

**CABINET MEMBER FOR ENVIRONMENT – 15 NOVEMBER 2017**  
**PROPOSED TRAFFIC CALMING CHICANE B4009 CHINNOR ROAD**  
**KINGSTON BLOUNT**

**Report by Director for Structure Operations**

**Introduction**

1. This report presents responses received to a statutory consultation on revised proposals to install traffic calming measures on the B4009 Chinnor Road at Kingston Blount.

**Background**

2. Following concerns raised by Aston Rowant Parish Council on the speed of traffic on the B4009 Chinnor Road and High Street at Kingston Blount, traffic calming measures to be funded by the Parish Council were proposed and initially consulted on in October & November 2017. Following a review of the responses then received – which although receiving considerable support did include some concerns on the details of the scheme - an amended proposal comprising a revised and relocated chicane at the west end of the village only was prepared in consultation with Thames Valley Police & the Parish Council. These are shown at Annex 1 & Annex 2.

**Consultation**

3. Formal consultation on the revised proposals was carried out between 26 July and 24 August 2018. Emails providing details of the proposals were sent to Thames Valley Police, the Fire & Rescue Service, Ambulance service, Aston Rowant and Lewknor & Crowell Parish Councils, South Oxfordshire District Council and local County Councillors. Additionally, letters were sent to approximately 25 properties in the immediate vicinity of the proposals.
4. Ten responses were received - five in support, four objecting and a non-objection from Thames Valley Police. These are summarised at Annex 3. Copies of the responses are available for inspection by County Councillors should they wish to view them.

**Responses to objections**

5. The Parish Council were in full support of the proposals, whilst Thames Valley Police did not object, noting that a trial of the scheme using a temporary layout had been carried out and had been observed to operate satisfactorily. Four residents of Kingston Blount also supported the proposals.

6. Four objections were received from members of the public, all residents of Chinnor on the grounds of potential traffic conflicts created by the proposed chicanes, including specific concerns over the interaction of the proposed chicane near the junction with Kingston Hill, additional traffic delays, lack of bypasses for cyclists and the lighting of the features. Wider concerns included the traffic assessments and specifically the significant traffic flows on Kingston Hill and also that the funding available for the scheme would be better spent on road maintenance.
7. While it is acknowledged that traffic calming features of this type can result in additional delays this has to be balanced against the benefits to residents of the village in particular. The trial layout at peak times indicated that the proposed layout did appear to assist in reducing traffic speeds without causing undue queuing. A safety audit of the detailed design has been arranged that will include specific consideration of the concerns raised in respect of queuing and the interaction of traffic at adjacent junctions, together with the conspicuity of the chicanes in darkness and provision for pedal cyclists.
8. The objection in respect of the use of public funds is noted, but it should be stressed that the cost of the scheme if approved will be met by Aston Rowant Parish Council.

### **How the Project supports LTP4 Objectives**

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

### **Financial and Staff Implications (including Revenue)**

10. Aston Rowant Parish Council are funding the installation of the traffic calming chicane whilst design of the proposal and consultation has been undertaken by council officers as part of their normal duties.

### **RECOMMENDATION**

11. **The Cabinet Member for the Environment is RECOMMENDED to approve proposals to install traffic calming measures on the B4009 High Street at Kingston Blount as advertised subject to a satisfactory road safety audit.**

