140 (R20)	2000	100	REFLECTIVE	2023	001
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518	518	ROAD MARKS	120	0	77a	150	140 (R20)	2000	100	REFLECTIVE	2023	001
519	519	ROAD MARKS	120	0	77a	150	140 (R20)	2000	100	REFLECTIVE	2023	001
520	520	ROAD MARKS	120	0	77a	150	140 (R20)	2000	100	REFLECTIVE	2023	001

1	APPROVAL	DATE	BY
1	DESIGN	DATE	BY
1	CHECKED	DATE	BY
1	ISSUED	DATE	BY

PRELIMINARY

SECTION 278
TRAFFIC SIGNS AND
ROAD MARKINGS

A2 DOMINION
MILL LANE
CHINNOR



FOR APPROVAL
13882:202

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection - The road currently lends itself to inappropriate speeds something this physical calming may address. The design is within Dft (MRB) guidelines and therefore I have no further comments on the application.
(2) Local Resident, (Chinnor)	<p><u>Road Cushions</u> - Object - We are none too happy with proposed speed humps for Estover Way. Those already on the B4009 Chinnor to Princes Risborough road can damage the tyres of smaller cars and cause unnecessary vibrations and subsequent to vehicles, whilst larger cars with a bigger wheelbase are not affected and thus unheeded by drivers and the humps are ineffectual. Pinch points would be better.</p> <p>May we take the opportunity to add that with cars parking in Estover Way, together with the addition of a cycle lane the remaining width of the road is barely wide enough for two vehicles to pass simultaneously.</p>
(3) Local Resident, (Chinnor)	<p><u>Road Cushions</u> - Object - Why are speed cushions being proposed between Hedgerley and Cowleaze? These make no difference whatsoever to large cars driving along but have a significant impact on smaller, lower vehicles and also wear away the inner walls of the tyres on these cars. Would a 'sleeping policeman' across the road be more effective?</p> <p><u>Raised Table</u> - Object - we have concerns about how large vehicles, such as the double decker school buses, will negotiate the raised platform safely.</p>
(4) Local Resident, (Chinnor)	Object - OCC seems to have completely forgotten that Estover Way was originally designed to be a sort of bypass/relief road. That is why no houses have direct access onto it. Until recent years, nobody would have thought of parking on Estover Way. Then a disabled parking place appeared (interesting as Estover Way has no residents) and a cycle lane (that rarely sees a bicycle). The final complete stupidity is the proposed (and completely unnecessary) realignment of the Mill Lane/Station Road junction (a child of 5 could have done a

	<p>better job of redesigning this junction). This will mean that all B4009 traffic to and from Princes Risborough (some of which would have used the Estover Way route) will now be forced to use the High Street or Station Road, increasing congestion on already over congested roads.</p> <p>Sleeping policemen, in all their various forms provide few benefits and do positive harm to car tyres and neighbouring houses (noise, pollution, vibration, and falling property values) and need more maintenance. The answer has to be speed controlled traffic lights (with or without cameras). Leaving the Mill Lane/Station Road junction unchanged and installing double yellow lines along the whole of Estover Way (together with sensible traffic calming measures) will mean that Estover Way reverts back into it's original purpose - a relief road - and ease the considerable congestion on Station Road.</p>
<p>(5) Local Resident, (Chinnor)</p>	<p>Object – Concerned about the impact of the development on existing residents.</p>
<p>(6) Local Resident, (Chinnor)</p>	<p><u>Raised Table</u> - Object - I would like to express my concern regarding the proposed mini roundabout with a raised table, you probably already know, these are totally useless, HGV, Lorries Buses etc just ignore them, driving across them as if they didn't exist, proof should it be required, look at the mini roundabout sighted outside the Crown PH Station Road Chinnor, A roundabout at a significant junction ie Mill Lane, Estover Way, with a School only 100 mtrs from it, also has the dedicated cycle path, been taken Into consideration ? A "proper" roundabout, rather than a token one, should be considered.</p>
<p>(7) Local Resident, (Chinnor)</p>	<p><u>Road Cushions</u> - Object - Observing (for 5 years) and driving over the cushions on lower Icknield Way, Chinnor, I, or any other vehicle I have followed, have never slowed to the '17'mph as quoted on trafficchoices.co.uk. The speed bumps, in my opinion, are not effective in calming traffic.</p> <p><u>Raised Table</u> - Object - What are the planners trying to achieve? A roundabout I can see working, but why the raised ramps? Surely the car would be slowed sufficiently by the time they hit the ramps?</p> <p>These 'solutions' could cost the council hundreds of thousands of pounds, I think there are better ways of spending public money.</p>

