

Divisions affected: *Thame and Chinnor*

**CABINET MEMBER FOR HIGHWAY MANAGEMENT –
14 OCTOBER 2021**

**ASTON ROWANT: PROPOSED 20MPH SPEED LIMIT AND TRAFFIC
CALMING BUILD-OUTS**

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Environment is RECOMMENDED to approve as advertised a 20mph speed limit within Aston Rowant village and traffic calming build-outs on the B4009 Chinnor Road as advertised.

Executive summary

2. This report presents responses received to a statutory consultation to introduce a 20mph speed limit within Aston Rowant village and traffic calming build-outs on the B4009 Chinnor Road as shown at Annexes 1 and 2.

Financial Implications

3. Funding for consultation on the proposals has been provided by Aston Rowant Parish Council. The costs of implementing the proposed 20mph speed limit, estimated to be £1,000, would be met from the County Council's budget for Third Party Support Schemes. The costs of implementing the proposed traffic calming build-outs, estimated to be £30,000 would come partly from Community Infrastructure Levy (CIL) funding of £25,000 with the remaining £5,000 from Aston Rowant Parish Council.

Equality and Inclusion Implications

4. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

5. The proposals would help facilitate walking and cycling within the village and the safe movement of traffic.

Consultation

6. Formal consultation was carried out between 25 August and 24 September 2021. A notice was published in the Oxford Times newspaper and an email sent to statutory consultees including Thames Valley Police, the Fire & Rescue

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Service, Ambulance service, Bus operators, South Oxfordshire District Council, Aston Rowant Parish Council and local County Councillors. Letters were also sent directly to approximately 100 properties within the village.

7. Twenty-nine responses were received during the formal consultation as summarised in the table below:

View	20mph speed limit	Traffic calming
Object	2 (7%)	6 (21%)
Support	21 (72%)	17 (59%)
Concerns	2 (7%)	5 (17%)
No objection/opinion	4 (14%)	1 (3%)
<i>Total</i>	<i>29 (100%)</i>	<i>29 (100%)</i>

8. The responses are shown at Annex 3 with copies of the original responses available for inspection by County Councillors.

Response to objections and other comments

9. Thames Valley Police did not object to the proposals.
10. The majority of responses are in support of both the 20mph speed limit (72%) and Traffic Calming (59%).
11. Those objecting to or raising concerns about the village speed limit cited the following reasons:
- a) The speed limit within the village is academic as the existing limit is never policed. Funds would be much better spent on speed enforcement specifically in the inner village area if the 20mph limit is adopted

Officer response

The Department for Transport suggests that 20mph speed limits should be self-enforcing to avoid additional demand on police resources. A speed survey undertaken in the village in February/March 2020 indicated that average speeds are already below 20mph and so a high degree of compliance with a 20mph limit is expected.

- b) Other improvements are necessary such as to the narrow section of road around the Church and white lines on the blind bends which is being treated as a single carriageway in both directions.

Officer response

Such improvements can be considered on their own merits, and it is considered that a lowering of the speed limit can only assist road safety and deter excess speeds around such hazards.

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- c) As an alternative, '20 is Plenty' signs could be erected instead of the 30-mph statutory signs which is far too fast for safe driving in this hazardous winding rural cul-de-sac.

Officer response

Such signs would conflict with the existing 30mph signs if they were to remain. Proceeding with the change to a 20mph speed limit can only support any community speed campaign such as '20 is Plenty'.

- d) The proposed 20mph limit in the village should be extended to include the road between the calming measures in both Aston Rowant and Kingston Blount.

Officer response

This section of the B4009 Chinnor Road route is unsuitable for a 20mph limit. It has no frontage development, is straight with good forward visibility and would offer little justification to motorists for driving at that speed. It is currently subject to a 50mph limit.

- e) As there will need to be a 20mph sign on the bank of grass we are responsible for, can we please ask it to be positioned on the existing pole with signage.

Officer response

Wherever possible, existing street furniture will be used for installing new signposts.

12. Those objecting to or raising concerns about the Traffic Calming have cited the following reasons:

- a) Chicanes are too close to the junction with Aston Rowant Road.

Officer response

The initial design for the chicane had located the first build-out 28m from the junction. Following an on-site trial of the build-outs, using temporary traffic cones, some traffic emerging from this side road had to pull-in due to there being oncoming traffic from the Chinnor direction traversing the chicane already. Consequently, this distance has now been extended to 33m to provide an extra car's distance to allow further space for vehicles to pull-in when emerging from the side road.

- b) Braking and accelerating creates CO2 emissions affecting houses - a greater distance would help.

Officer response

If the chicane were to be moved further away from the side road, this would lessen the impact of the first build-out on reducing vehicle speeds when exiting the built-up part of the village.

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- c) Priority to traffic exiting the village will suggest there is no need to slow down since they will have priority over oncoming traffic – especially traffic coming from the motorway which will continue to travel in excess of 30mph, have priority over oncoming traffic and will probably not slow down to exit the village.

Officer response

Chicane arrangements necessitate a 'priority working' in one direction or the other. Traditionally, such traffic calming features at village gateways are arranged to give priority to traffic exiting the village, with the emphasis being on slowing down vehicles from the opposite direction - entering the village, which tends to be the faster approach. In Aston Rowant, the proposed chicane priority would mean that westbound traffic (from a faster 50mph-speed limit approach) would give way to eastbound traffic exiting from the village 30mph speed limit. The chicane would be located some $\frac{3}{4}$ mile from the M40 exit slip road junction and that traffic would have had to negotiate the section of the village within the 30mph speed limit on the B4009.

- d) The chicane should be located closer to the Motorway instead, near to the A40 junction/Butts Way, not in an intervening section that encourages speed before the Kingston Blount Chicane. It would be more effective there and would protect the occupants in that part of the village where the pavement is narrow. This type of calming only works if there are restrictions at both ends of the village, and so without a similar calming measure at this other end of the village near to Butts Way, people would accelerate hard as they come out of the chicane.