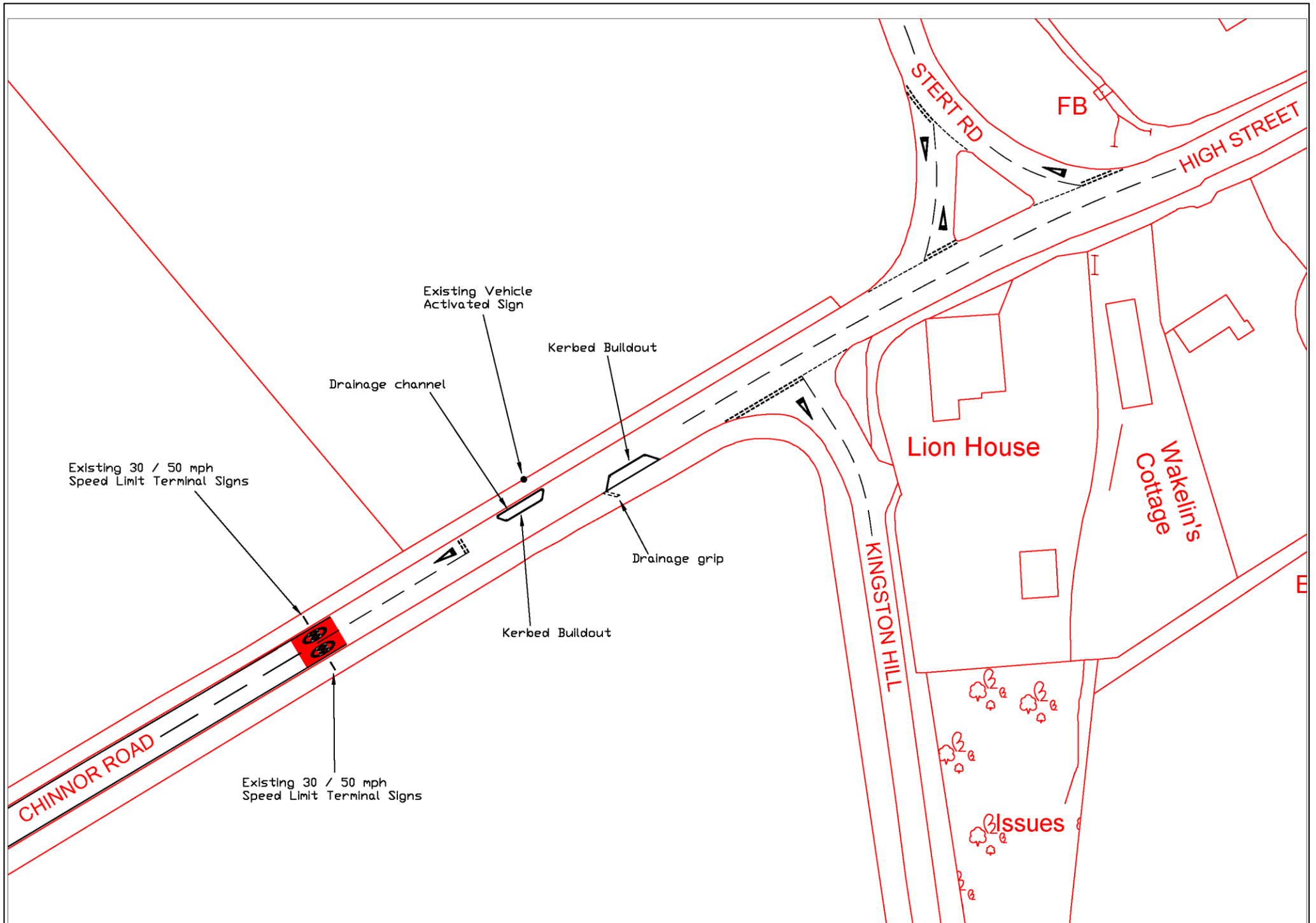
OWEN JENKINS

Director for Structure Operations

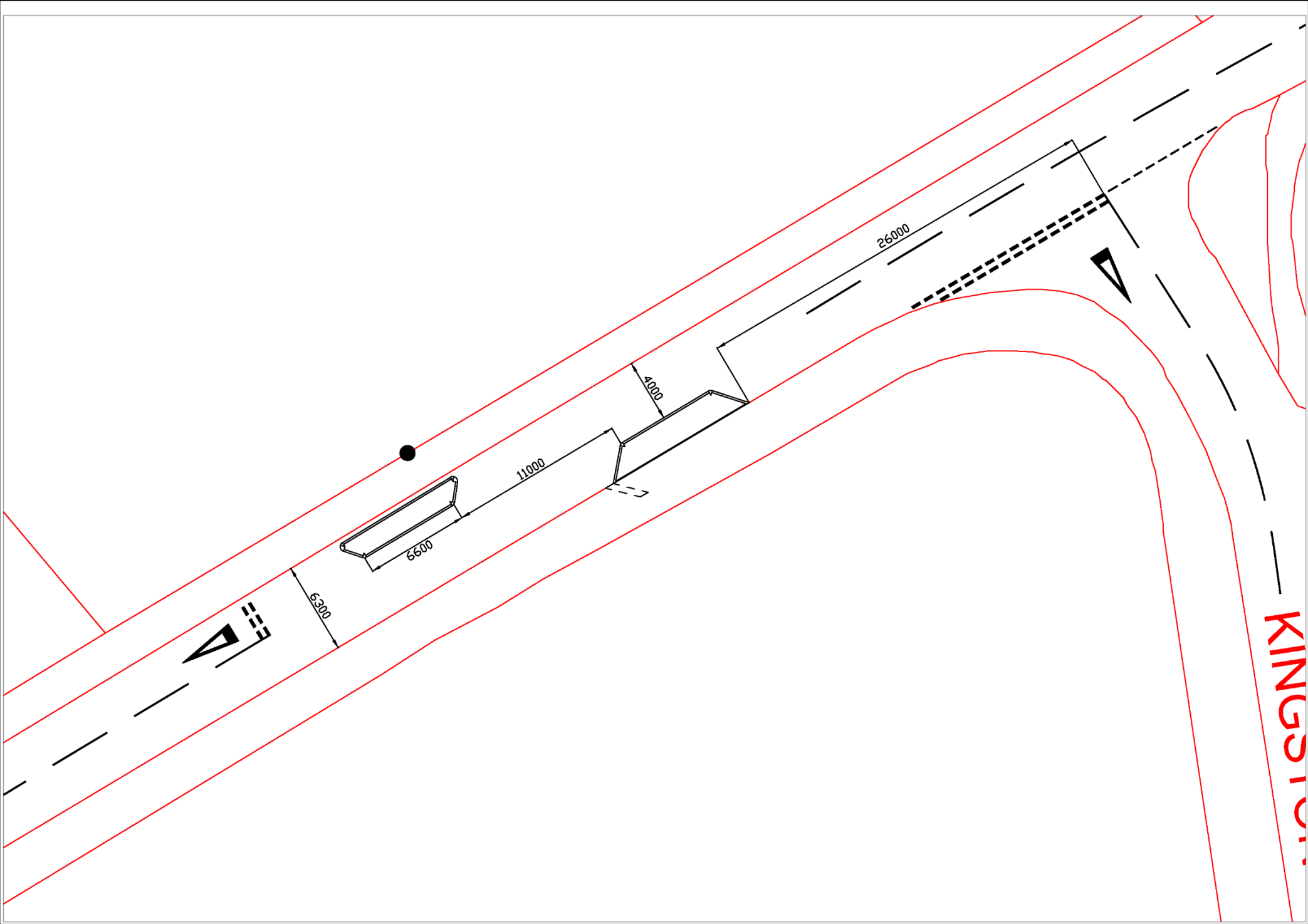
Background papers: Plans of proposed traffic calming chicane  
Consultation responses

