

CABINET MEMBER FOR ENVIRONMENT – 20 JULY 2017
PROPOSED ZEBRA CROSSING AND CREATION OF NEW
JUNCTION OF MILL LANE WITH THAME ROAD, CHINNOR

Report by Director for Infrastructure Delivery

Introduction

1. This report presents responses received in the course of a statutory consultation on a proposal to provide a zebra crossing on the B4445 Thame Road just north west of its junction with the B4009 Lower Road, and to close the existing junction of Mill Lane with the B4445 and B4009, with a new junction being constructed with the B4445 Thame Road approximately 75 metres north west of the existing crossroads junction of these roads.

Background

2. The above proposals – as shown at Annex 1 - have been put forward to accommodate additional transport demands arising from the development of land to the north of Mill Lane and west of Thame Road and, if approved, would be funded by the developers of this land.

Consultation

3. The formal consultation on the proposals was carried out between 25 May and 23 June 2017. A public notice was placed in the Oxford Times newspaper, and an email sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, South Oxfordshire District Council and Chinnor Parish Council, as well as the local County Councillor. Street notices were also placed and letters sent to properties adjacent to the proposals.
4. 30 responses were received and these are summarised at Annex. Copies of all of the full responses received are available for inspection in the Members' Resource Centre.
5. Thames Valley Police had no objection to the proposals. Twenty nine responses were received from members of the public, comprising the following:

| | New junction / road layout | Zebra crossing |
|---------|----------------------------|----------------|
| Support | 6 | 14 |
| Object | 17 | 9 |
| Neutral | 6 | 6 |

6. The objections relating to the new junction layout included concerns over its possible effect on wider traffic movements in the village, and in particular that it would lead to increased use of Mill Lane, Estover Way and Oakley Lane by traffic from B4009 Lower Road intending to continue on the B4009 towards the M40, but concerns were also raised about its impact on other roads including the High Street and Church Road. However, some of the objections expressed the opposite concern that such traffic would be less likely to use Mill Lane etc., resulting in greater pressure on Station Road.
7. Some of the objections and other responses expressed a preference for the existing crossroads layout to be improved by the provision of a roundabout, which was felt to offer also the potential to provide additional pedestrian crossing points. Concerns were also expressed about the adverse impact of parking and the bus stops in the vicinity of both the proposed new junction and also the revised layout of the Lower Road/Station/Thame Road junction, and some requested the introduction of parking restrictions to address these. Two of the responses were from residents of Thame Road in the immediate vicinity of the proposed new junction, and expressed concerns that it would adversely affect the access to their properties.
8. While the proposed zebra crossing was supported by many of the respondents, concerns were raised about its safety, in particular due to the proximity of the bus stops, due to the potential for buses waiting at the stops to restrict the visibility of pedestrians crossing. Concerns were also raised over traffic speeds on Thame Road presenting a hazard to pedestrians using the crossing, with requests being made for speed management measures here.
9. More generally, several of the responses mentioned concerns over the proposed and planned development in the village leading to increased pressures on roads which were already busy, and requested a more comprehensive approach to traffic management in the village, including improving the safety of pedestrians and cyclists, and in particular more vulnerable users including children and the elderly.

Review of responses

10. The response of Thames Valley Police is noted.
11. While the new junction arrangements are clearly a source of concern to many of the respondents, the current crossroad junction is also recognised as presenting difficulties for road users (although it is acknowledged that the accident record is modest, with two slight injury accidents reported in the most recent 5-year period). The proposed layout, including the zebra crossing, should, by replacing the crossroads with two T junctions, be appreciably easier for all road users to negotiate, and it would seem unlikely that it would in practice encourage greater use of Mill Lane/Estover Way and Oakley Lane by through traffic, noting also the existing and proposed additional traffic calming measures in Mill Lane.

12. The concerns over the proximity of the bus stops to the proposed zebra crossing are noted. However, the layout does comply with national guidance on the design of such crossings, and experience of similar crossings elsewhere with bus stops sited close to the crossing does not suggest that this would in practice be a significant safety issue. However, if approved, the safety of the crossing (and the new road layout as a whole) will be carefully monitored.
13. Similarly, the concerns over parking in the area are noted, and it is accepted that with the probable increase in parking demand as a result of further development, a future review of parking will be required.
14. The wider concerns over the impact of development in the village are understandable, but are not considered to be relevant to these specific proposals.