Officer response

At this stage, the amount of funding available would only afford one chicane. The original request from the Parish Council was for the proposed location rather than the other end of the village, nearer the motorway. Further monitoring of speeds could be undertaken to assess the impact of the chicane at the single location proposed, on existing speeds through the rest of the village section along the B4009.

- e) The vehicle activated sign (VAS) is being activated before the extreme end of the Village.

Officer response

There is a request from the Parish Council to relocate one of the VAS signs, and this can be undertaken in tandem with the chicane being implemented.

- f) Lorries use the village for U-Turns, damage the road surface, a small roundabout would suffice to enforce a slowdown and allow easier exit when turning right.

Officer response

A roundabout is unlikely to have the same speed-reducing impact as the traffic volumes are not 'balanced' sufficiently. Vehicles emerging from the

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side road would struggle to gain priority over the main road traffic, which would then face less 'impedance' on its progress through the junction than with a chicane build-out. There are 'no through road' signs at the junction and if lorries are entering the village unnecessarily, or just using the junction to 'u-turn', then this can be monitored and, if road safety is compromised, further warning signs could be considered.

- g) Fast traffic makes it difficult to exit the A40 Junctions with the B4009 and roundabouts are also needed there.

Officer response

The funding available for the advertised proposal does not extend to such an improvement at the A40 junctions.

- h) Studies have found that chicanes present a more unpredictable effect.

Officer response

Similar chicanes have been introduced at nearby Kingston Blount. The Parish Council has supported their introduction and wishes to see a consistent approach to calming features at Aston Rowant.

- i) At Kingston Blount, there are many attempts to transit the chicane at high speed, this is likely to be the same at this proposal. Has the chicane in Kingston Blount made any difference to speeding and so, without that evidence, why proceed.

Officer response

The Kingston Blount chicane was promoted and funded by the Aston Rowant Parish Council due to their concerns over vehicle speed, having passed the 'gateway', not reducing sufficiently through the Kingston Hill & Stert Road junctions and on into the populated High Street. It is understood that the Parish Council are pleased with the success of the chicane, having previously commented on the speed/noise reduction and positive change to the environment.

- j) Why aren't we introducing an average speed check through multiple villages e.g. from Chinnor to the M40.

Officer response

The management of average speed camera sites would be a matter for Thames Valley Police (TVP), who would prioritise according to the accident record / level of speeding. There are currently no such sites within TVP's area, and their resources are very stretched such that it is unlikely they would consider this location at the present time.

- k) In other villages there are signs that flash the speed the driver is doing (happy or unhappy face). Why would we not follow suit. Other villages are given a camera with which to log speeds and report speeders.

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Officer response

These 'speed indicator device' (SID) signs are funded by Parish Councils and could be considered for use here if required. The use of hand-held speed cameras by villagers themselves is something managed by Thames Valley Police as part of their 'community speedwatch' campaign.

- l) There can be flooding where the B4009 meets the road into the village. Has this new chicane given this due consideration? Best practice would be a drainage/cycle channel so cyclists don't have to ride through the chicane itself and it keeps rain water to the edges of the chicane.

Officer response

As indicated on the plan shown at Annex 2, drainage channels and 'grips' are proposed as part of the design of the chicane. It is not possible to provide a cycle 'bypass' at the chicane due to inadequate lateral width. Recent Department for Transport guidance on such features would reduce the remaining width available for the build-outs themselves.

- m) The chicane in this particular position will create a danger to road users especially during rush hour, especially at school turn out time and the evening rush hour.

Officer response

Following an on-site trial of the build-outs, using temporary traffic cones, some traffic emerging from this side road had to pull-in due to there being oncoming traffic from the Chinnor direction traversing the chicane already. Consequently, the proposed distance between the side road and the build-out has been extended. The trial was not undertaken at rush hour but can be repeated at this busier time if needs be.

- n) I would prefer speed humps, of sufficient height to prove a positive deterrent and across the full width of the road (while allowing for cyclists).

Officer response

Similar chicanes have been introduced at nearby Kingston Blount. The Parish Council has supported their introduction and wishes to see a consistent approach to calming features at Aston Rowant.

- o) This is a particularly awkward and potentially dangerous junction, as traffic from the M40 rarely slows down. The traffic calming should ensure that exit from Aston Rowant Road, turning right, is made easier and safer, but the current proposals don't ensure that.

Officer response

This would require a different design of the junction, possibly with a roundabout to facilitate a better access to/from the side road. However, due to 'unbalanced' flows, a roundabout would be unlikely to achieve the same speed reduction as a chicane.

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- p) Along the B4009 the speed limit should be consistent and not 30mph through the villages, 50mph in the short gaps between villages and 40mph either side of the M40.

Officer response

The assessment of speed limits takes into account both typical existing speeds and the degree of frontage development. There are fluctuations in both of those characteristics along the B4009 route, making it difficult to achieve a common speed limit that can be applied to the whole route which would achieve a high compliance amongst drivers.

- q) There is a bend where sight lines from the junction are reduced by a tree and the growth around its base. At certain times of the year it grows rapidly and massively reduces visibility when turning out of Aston Rowant Road onto the B4009. Our concern is the positioning of the new signs and ask they are positioned in line with the tree trunk on the grass verge, so the poles are not visible when turning out of Aston Rowant Road and are behind the tree, so as not to reduce visibility any further and cause more potential for accidents.

Officer response

The tree has been cut back already, but the impact on visibility would still recur during the growth season, and so will need to be maintained. It is intended to reposition one existing signpost (repeater signs) so that it does not obscure visibility, and similar care will be undertaken with any new signposts.