<p>(8) Local Resident, (Chinnor)</p>	<p><u>Road Cushions</u> - Object - Raised surfaces are bad for cars and in particular caravan suspension and as the road end is no longer a turn but a roundabout vehicles will slow naturally anyway. <u>Raised table</u> - Object - Raised surfaces are bad for cars and in particular caravan suspension and as the road is no longer a turn but a roundabout they should not be need as much.</p>
<p>(9) Local Resident, (Chinnor)</p>	<p><u>Road Cushions</u> - Object - At the point Estover Way meets Mill Lane the traffic already slows for the sharp bend and the immediate effect of the traffic pinching that is in situ at the lower end of Mill Lane. Overall this will have no effect on the traffic which speeds up more at the Estover Way/Oakley Lane roundabout which is poorly designed and allows traffic to go through at high speed. Any available funds would be more effectively spent further down Estover Way rather than at the point it doesn't have a problem</p> <p><u>Raised Table</u> - Support - <i>No Comment</i></p>
<p>(10) Local Resident, (Chinnor)</p>	<p><u>Road Cushions</u> - Object - to be effective traffic calming measures, these should be speed humps that are the width of the road. As happens on Lower Road, any vehicle with a sufficiently wide wheelbase, (such as 4x4s, vans, buses, lorries) simply ignore the cushions and continue to speed.</p> <p><u>Raised Table</u> - Object - 1) the fact that there are plans to place bollards on 3 "corners" of the roundabout suggests that these are a safety measure. Therefore, why are there no bollards on the "corner" alongside 77A Mill Lane? Either the roundabout is completely safe, in which case no bollards would be necessary or, the roundabout is inherently unsafe (which I would say it is with the amount of through traffic plus school buses plus commercial vehicles using Estover Way/Mill Lane to avoid the jams on Station Road). And if it is unsafe, then it needs bollards on all 4 "corners". Anything else is just stupid!</p> <p>2) What is the point of the humps sign across the road from 87 Mill Lane? It will only ever be seen by the residents and guests of 2 houses plus the farm. Despite maps showing Oakley Lane joining Mill Lane, the northern section of Oakley Lane is in an appalling state of repair as there are no houses that front onto it so there is virtually no traffic from that direction.</p>

<p>(11) Local Resident, (Chinnor)</p>	<p><u>Road Cushions</u> - Neither - <i>No Comment</i></p> <p><u>Raised Table</u> - Object - I see an issue with buses travelling from Estover Way into Mill Lane having to stop on the proposed roundabout because of traffic queueing at the existing traffic calming area on Mill Lane. Due to the limited size of the roundabout and the turning circle of a bus, this would completely obstruct the roundabout. Traffic travelling down Mill Lane towards Estover Way will be unable to proceed through the roundabout as a result, which will prevent vehicles waiting at the existing traffic calming area from proceeding.</p> <p>The proposed new bus stop on Mill Lane is also likely to cause traffic problems. Traffic wishing to enter or exit the Nicholas King site via the allotment entrance will be hampered by queueing vehicles, caused by buses stopping in that location. The other side of the road is also currently used for parking by multiple vehicles. Putting a bus stop in that location would cause significant queueing in both directions. Should buses meet coming from opposite directions, for example during the school run, there would almost certainly be a major issue.</p>
<p>(12) Local Resident, (Chinnor)</p>	<p><u>Road Cushions</u> - Object - I would like to object to the proposals as shown on the attachments on the following grounds:</p> <p>I fail to see how this will reduce vehicle speeds on Estover Way generally by introducing 1 set of speed cushions, the existing 90 degree bend is a natural traffic calming feature on both approaches. Vehicles naturally reduce their speeds on the approach to the bend. Can you supply speed data for the location of the proposed cushions.</p> <p>It appears that the existing chicane will be retained, but looks too close to the roundabout, will vehicles not queue through the junction causing safety issues? Has a safety audit be undertaken for these proposals, if so please supply details of their comments.</p> <p>Roundabouts themselves are not pedestrian or cycle friendly, though provision has been made for pedestrians at the mini roundabout junction, the sight lines for pedestrians crossing south to north on the western side is very poor. The driven vehicular line through the junction will naturally take vehicles the wrong side of the roundabout contravening the highway code.</p> <p>It would be better to use the S106 money on a zebra crossing facility closer to the school, or more importantly provide a 20mph limit along the length of Mill Lane specifically around the school up to the new development.</p>