How the Project supports LTP4 Objectives

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

Financial and Staff Implications (including Revenue)

16. Funding for the proposed zebra crossing and new junction arrangements has been provided by the developer of land adjacent to Mil Lane and Thame Road at Chinnor.

RECOMMENDATION

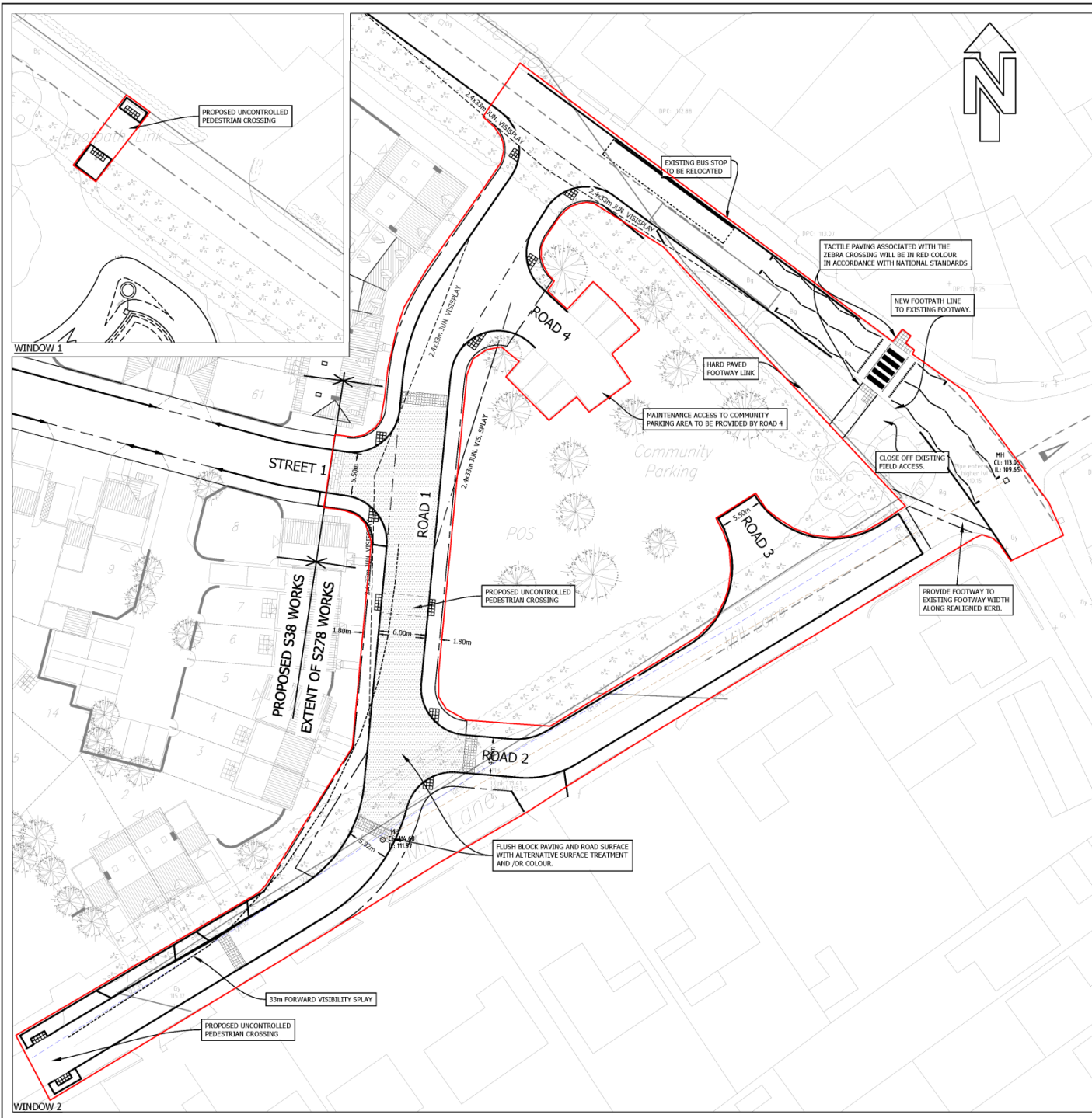
17. **The Cabinet Member for the Environment is RECOMMENDED to approve the proposals as advertised.**