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Corporate Director, Environment and Place

Annexes

Annex 1-2 Consultation Plans
Annex 3 Consultation responses





Contact Officers:

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October 2021

Drawing No. Revision 0

Key

-  Proposed 20mph speed Limit in place of existing 30mph speed limit
-  Existing 30mph Speed Limit
-  Existing 50mph Speed Limit
-  Location of Build-outs

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

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Project title
ASTON ROWANT

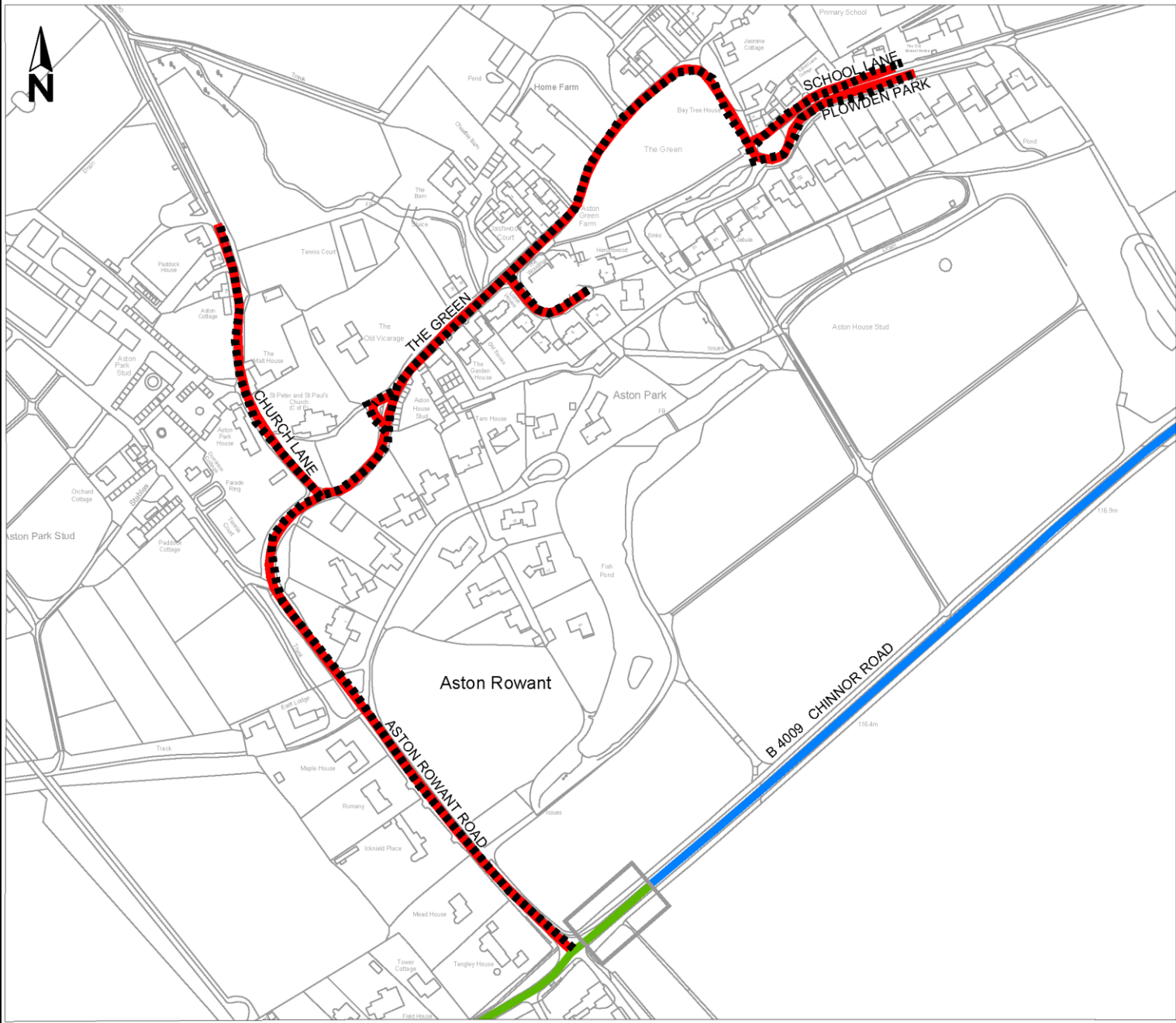
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PROPOSED 20MPH SPEED LIMIT