	<p><u>Raised table</u> - object - I would object to the raised table at this junction. Again what is the purpose of providing a raised table. As stated above vehicle speeds are low around this junction and would serve little purpose apart from being a drainage problem. Furthermore, since Mill Lane is on a bus route the gradients of the table will need to be bus friendly and thereby shallower hence act as a minimal speed reducing feature.</p>
<p>(13) Local Resident, (Chinnor)</p>	<p><u>Road Cushions</u> - Support - <i>No Comment</i></p> <p><u>Raised Table</u> - Support - <i>No Comment</i></p>
<p>(14) Local Resident, (Chinnor)</p>	<p><u>Road Cushions</u> - Neither - Need to get rid of cycle lane and parked cars as this road needs to be free flowing with no obstructions particularly with the ever increasing amounts of traffic. The pinch points on Mill Lane need to be looked at too. Coming off the new proposed roundabout straight onto a pinch point again is ridiculous and an accident waiting to happen. Road cushions are not enough to help flow of traffic. Reducing speed limit to 20 mph.</p> <p><u>Raised Table</u> - Neither - Pinch points need to go to make this road free flowing...double yellow/school zig zag lines need to be in place along both sides of Mill Lane with a 20mph restriction too. If no lollipop person is going to be there then a new pelican crossing even with traffic lights needs to be installed. Raised junction is neither here nor there in solving the traffic problems in this area.</p> <p>Need to put double yellow lines on junction of cherry tree to stop cars being parked there especially at school times. Yet another accident waiting to happen.</p>
<p>(15) Local Resident, (Chinnor)</p>	<p><u>Road Cushions</u> - Support - while I support the traffic calming measures proposed for Estover Way, I think the entire network of main roads through Chinnor need to be looked at as a whole. If these speed bumps are introduced, will that force traffic bypassing the historic centre of the village bound for Thame or Princes Risborough onto Station Road? Without similar or even greater speed and congestion combating measures there and on the High Street, problem traffic may just be moved from one location to the other. If traffic was slowed to 20mph throughout the village, drivers would have time to negotiate parked cars and other obstructions safely without the need to break the law by driving on pavements etc.</p> <p><u>Raised Table</u> - Support - <i>No Comment</i></p>

<p>(16) Local Resident, (Chinnor)</p>	<p><u>Road Cushions</u> - Object - road cushions are old technology:</p> <ul style="list-style-type: none"> 1 they damage the side walls of tyres 2 they increase traffic noise and vibrations to nearby houses. 3 they lower the value of nearby houses <p>Speed controlled traffic lights (with or without cameras) are a much better idea.</p> <p><u>Raised table</u> - object - Although slightly better than road cushions, they still increase noise and vibration. Again speed controlled traffic lights are preferable</p>
<p>(17) Local Resident, (Chinnor)</p>	<p><u>Road Cushions</u> - Object - I am in favour of road calming but not humps. I think these can be bad environmentally. Please naturally slow only to use accelerated power - more fuel to take them over. Larger vehicles their wheels just go either side and so make no difference. A chicane system is better.</p> <p><u>Raised Table</u> - Support - pity it is not a more formal roundabout.</p>
<p>(18) Local Resident, (Chinnor)</p>	<p><u>Road Cushions</u> - Object - Traffic along this road is already slowed due to parked cars along Estover Way. The main difficulty is for pedestrians attempting to cross the road from the Cowleaze Estate/Estover Way onto Mill Lane, in order to access Mill Lane school, St. Andrew's school, Whites Field recreation area, the youth club, Windmill nursery, Jack and Jill pre-school, the library and the hub of the village.</p> <p>The main difficulty here is poor visibility, as there is no safe place to cross where traffic coming in both directions can be seen.</p> <p>I do not believe that speed cushions will significantly help pedestrians to cross the road in this area. However a zebra crossing or a toucan crossing will help them to safely cross the road.</p>