OWEN JENKINS
Director for Infrastructure Delivery

Background papers: Plan of proposed restrictions
 Consultation responses

Contact Officers: Anthony Kirkwood 07392 318871

July 2017



WINDOW 1

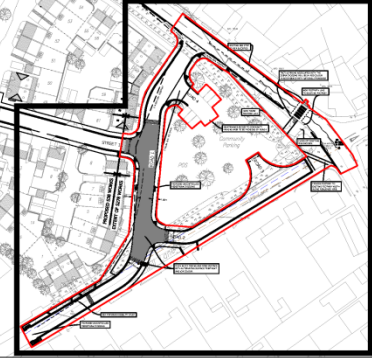


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KEY:

— S278 WORKS BOUNDARY

WINDOW 2



| REV | DESCRIPTION | DATE | BY | AUTH |
|-----|---|----------|-----|------|
| C | TACTILE PAVING AMENDED, ZEBRA CROSSING MOVED, KEY ADDED, NOTES & WORKS BOUNDARY ADDED, HOUR ARROWS/ARROWS, DRAWING REVISED TO SUIT NEW SITE PLAN. | 14.04.16 | ATG | TW |
| B | DRAWING REVISED TO INCLUDE NEW TACTILE PAVING, ROAD CROSSINGS ETC. | 15.03.16 | GT | TW |
| A | | 05.06.15 | GT | TW |

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CLIENT
BLOOR HOMES

PROJECT
MILL LANE, CHINNOR

TITLE
S278 GENERAL ARRANGEMENT LAYOUT

| DRAWN | AUTHORISED | SCALE | DATE |
|-------|------------|-----------|----------|
| GT | TW | 1/250-@A1 | 30.04.15 |

| PROJECT NO. | DRAWING NO. | REV |
|-------------|--------------|-----|
| 14069 | SM538-EN-250 | C |

STATUS:
PRELIMINARY

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| RESPONDENT | SUMMARISED COMMENTS |
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| (1) Thames Valley Police | No objection. |
| (2) Resident, (Mill Lane, Chinnor) | <u>Prohibition of Motor Vehicles</u> – Support – <i>No comment.</i> <u>Zebra Crossing</u> – Support – <i>No comment.</i> |
| (3) Resident, (Greenwood Meadow, Chinnor) | <u>Prohibition of Motor Vehicles</u> – Object – Mill Lane has both a playgroup and primary school situated midway along Mill Lane road. Since both parents have to be in employment in order to pay the excessive rents and mortgages required to live in Chinnor, it is inevitable that they have to drop children off and proceed to work. Simple give way to users on the right for each arm of the crossroads would be a cost effective roundabout. <u>Zebra Crossing</u> – Support – <i>No comment.</i> |
| (4) Online response, (unknown) | <u>Prohibition of Motor Vehicles</u> – Support – This junction was deemed unsafe before the Mill Lane development was given planning permission, therefore I support removal of the cross-roads by prohibiting vehicles as set out. <u>Zebra Crossing</u> – Neither – have concerns about the positioning of the crossing close to the junction with the B4009 when often vehicles tail back on to the B4445 due to cars parked on the Lower Icknield Way. Also have concerns over the loss of parking that would result from the proposed crossing, especially for older & less mobile people visiting the adjacent businesses, and the potential for displaced parking to cause a hazard, together with the proximity of the bus stops and the potential hazards this may cause for pedestrians using the crossing. |
| (5) Resident, (Beech Road, Chinnor) | <u>Prohibition of Motor Vehicles</u> – Object – concerned that the new road and junction will lead to additional congestion with the traffic from the new developments and will not be as safe due to the bends and more restricted junction space and obstruction of sight lines from buses at the bus stops on Station Road. In conjunction with the development already approved at the far end of Mill Lane, I expect a significant increase in vehicular traffic at this junction. On the plus side I do expect to be able to see more in both directions at the junction <u>Zebra Crossing</u> Object – A Zebra crossing without traffic lights will cause enormous congestion, especially at school home time. It would require timed lights to allow proper flow. |
| (6) Resident, (Mill Lane, Chinnor) | <u>Prohibition of Motor Vehicles</u> – Object – <i>No comment.</i> <u>Zebra Crossing</u> – Object – It is felt that the siting of the proposed crossing is too close to the existing junction. Traffic proceeding down Station Road heading towards Thame will be partially unsighted by the bend in the road when approaching the crossing; the crossing should be sited further to the North West |