Drawing Status

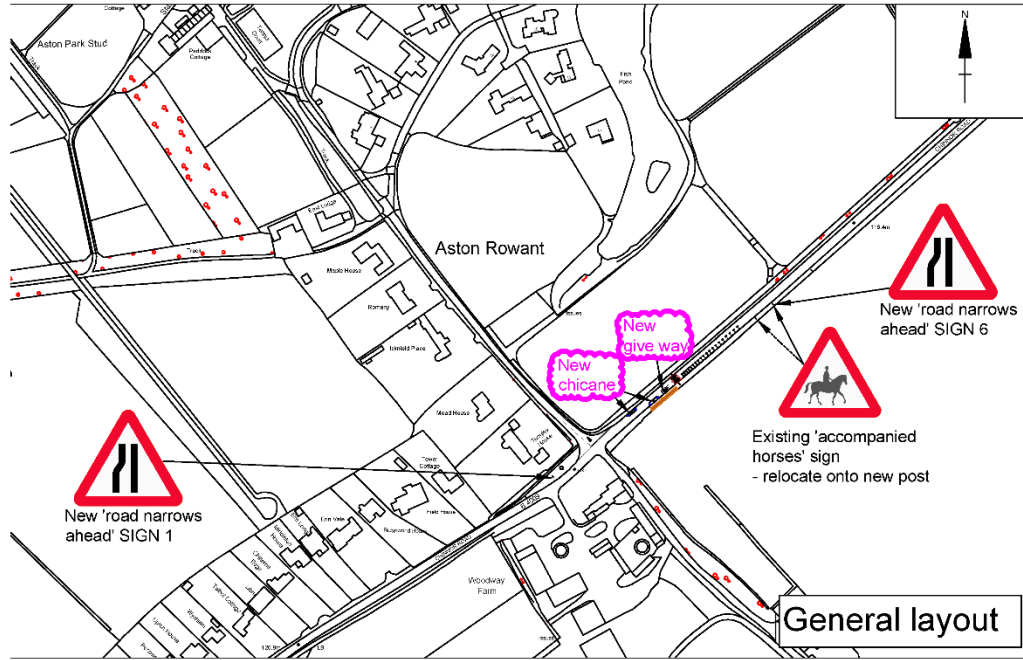
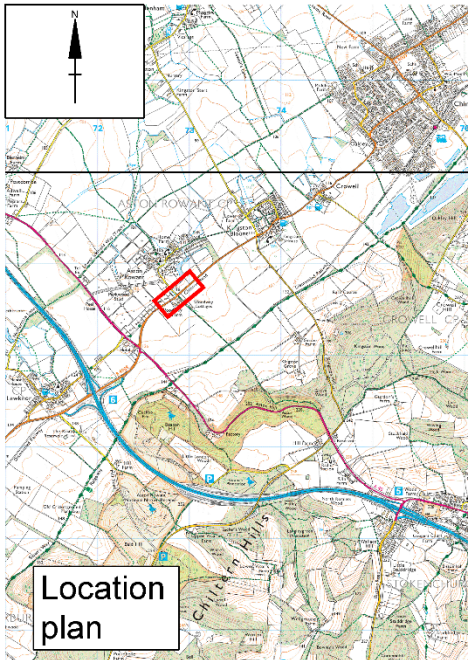
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N.T.S.	JaC	JaC	
	Date drawn 07/21	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No. Revision 0



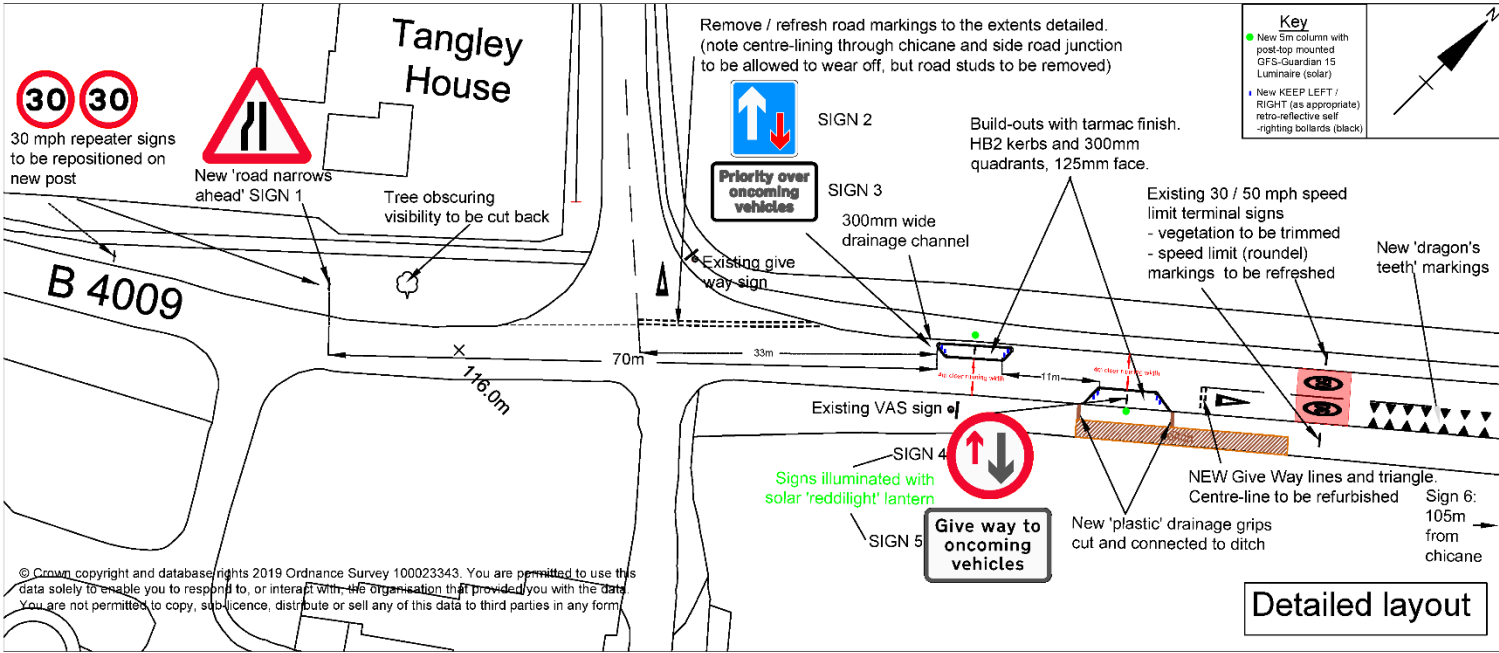
C:\Users\jane.clark\OneDrive - Oxfordshire County Council\ITRO useful info\CAD plans\Aston Rowant.dwg



- Notes:
1. Do not scale from this drawing.
 2. Site verify all dimensions prior to construction
 3. Report all discrepancies to the Drawing Originator immediately
 4. This drawing is to be read in conjunction with all relevant documents and drawings

Rev	Date	Description	By	Check
MH	10-08-21	Chicane repositioned 5m east and grips added for drainage on south side	MH	LJT
0	05-07-21	First Issue	MH	LJT