	<p>I believe that the proposed roundabout will make crossing more difficult and confusing for children, hence a greater need for a zebra / toucan crossing.</p> <p>I strongly believe that a zebra crossing or a toucan crossing is needed to ensure safe crossing for children and families at this point.</p> <p><u>Raised Table - Neither</u> - I am not an expert in this matter but trust that the experts believe this to be the best traffic solution for this junction. My only concern is that there is a cycle path going around the corner and up towards Mill Lane school, which is used by general cyclists as well as school children. How will their safe passage be accommodated around the roundabout?</p> <p>Perhaps a toucan crossing where the speed bumps have been proposed would at least allow school children to be able to take their bikes onto the path up Mill Lane, (which is wide enough in most parts to accommodate cyclists), and to safely cycle to school from this end of the village.</p>
<p>(19) Local Resident, (Chinnor)</p>	<p><u>Road Cushions - Neither</u> - For much of the length of Estover Way, traffic is already slowed by parked cars. Speed of cars coming down the hill from Mill Lane while people try to cross Estover Way is more of an issue - particularly given the number of children walking to and from school and nursery. Visibility on the corner of Mill Lane and Estover Way is poor which makes the problem worse.</p> <p>A crossing point (either zebra or toucan) would be of far greater value in terms of pedestrian safety - especially as the new roundabout is likely to make the junction more confusing for children.</p> <p>I note also that there is no footpath along the northern side of Mill Lane. A crossing point east of the roundabout to enable pedestrians to cross from the new houses over to the footpath on the south side of Mill Lane seems essential.</p> <p><u>Raised Table - Support</u> - The existing pinch-point at the bottom of Mill Lane will be very close to the new roundabout and potentially create a bottleneck leaving and joining the roundabout when traffic is busy.</p>
<p>(20) Local Resident, (Chinnor)</p>	<p><u>Road Cushions - Object</u> - Motorists will only drive up middle way along Foresters and down Hedgerley to avoid the humps, thus increasing traffic in the neighbouring roads.</p>

	<p><u>Raised Table</u> - No Opinion - <i>No Comment</i></p>
<p>(21) Local Resident, (Chinnor)</p>	<p><u>Road Cushions</u> - Object - There is no advantage in wasting money on this work. Anyone who has ever driven down Estover Way will know that you cannot speed as you have to negotiate all the parked cars. Please spend the money on repairing the surrounding roads.</p> <p><u>Raised Table</u> - Object - Again, a waste of money! How many obstacles must you put in our way on the road? There is already a chicane. Parked cars are again a major problem. I would like the council to spend money more wisely. A mini roundabout is a good idea but why does it need to be raised?</p>
<p>(22) Local Resident, (Chinnor)</p>	<p><u>Road Cushions</u> - Object - I believe this a case over-engineering as I believe the presence of the mini-roundabout alone should suffice to keep traffic speeds low.</p> <p>However, my primary objection relates to the potential negative impact on emergency vehicle response times to residences on Estover Way and surrounding roads that may come from the Thame/Princes Risborough direction down Mill Lane. In some cases seconds count!</p> <p>In order to mitigate this objection can a thorough assessment be made to ensure there is absolutely zero impact on emergency vehicle response times as a result of this proposal.</p> <p>If this objection is ignored and it is subsequently determined that the outcome of an emergency situation was adversely effected by the implementation of this proposal, then SODC and its officers could be held criminally liable in such a case.</p> <p><u>Raised Table</u> - Object – See above.</p>
<p>(23) Local Resident, (Chinnor)</p>	<p><u>Road Cushions</u> - Object - The road cushions are being installed at the wrong end of Estover Way. Installing at Hedgerley north end will have no impact as cars are already slowing down and the visibility is good in both directions.</p>

	<p>They should be installed at the Oakley Lane end South bound on the blind bend just before Cowleaze. Visibility for traffic coming out of Cowleaze is very poor and traffic travelling south on Estover Way does not get sufficient visibility of traffic turning into Estover Way from Cowleaze.</p> <p><u>Raised Table</u> - Object - If a raised junction is to be installed here the existing traffic calming should be removed as will be too close to raised junction and therefore becomes unnecessary.</p>
<p>(24) Local Resident, (Chinnor)</p>	<p><u>Road Cushions</u> - Object - Has OCC fully assessed the road situation in this area? Is there a real need for speed cushions in an area that has many parked vehicles? There are several blind spots on this road and cars parked inappropriately do not help the situation. Consideration for double yellow lines would be useful.</p> <p><u>Raised Table</u> - Neither - Is it necessary to retain the priority pinch point on Mill Lane immediately after leaving a roundabout and raised table? It seems to much in one place! Consideration for double yellow lines to stop people parking too near the roundabout approach and the school may be useful.</p>