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| <p>(7) Resident, (Thame Road, Chinnor)</p> | <p><u>Prohibition of Motor Vehicles</u> – Object – I object to this proposal on the grounds that the new junction and road layout will cause even greater traffic problems on Thame Road, as the new junction is on a stretch of the road which is already busy with parked cars and vans; the bus stop is permanently occupied by parked cars spite the yellow line. It would make more sense to bring the new Road junction further to the northwest of Thame Road.</p> <p><u>Zebra Crossing</u> – Support – The current junction is difficult to cross for pedestrians. A zebra crossing would enable the current junction to be kept open.</p> |
| <p>(8) Resident, (Station Road, Chinnor)</p> | <p><u>Prohibition of Motor Vehicles</u> – Object – Changing the crossroads into a T junction will force southbound traffic along Station Road, or attempt to avoid the junction by using the High Street/Church Road, which are not suitable for such ttraffic. It is not realistic to believe through traffic would turn right at the junction to then turn left and increase the length of their journey to travel south. Station Road is a residential road that already has significant traffic problems, adding to these will negatively impact on the quality of life of residents like myself. There is a church, a medical surgery, a park and a primary school along the section of Station Road that would be affected. There are many cars parked along Station Road, the flow of traffic is frequently impeded, on multiple occasions during the day drivers can be heard sounding car horns and disputing rights of way. Furthermore, I have witnessed vehicles mounting the pavement in order to pass each other. Mill Lane is the only one with any traffic calming measures in place (pinch points). It appears ill conceived to reduce traffic along Mill Lane and encourage more traffic along roads that are already problematic yet have no traffic calming measures in place! This adjustment to the road layout contradicts OCC reason for the change and will certainly not promote the safe passage of road users or pedestrians in Chinnor.</p> <p><u>Zebra Crossing</u> – Neither – <i>No comment.</i></p> |
| <p>(9) Online response, (unknown)</p> | <p><u>Prohibition of Motor Vehicles</u> – Support – "Suggest the new junction is a small roundabout to control speeding vehicles entering the village despite it being 30mph zone and it will make it easier to navigate a right turn towards station road. Also parking opposite outside retail units is prohibited with yellow lines."</p> <p><u>Zebra Crossing</u> – Support – No objections to this crossing as long as it is sensibly placed.</p> |
| <p>(10) Resident, (Cherry Tree Road, Chinnor)</p> | <p><u>Prohibition of Motor Vehicles</u> – Object – The original application was for a roundabout not a T junction. With the Zebra crossing so close to the junction and with a bus stop and street parking this will be a very dangerous junction.</p> <p><u>Zebra Crossing</u> – Support – I support the installation of a zebra crossing but after living in the village for 50 years it is a bit late in coming.</p> |
| <p>(11) Resident, (Cleavers, Chinnor)</p> | <p><u>Prohibition of Motor Vehicles</u> – Object – Cars travelling through Chinnor to get to the M40 will use this new road layout to cut through the Mill Lane estate as it is quicker than going straight through the village (due to the ever increasing congestion on Station Road), thereby increasing traffic past Mill Lane primary school, Windmill Nursey and Jack and Jill's nursery, and also increase problems (including speeding) on Estover way which needs yellow lines to prevent the large amounts of vans and cars parking obstructing the flow of traffic. During rush hour there are a number of buses picking up children for the secondary schools at the same time as people using this route as a cut through to get to work.</p> <p><u>Zebra Crossing</u> – Object – There is a speeding problem on Thame Road, with dangerous overtaking, and the parking</p> |