Revisions



Drawing Originator

OXFORDSHIRE COUNTY COUNCIL

Drawing Status: Draft
 Project Name: Aston Rowant - B4009 Traffic Calming

Title: Formal layout proposals for consultation
 Original drawing sheet is A3

Scale	Drawn by	Checked by	Approved by
Not to scale	MDH		
	Drawn Date	Checked Date	Approved Date
	JUL 2021		

Drawing Number	Rev

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RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection – Based upon the speed data provided, the Police have no objection.
(2) Local Resident, (Aston Rowant)	<p>20mph speed limit – Object Traffic calming - Object</p> <p>I am against the proposals made since I am convinced the proposed chicanes are in the wrong place, being far too close to the junction with Aston Rowant Road.</p> <p>Apart from the siting issue it is a well-known fact that braking and accelerating creates a huge increase in CO2 emissions and I was under the impression that the Government wished to minimise such. This will have a huge effect on the owners of Tangley House which fronts the B4009 and has a return frontage to the same road.</p> <p>By giving priority to traffic exiting the village drivers will learn that there is no need to slow down since they will have priority over oncoming traffic. Traffic coming off the M40 motorway will have been used to considerable speeds (the majority well over the 70mph limit) and this is why many vehicles take no notice of the 30mph speed limit. I would venture to suggest traffic in this direction largely travels at a greater speed than traffic from Chinnor which has already had to slow down or stop at the existing chicane near Kingston Blount.</p> <p>In my opinion any chicane should be located on the B4009 at or near the existing 30 mph sign and giving priority to traffic from Chinnor direction. This would also minimise the effect of emissions since the houses are at greater distance.</p> <p>So far as the 20mph limit within the village is concerned this is largely academic since even this speed would not be suitable in Church Lane, Plowden Park, Aston Park and Aston Gardens. In my 33 years living in the village I have never seen a policeman so there will be no one to monitor/check speeds which will inevitably remain as previously. What does need improvement is the narrow section of road around the Church.</p>

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<p>(3) Local Resident, (Aston Rowant, Plowden Park)</p>	<p>20mph speed limit – No objection? Traffic calming - Object</p> <p>I consider that the introduction of the proposed Chicane but 1 or 2 Car length to the North East of the Village Entrance would be a Major Error.</p> <p>This will lead to frustration with ingress & egress to and from the Village being frequently obstructed and further consideration should be given for its location Closer to the Motorway.</p> <p>Drivers approaching from the South West have little incentive to reduce Speed despite 40-mph Limit Signs and 30-mph VAS Signs being activated before the extreme end of the Village.</p> <p>The proposed post-Village location will not reduce Traffic Speeds until it compresses at the Old Village Entrance and by then it is far too late to have any welcome effect for speeds prior to the old Village Entrance. It has the potential to completely block our Only Village Entrance at Peak Traffic Periods with likely Tailbacks due to priority being given to Northwest Traffic already exceeding the speed limit on approach. Particularly experiencing the frustration of the many Drivers intent on completing the 'School Runs' which already causes excessive speed and confrontations on the 3-'Blind' bends adjacent to the Churchyard.</p> <p>Add to this the Horses using the Bridleways and the Woodway & Home Farm or Stud Farms Vehicle access combined with increased Home Delivery Vehicles.</p> <p>The Chicane if it must be Built should be in the area of Butts Way Village sign on the B4009 and not in an intervening Section that presently encourages a Speed Limit of 50-mph between and before the Kingston Blount Chicane. I would further add that White Lines on the Aston Village Blind Bends would be a discipline to Lanes being observed on a Village Road that is now being treated as a single Carriageway in both directions by Drivers with seemingly charmed lives approaching such hazards in the Middle of the Road. Please give this imminent and expensive solution further consideration.</p> <p>Articulated Lorries use the Village Entrance for U-Turns and damage the Road Surface and a small Painted roundabout with 'Give Way' markings would suffice to enforce a slowdown to speeding traffic from both directions and allow easier exit when turning right on egress.</p> <p>Meantime encourage 20 is Plenty MPH signs instead of the impossible 30-mph statutory signs which is impractical</p>
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	<p>already far too fast for safe driving in this hazardous winding Rural Cul-de-sac. Kingston Blount Chicane works reasonably as there is much clearer vision on all approaches and it is free of Trees with little or no traffic turning Left after coming down Kingston Hill and again a small or Double Roundabout would have been much cheaper than a chicane.</p> <p>Ongoing Fast Traffic at 50/60-MPH makes it difficult to exit the 2-A40 Junctions with the B4009 and Roundabouts are also needed there, rather than the 2 displaced junctions in order to further reduce the through Traffic Speeds despite the 40-MPH Limit.</p>
<p>(4) Local Resident, (Aston Rowant)</p>	<p>20mph speed limit – No objection Traffic calming - Object</p> <p>In terms of the suggested traffic calming chicane this is objected to. The current one that has been imposed approaching Kingston Blount, I feel is ineffectual and in fact creates an increased safety risk because of the close crossroad coming down from the Chilterns. despite many studies that I am sure have been updated recently including ones such as " IMPACTS OF TRAFFIC CALMING MEASURES ON SPEEDS ON URBAN ROADS " while basic chicanes were found to reduce speeds in some cases, it certainly wasn't shown to be definitive in doing so and very much dependent on local behaviours. It also seems to have found that Chicanes presented a more unpredictable effect, with some having little impact on speeds. While what I have seen in the case of Kingston Blounts example has shown generally courteous and aware use, there are also many cases of attempts to transit the chicane at high speed, cut offs and added confusion with the close entry point of two crossroads. This is likely to be the same at this proposal most likely adding queuing at the village exit and increasing confusion of transiting specifically when three direction entry into the area is experienced. Over decades while traffic volume has increased on the B4009, with reasonable egress/ingress clearances in this area the small benefit of marginal speed reductions will be outweighed by the above issues and simply putting more things in the road to run into is not going to contribute, one need only look at chicanes that have been in service for decades such as the instance off the M40 intersection in little milton and the amount of smashed windscreen and taillight debris around it. These funds would be much better spent on speed enforcement specifically in the inner village area if the 20mph limit is adopted and even more importantly to more infrastructure type measures in the area such as extents of bike paths that would remove a much bigger problem.</p>
<p>(5) Local Resident, (Aston Rowant, Dashwood Court)</p>	<p>20mph speed limit - Concerns Traffic calming - Concerns</p>

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	<p>Traffic calming on this stretch of road is both welcome and long overdue, as are the proposed speed restrictions. There are, however, a number of other points to take into account:</p> <ol style="list-style-type: none"> 1. As with Kingston Blount, until recently, this type of calming only works if there are restrictions at both ends of the village. Once through the chicane, vehicles will speed up in the direction of the M40, so the benefit is soon lost. Coming from the motorway, non-local traffic will continue to travel in excess of 30mph until reaching the traffic calming features, and, having priority over oncoming traffic, will probably not need to slow down to exit the village. The proposed measures therefore need to be at both ends of the village, close enough to each other to prevent cars from gathering speed between the two sets. As a measure to slow traffic through the village, I would have a preference for speed humps, of sufficient height to prove a positive deterrent and across the full width of the road (while allowing for cyclists). The separated humps, as on the exit to Chinnor, are too easily avoided with little loss of speed. 2. Most of the dwellings in the village are on or off Aston Rowant Road. This is a particularly awkward and potentially dangerous junction, as traffic coming from the south/M40 rarely slows down to 30mph and is coming round a bend where sight lines from the junction are reduced by a tree and the growth around its base. One of the purposes of any traffic calming measures here should be to ensure that exit from Aston Rowant Road, turning right, is made easier and safer. I do not see that the current proposals go far enough to ensure that this is the case. Traffic moving towards Chinnor will not have to slow down and will not have been slowed down already. Traffic moving towards the M40 may be tempted to race through the gap, ahead of oncoming traffic, and/or, once through the gap, will be accelerating just as they approach the junction with Aston Rowant Road. 3. Along the B4009 there are constant changes in the permitted speed limit, 30mph through the villages, 50mph in the short gaps between villages and 40mph either side of J6/M40. This is confusing to drivers and potentially dangerous. The B4009, from Chinnor to Lewknor, ought to have only one speed limit, 30mph, regardless of any traffic calming measures, or, better still, the proposed 20mph limit in the village itself should be extended to include the road between each paired set of calming measures in both Aston Rowant and Kingston Blount.
<p>(6) Local Resident, (Aston Rowant, Chinnor Road)</p>	<p>20mph speed limit - Support Traffic calming - Concerns</p> <p>I'm constantly irritated about the speeding on this road and as a father with small children, overall, it's unacceptable. So whilst I am supportive of reducing the speed through Aston Rowant, I have a few concerns / questions I'd like to understand ahead of the 24th deadline.</p>

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1) Has the work undertaken in Kingston Blount made any difference to speeding and how can you evidence that before proceeding with Aston Rowant? I understood that this has not been measured so without that evidence, why proceed? Better to know our money is being well spent and will result in the outcomes sought?

2) Without a similar road calming measure at the other end of the AR village near to Butts Way, people are most likely to accelerate hard as they come out of the chicane and go up the hill (when coming from Chinnor) - as they do today. This proposal won't prevent this happening but could actually make it worse as they have to slow down more and therefore accelerate more. This will happen right outside my house and will increase noise and pollution. How do we ensure this is not the outcome and more cars in less control.

3) I don't know why we aren't following the measures introduced in Surrey, Lancashire and other counties - they have, across 5+ miles of road introduced an average speed check through multiple villages - for us, this could be from Chinnor to the M40 - it's much more cost effective than all these chicanes. Evidence has showed these are most successful in reducing speed and many villages would benefit overall?

4) In other villages around AR, there are signs that don't just say slowdown or flash the speed limit, but they actually flash the speed the driver is going, some of which have a happy or unhappy face. I'm surprised to see that there is no inclusion for this in your proposal and indeed an increase in the number of repeater signs through the village. Certainly talking to some of these villages, when people see the speed that going versus the speed limit in real numeric terms, this has a massive impact and a reduction in speeding. Why would we not follow suit.

5) I would welcome at the same time is this proposal the introduction of a residence speed campaign. By that I mean some of the other villages close to Aston Rowant are given a camera with which to log speeds and report speeder to the appropriate authorities should they exceed that stated. I think at the launch of this scheme, should it go ahead, such a program would target those who drive excessively through the village regularly and really show we mean business.

On two separate notes:

I have previously raised concerns about the chicane on KB; specifically, best practice for the creation of these where a drainage / cycle channel is put next to the roadside. For cyclists this means they don't have to ride through the chicane itself (and therefore away from cars) and it keeps rain water to the edges of the chicane rather than through the middle. I understand that has been addressed.

As a separate and related issue there can be flooding where the B4009 meets the road into the Aston road village.