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| | <p>by the shops creates a further hazard by obstructing visibility. The crossing should either be a signalled one, or the parking by the shops needs to be removed. Traffic calming such as an electronic speed display would also help to slow people down.</p> |
| (12) Resident, (Doveleat, Chinnor) | <p><u>Prohibition of Motor Vehicles</u> – Object – Not acceptable with the school and nursery schools. <u>Zebra Crossing</u> – Object – We don't need the development.</p> |
| (13) Resident, (Oakley Lane, Chinnor) | <p><u>Prohibition of Motor Vehicles</u> – Object – This will greatly increase the volume of traffic on an already busy estate road past a primary school, a pre-school & nursery! The traffic coming from Thame will be using a road that is a housing estate road NOT a main through road such as Station & Oakley road which is designed for such traffic. As Chinnor is being forced to take an unacceptable amount of new houses this new road layout is an accident waiting to happen & is totally wrong. <u>Zebra Crossing</u> – Support – I support a zebra crossing but opposite a bus stop is probably not the best place for one.</p> |
| (14) Resident, (Station Road, Chinnor) | <p><u>Prohibition of Motor Vehicles</u> – Object – This is going to encourage cars coming from Thame and Princes Risborough to continue on Station road through the village, rather than direct some through the housing estate and out towards the M40. This will cause further congestion on Station road, adding to the dangerous driving that already occurs. Cars already mount the pavement along Station road due to the congestion. Leaving the pavements dangerous to walk on. The roads are dangerous and so are the pavements, children aren't safe walking on in the pavement to and from school. <u>Zebra Crossing</u> – Support – <i>No comment.</i></p> |
| (15) Resident, (Mill Lane, Chinnor) | <p><u>Prohibition of Motor Vehicles</u> – Object – While I don't mind that the vehicles at the bottom of Mill Lane will no longer have access, as this is a very dangerous junction. I hope that the main priority is that the new junction will be safer to exit onto Thame Road. I would also like to see some 'speed limit' signs on Mill Lane (as at present it has very few, if any). I can see this road as a cut through. Cars already speed along this road; putting resident children's lives at risk every day that they play outside of their homes or walk to school. <u>Zebra Crossing</u> – Object – I feel a zebra crossing would be beneficial however I think it would be better placed on the park side of Station Road as you would have to cross fewer roads for pedestrians to go to the centre of the village. Or there should also be a crossing on Lower Road as this is also busy for pedestrians to cross safely.</p> |
| (16) Resident, (Oakley Lane, Chinnor) | <p><u>Prohibition of Motor Vehicles</u> – Object – This change will encourage traffic coming from Thame/Risborough to cut through Mill Lane/Estover Way - it is already too dangerous for my children walk or cycle to school as the traffic has to encroach on the cycle lanes to pass the parked cars, and drive far too fast; it is also very congested during pick-up time through the traffic calming area by Cherry Tree and school gates. The additional traffic from the developments will only add to these problems, with there being no plans to address these problems in the surrounding road network. <u>Zebra Crossing</u> – Neither – <i>No comment.</i></p> |