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	<p>Has this new chicane given this due consideration.</p>
<p>(7) Local Resident, (Aston Rowant)</p>	<p>20mph speed limit – No objection Traffic calming - Object</p> <p>Whilst it is undoubtedly desirous to calm the traffic through Aston Rowant, the introduction of "kerbed build outs" in this particular position will in fact create a danger to other road users especially during rush hour. If Traffic is stopped when proceeding toward Chinnor, it will mean that traffic from the village itself will be blocked in. There is a school in the village which is predominantly served by car with many of those vehicles coming from the Chinnor direction and thus trying to turn through stopped cars going in the opposite direction. As it is a cull de sac village, the problem will be exacerbated by the cars having dropped off children trying to get out of the village and going on to work in both directions. This will happen again at school turn out time and on into the evening rush hour. for that reason I wish to object to this proposal. It would make more sense and be much more effective to move the speed limit toward the A40 junction and place this construction between that junction and the first houses beyond the End of Butts Way. This would protect the houses and occupants along the 4009 which are part of the village and reduce speed where the pavement is extremely narrow and where pedestrians are in danger from large vehicles.</p>
<p>(8) Local Resident, (Chinnor, Oakley Lane)</p>	<p>20mph speed limit - Object Traffic calming - Object</p> <p>I have travelled through Aston Rowant probably thousands of times and the pedestrian volume are near non-existent. Chicanes simply slow traffic and create additional pollution at that point, those that speed will simply do so between the entry and exit points. Disruption to traffic for no discernible benefit.</p>
<p>(9) Local Resident, (Aston Rowant)</p>	<p>20mph speed limit - Support Traffic calming - Object</p> <p>In terms of the suggested traffic calming chicane this is objected to. The current one that has been imposed approaching Kingston Blount, I feel is ineffectual and in fact creates an increased safety risk because of the close crossroad coming down from the chilterns. despite many studies that I am sure have been updated recently including ones such as " IMPACTS OF TRAFFIC CALMING MEASURES ON SPEEDS ON URBAN ROADS " while basic</p>

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	<p>chicanes were found to reduce speeds in some cases, it certainly wasn't shown to be definitive in doing so and very much dependent on local behaviors. It also seems to have found that Chicanes presented a more unpredictable effect, with some having little impact on speeds. While what I have seen in the case of Kingston Blounts example has shown generally courteous and aware use, there are also many cases of attempts to transit the chicane at high speed, cut offs and added confusion with the close entry point of two crossroads. This is likely to be the same at this proposal most likely adding queuing at the village exit and increasing confusion of transiting specifically when three direction entry into the area is experienced. Over decades while traffic volume has increased on the B4009, with reasonable egress / ingress clearances in this area the small benefit of marginal speed reductions will be outweighed by the above issues and simply putting more things in the road to run into is not going to contribute, one need only look at chicanes that have been in service for decades such as the instance off the M40 intersection in little milton and the amount of smashed windscreen and tailight debris around it. These funds would be much better spent on speed enforcement specifically in the inner village area if the 20mph limit is adopted and even more importantly to more infrastructure type measures in the area such as extents of bike paths that would remove a much bigger problem.</p> <p>Please also add our support for lowering the village speed limits to 20 mph as we believe that in almost all instances this will improve safety.</p>
<p>(10) Local Resident, (Aston Rowant, Chinnor Road)</p>	<p>20mph speed limit - Support Traffic calming - Concerns</p> <p>Whilst I am supportive of reducing the speed through Aston Rowant, I have three concerns</p> <p>1) Has the work undertaken in Kingston Blount made any difference and how can you evidence that before proceeding with Aston Rowant? I understood that this has not been measured so without that evidence, why proceed? Better to know our money is well spent?</p> <p>2) Without a similar road calming measure at the other end of the AR village near to Butts Way, people are most likely to accelerate hard as they come out of the chicane and go up the hill (when coming from Chinnor) - as they do today! This proposal won't prevent this happening but could actually make it worse. This will happen right outside my house and will increase noise and pollution. How do we ensure this is not the outcome?</p> <p>3) I don't know why we aren't following the measures introduced in Surrey, Lancashire and other counties across 3+ miles of road and simply introduce an average speed check from Chinnor to the M40 - it's much more cost effective than all these chicanes. Evidence has showed these are most successful in reducing speed and many villages would</p>

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	benefit overall
(11) Local Resident, (Aston Rowant, Aston Park)	<p>20mph speed limit - Support Traffic calming - Concerns</p> <p>The village road should be 20mph. I feel that build outs on B4009 will not get the desired result in slowing traffic down. I would prefer cushion speed bumps</p>
(12) Local Resident, (Aston Rowant, Plowden Park)	<p>20mph speed limit - Support Traffic calming - Support</p> <p>I feel there are a number of vehicles driving too fast within the village, the 20mph limit may slow some of these down. There is a significant problem with vehicles driving along the B4009 at speeds greatly exceeding 30mph. As someone who crosses the B4009 regularly on foot, the traffic calming measures should assist in slowing the traffic, at least at the junction into Aston Rowant Road. Another installation at the M40 end of the village on the B4009 would assist in slowing the traffic as vehicles tend to leave the M40 and not adequately regulate their speed before entering the village.</p>
(13) Local Resident, (Aston Rowant, The Green)	<p>20mph speed limit - Support Traffic calming - Support</p> <p>Re: 20mph speed limit, the village side roads are narrow in places and with bends too. Furthermore, many properties have little visual splay and leaving driveways to enter onto the highway can be a gamble. This is a very sensible move - especially with the number of parents and delivery drivers. 30mph is a limit, not a target.</p> <p>Re: Traffic calming, the B4009 suffers greatly from drivers who move at such a rate, far in excess of the speed limit, so as to be dangerous. The T-Junction is difficult, especially for those turning right toward the M40. This too is a sensible move considering the increase in traffic in light of both COVID and the developments built in Chinnor.</p>
(14) Local Resident, (Aston Rowant , Aston	20mph speed limit - Support