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| <p>(17) Online response, (unknown)</p> | <p><u>Prohibition of Motor Vehicles</u> – Neither – As we are generally resigned to the closure happening, but concerned that the works are timed so that the new junction is opened before Mill Lane is closed at its junction with Station Road, to avoid inconveniencing traffic travelling to / from Mill Lane and Lower Road</p> <p><u>Zebra Crossing</u> – Object – The proposal looks dangerous. It's too close to the current junction. We feel it would be better placed beyond the proposed new road exit.</p> |
| <p>(18) Resident, (Lower Road, Chinnor)</p> | <p><u>Prohibition of Motor Vehicles</u> – Object – <i>No Comment</i></p> <p><u>Zebra Crossing</u> – Object – considers insufficient information has been provided on the need for the proposed zebra crossing & its siting. I can only presume that, it would enable residents in the vicinity, to safely cross over the road to the nearby corner shop or bus stop. Easy & safe access to St Andrews School plus, the village centre itself is, currently available, by walking on the footpath up Station Road & then, crossing the road at the existing zebra crossing by that school.</p> |
| <p>(19) Resident, (Glynswood, Chinnor)</p> | <p><u>Prohibition of Motor Vehicles</u> – Neither – The link to the Thame Road should be further away from the existing junction to allow traffic to flow without multiple driver distractions in such a short stretch of carriageway. There are also the shops to consider, which are loading their vehicles at the busiest time of day.</p> <p><u>Zebra Crossing</u> – Object – grave reservations on having an uncontrolled crossing in this location - a crossing just 15m northwest of the junction and at school start/end times will likely result in a constant breakdown of the traffic flow on the Thame Road, due to a steady stream of people using the crossing to access the school. This in turn will then backup traffic travelling towards Thame through the junction and further up Station Road, especially taking account of the existing congestion due to parking on Lower Road. The closure of Mill Lane will increase the incidence of this happening, by virtue of more cars now having to turn right to access Mill Lane. Busy congested roads, drivers frustrated & impatient from delays and young children are not a good mix. A signal controlled crossing south east of the Lower Road junction would be preferable and would assist turning movements.</p> |
| <p>(20) Resident, (Malyns Close, Chinnor)</p> | <p><u>Prohibition of Motor Vehicles</u> – Object – The extent of proposed housing developments in Chinnor at the moment requires a fundamental review of traffic through the village and then urgent action; the roads are insufficient to accommodate the builder's vehicles and supply wagons, let alone buses and all the additional cars that will inevitably accompany the developments. This is in addition to the fact that Chinnor is the only way to access the London bound M40 from Haddenham, Princes Risborough, and Aylesbury. There are also parking problems within the village. These problems need dealing with BEFORE any more developments are allowed, and the proposed crossing (although much needed) and a staggered road junction is not going to make any difference in the long term. We have paid our council tax uncomplaining now it's your turn to act. Life is miserable here with the non-stop traffic, the health problems caused by large numbers of diesel vehicles and the inability to get out of our own roads and the interminable parked cars blocking roads. The village children's route to school is becoming more dangerous every day.</p> <p><u>Zebra Crossing</u> – Support – The crossing is very much needed BUT this is only a tiny part of the traffic problem that Chinnor faces now and increasingly in the future.</p> |

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| <p>(21) Online response, (unknown)</p> | <p><u>Prohibition of Motor Vehicles</u> – Neither – I would prefer there to be a roundabout. <u>Zebra Crossing</u> – Support – As long as it is not too close to a junction.</p> |
| <p>(22) Resident, (Middle Way, Chinnor)</p> | <p><u>Prohibition of Motor Vehicles</u> – Neither – I would like to express my concern at the number of available parking spaces in the public car park and hope that you can find measures to increase this allocation. It would seem that there would be enough room to provide a pull in area for the bus stop on the B4445 which would help alleviate congestion on the road. Also concerned about the signage to be provided at the new junction, and would like to see a VAS to encourage drivers to reduce speed on entry to the village. <u>Zebra Crossing</u> – Support – <i>No comment.</i></p> |
| <p>(23) Resident, (Mill Lane, Chinnor)</p> | <p><u>Prohibition of Motor Vehicles</u> – Support – It was my understanding that the original proposal was for 2 mini roundabouts - one at the existing junction and one at the new junction - why do these not now appear on the plans? <u>Zebra Crossing</u> – Support – <i>No comment.</i></p> |
| <p>(24) Resident, (Hillwerke, Chinnor)</p> | <p><u>Prohibition of Motor Vehicles</u> – Support – I am in favour of the proposal - however the bypass road from Mill Lane to B4445 should be completed and opened prior to the closing of the Mill Lane cross roads to prevent a huge increase in traffic from the estate travelling via Oakley Road down to Station Road. There are no double yellow lines along Station Road therefore traffic builds up quickly as cars are parked on the road and this would occur until the bypass road was opened. Once the works are completed is likely to be necessary to paint double yellow lines along a section of the B4445 either side of the entrance from the new by pass road onto the B4445. This will ensure that there is enough vision splay when pulling out of the new by pass road as the B4445 is a fairly busy road. <u>Zebra Crossing</u> – Support – Locations of zebra crossings look good.</p> |
| <p>(25) Resident, (Thame Road, Chinnor)</p> | <p><u>Prohibition of Motor Vehicles</u> – Support – <i>No comment</i> <u>Zebra Crossing</u> – Support – I support this zebra crossing but it is vital that traffic calming measures are introduced along the Thame Road - recent surveys have shown that traffic consistently exceeds the 30 mph speed limit, at times greatly so, and this is very dangerous for the zebra crossing. In addition, to enable pupils from the new housing to get to the playing fields and St Andrew's School there needs to be another zebra crossing on Lower Road. It can be difficult to cross at times..</p> |
| <p>(26) "Email response, (unknown)</p> | <p><u>Prohibition of Motor Vehicles</u> – Object – the new junction layout will lead to more rat running on Mill Lane and Estover Way, and also on High Street and Church Road which are ill suited for such use <u>Zebra Crossing</u> – Object – I assume that the main purpose of the Zebra crossing is to facilitate foot traffic to and from the shops on Thame Rd. These "shops" do not currently have any measurable footfall. They do require adjacent parking for the loading/unloading of groceries, double glazed units, sofas and armchairs. Given the restrictions that the crossing and the new exit will have on parking, how are these units expected to function? If it is possible in the future that a minimarket will occupy the largest unit, is it common practice to grant permission for a retail outlet when the majority of customers will need to cross a busy main road, with or without a Zebra crossing?</p> |

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| | <p>The new crossing would encourage pedestrians to cross Thame Rd and then Lower Road to gain access to these facilities. The crossing of Lower Rd at this point is extremely dangerous.. A crossing would be essential on Lower Rd close to the junction.</p> |
| <p>(27) Email response, (unknown)</p> | <p><u>Prohibition of Motor Vehicles</u> – Neither <u>Zebra Crossing</u> – Neither However, raised queries on whether parking restrictions are planned (including whether over-night restrictions are planned) and how far these would extend, specifically on Thame Road, Lower Road and Station Road to avoid causing congestion problems. Also queried if the 30mph speed limit will be extended to the north and whether any traffic calming measures are planned on Thame Road, and the routing / stops for school buses and services 40, 275, 320</p> |
| <p>(28) Resident, (Thame Road, Chinnor)</p> | <p><u>Prohibition of Motor Vehicles</u> – Object - there is sufficient space to provide a roundabout at the existing crossroads which would also provide an opportunity to provide an additional zebra crossing on Mill Lane near the junction; the current proposal does not take account of parking on Lower Road <u>Zebra Crossing</u> – Support, - but concerned about the speed and volume of traffic and the potential hazards these may cause to users of the crossing, and also what appears to be insufficient parking provision that may lead to hazardous short term parking in the vicinity of the crossing and new junction. Also raises queries in relation to the siting of the bus stops, and expresses view that a comprehensive traffic safety plan – including potentially additional calming and a 20mph speed limit is required, and possibly also speed cameras, rather than what appears to be a piecemeal approach to addressing the traffic issues in the village especially given the proposed development in the village . This road is already unsafe for pedestrians, cyclists, horses and the disabled. The volume of foot traffic has risen noticeably since the development of the garden centre site and in the absence of statistical modelling for serious accidents; I am saddened to predict that it won't be long before there is a fatality on this section of road.</p> |
| <p>(29) Resident, (Elderdene, Chinnor)</p> | <p><u>Prohibition of Motor Vehicles</u> – Neither <u>Zebra Crossing</u> – Neither concerned over the location of the two existing bus stops in Thame Road in respect of the proposed zebra crossing, and that buses at the stops will obstruct visibility of pedestrians using the proposed crossing. Also requests clarification on the proposed location of the bus stops appears to have changed from plans previously supplied.</p> |
| <p>(30) Resident (Thame Road, near proposed access)</p> | <p><u>Prohibition of Motor Vehicles</u> – Object - Mill Lane has been a thoroughfare for centuries, and the new road layout will increase traffic levels. The existing crossroads has an acceptable accident record. Access to the new development could be provided by a simple access road in and out of the development on Thame Road –<u>Zebra Crossing</u> – Neither –</p> |