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<p>Rowant)</p>	<p>Traffic calming - Support</p> <p>Traffic driving to Chinnor on B4009 does not take any notice of the 30mph sign. School traffic through the village is travelling too fast.</p>
<p>(15) Local Resident, (Aston Rowant, Chinnor Road)</p>	<p>20mph speed limit - Support Traffic calming - Support</p> <p>I live near the traffic calming site and would be happy if the traffic went slower</p>
<p>(16) Local Resident, (Aston Rowant, The Green)</p>	<p>20mph speed limit - Support Traffic calming - Support</p> <p>Traffic moves too quickly.</p>
<p>(17) Local Resident, (Kingston Blount, High Street)</p>	<p>20mph speed limit - Support Traffic calming - Support</p> <p>Since all the new housing has been built in Chinnor the traffic through our parish and out to the M40 has become unbearable - it seems to be acceptable to treat the villages like a racetrack in everyone's haste to get where they are going, with no consideration whatsoever to those who live there. Various measures have been tried in the past, but the way to slow traffic appears to be putting something physical in their way.</p>
<p>(18) Local Resident, (Kingston Blount, High Street)</p>	<p>20mph speed limit - Support Traffic calming - Support</p> <p>Something needs to be done about the boy-racers and the sheer volumes of traffic speeding through our villages now all the housing has been built in Chinnor and beyond. We are less than 1 mile from M40 J6, yet traffic seems to think it is already/still on it</p>

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<p>(19) Local Resident, (Kingston Blount, Stert Road)</p>	<p>20mph speed limit - Support Traffic calming - Support</p> <p>This will slow down traffic approaching the entrance to Aston Rowant from Kingston Blount and reduces the risk of an accident.</p>
<p>(20) Local Resident, (Kingston Blount, B4009)</p>	<p>20mph speed limit - Support Traffic calming - Support</p> <p>The B4009 is a busy and dangerous road and traffic does not slow down when passing through Aston Rowant and traffic calming measures are now necessary. As similar scheme in Kingston Blount is working well and this should be repeated in Aston Rowant.</p>
<p>(21) Local Resident, (Kingston Blount, Pleck Lane)</p>	<p>20mph speed limit - Support Traffic calming - Support</p> <p>Too many vehicles speed along the 4009, there will be a fatality if nothing is done.</p>
<p>(22) Local Resident, (Kingston Blount, High Street)</p>	<p>20mph speed limit - Support Traffic calming - Support</p> <p>The road through Aston Rowant village is narrow and is well used by horse riders, cyclists and pedestrians (as there is no footpath). Reducing the speed limit will improve safety.</p> <p>Traffic entering the village along the B4009 from Kingston Blount rarely slows to 30mph at the start of the restriction. Installing a chicane will ensure that most traffic will be slowed to the speed limit entering the village and make the turn into Aston Rowant village safer. This has very much proved to be the case in Kingston Blount.</p>
<p>(23) Local Resident, (Chinnor, Hailey Croft)</p>	<p>20mph speed limit - Support Traffic calming - Support</p>

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	<p>The B4009 links the M40 with Chinnor and on other larger places Thame, Princes Risborough, Aylesbury and numerous villages in-between. Many drivers are in motorway "driving mode" or are cutting through to reach the motorway and are in a hurry to get on with their journey. The narrow twists and turns of the B4009 through the villages can make this road quite scary to drive when there is aggressive driving happening. A 20 mile an hour limit would help to put drivers in a different mindset or avoid the route altogether.</p>
<p>(24) Local Resident, (Carterton , Milestone road)</p>	<p>20mph speed limit - Support Traffic calming - Support</p> <p>Because I know we need more of this to slow traffic, reduce pollution of exhaust and noise and potential accidents. This applies to my road which services the lower RAF base gate. Milestone road is a bypass for many to avoid the town.</p>
<p>(25) Local Resident, (Aston Rowant)</p>	<p>20mph speed limit - Support Traffic calming - Support</p> <p>I write to express my support for the proposed traffic calming measures. I feel that a 20mph speed limit in the village is entirely appropriate to the number of horse riders and dog walkers that there are here.</p> <p>Traffic calming measures on Chinnor Road would also greatly improve the experience of walking along the rather narrow pavement beside what is now quite a busy road.</p>
<p>(26) Local Resident, (Aston Rowant, Aston Park)</p>	<p>20mph speed limit - Support Traffic calming - Support</p> <p>Would greatly welcome this proposal. The B4009 can often be like a racetrack, especially when coming from the M40, even though there is a 30 mile limit, which is often ignored, before the turning into Aston Rowant village itself the road slopes down, which seems to encourage vehicles to go even faster, making the turning out of the village, especially when turning right (together with a lime tree blocking vision) dangerous.</p> <p>Horse riders also cross this road regularly, as do many walkers, again making them very vulnerable to fast vehicles.</p>

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	<p>If your plans for a 20mph limit include the road round past the church, we would also welcome this, as at certain times of day (to and from school) it is very busy especially and again dangerous for walkers, cyclists, anyone pushing a pram and horse riders. I have a mobility scooter and have to go through the church yard to avoid that part of the road.</p>
<p>(27) Local Resident, (Aston Rowant, The Green)</p>	<p>20mph speed limit - Support Traffic calming - Support</p> <p>I am e- mailing you to ask that you record my unreserved support for these measures.</p>
<p>(28) Local Resident, (Aston Rowant, Plowden Park)</p>	<p>20mph speed limit - Support Traffic calming - Support</p> <p>These plans have our full support</p>
<p>(29) Local Resident, (Aston Rowant, Aston Rowant Road)</p>	<p>20mph speed limit – Concerns Traffic calming - Concerns</p> <p>Regarding the lime tree needing to be cut back, at certain times of the year it grows rapidly and massively reduces visibility when turning out of Aston Rowant Road onto the B4009. Our concern is the positioning of the new signs and ask they are positioned in line with the tree trunk on the grass verge, so the poles are not visible when turning out of Aston Rowant Road and are behind the tree, so as not to reduce visibility any further and cause more potential for accidents.</p> <p>My understanding is that there will need to be a 20mph sign on the bank of grass we are responsible for. Can we please ask if at all possible, it is positioned on the existing pole with signage.</p>