Contact Officers: Hugh Potter 07766 998704

November 2018



CMDE9



RESPONDENT	SUMMARISED COMMENTS
(1) Thames Valley Police (Traffic Management Unit)	<b>No objection</b> - seem consistent with previous site meetings and mock builds.
(2) Aston Rowant Parish Council	<b>Support</b>
(3) Local Resident, (Chinnor)	<b>Object</b> - I think we will all be better off if you spend the limited resources at your disposal by repairing the roads before any traffic calming is undertaken
(4) Local Resident, (Chinnor)	<p><b>Object</b> - I would be supportive of the measure. However, the use of a double chicane is questioned. Why can't the chicane currently present on the eastern end of Kingston Blount not be replicated. If the build extended further into the carriageway it would permit a cycle bypass to be introduced, whilst still permitting adequate width to pass. The presence of the westbound chicane in close proximity to the Kingston Hill turning is questioned. Finally, the poor vertical alignment for left turning vehicles from Kingston Hill along the B4009 places eastbound vehicles conflicts with each other.</p> <p>It is assumed that the chicane will be illuminated though the site of a lighting column but that would be difficult given the close proximity of the overhead power cables.</p>
(5) Local Resident, (Chinnor)	<p><b>Object</b> - Some points to note:</p> <p>1: does it show that 30 mph illuminated signs do not work?</p> <p>2: OCC's knowledge of traffic in the area. There are count points on the B4009 at Aston Rowant, CP069, and just out of Chinnor village towards the Henton turn, CP182, which is used to measure the B4009 through traffic for Chinnor. Unfortunately planning applications use the census data for travel to work which shows that well over 50% of vehicles exit via Crowell Road with 20% heading out of the village towards the Henton end but the Kingston Blount CP shows far less than the Henton one (it has been stated that the B4009 is only at 60% capacity, but far higher counts would be</p>

	<p>seen on the Crowell Road exit). This is due to the vast numbers that go up Kingston Hill where many pick up the M40 in Stokenchurch (as it's shorter and avoids the slow HGV's on the hill of the M40 and use Kingston Hill for a variety of areas, Cressex, Christmas Common towards Henley etc. Calculations show that well over 50% of travel to work after exiting Chinnor go up Kingston Hill.</p> <p>3: On the Kingston Hill exit, with the chicane holding up traffic from the left then queues are likely to build even longer down the hill since holding up traffic from the left will create longer runs of traffic limiting the exit from Kingston Hill while waiting for Chinnor traffic to pass.</p> <p>4: There is a dangerous blind spot as you exit Kingston Hill on the right which would be better served to have a mirror opposite the junction.</p>
<p>(6) Local Resident, (Chinnor)</p>	<p><b>Object</b> - I could understand a roundabout with the junction of Kingston Hill, but a chicane immediately preceding a junction seems like a nightmare! These traffic calming measures are far from calming, they provoke bad driving. Prove that it is safer to have a chicane. I can't believe it.</p>
<p>(7) Local Resident, (Kingston Blount)</p>	<p><b>Support</b> - It seems after 3 attempts, OCC highway engineers have put the chicane where I said it should go in first place, near the bottom of Kingston Hill.</p> <p>This might solve the problem of cars from the M40 speeding, if they have to stop, but it doesn't deal with the speeding between the Cherry Tree and Icknield Close, where there have been more accidents than at the junction of the Hill and the Stert. I installed the VAS's which with the chicane are effective for 80% of the time, but not for the other 20% who are idiots. Also the B4009 is very narrow at top of Pleck Lane, I have sent you video to prove this, which needs to be addressed.</p> <p>You need to have two raised areas to physically slow vehicles down between the Cherry and Icknield Close. They seem to have these areas all over Europe but not in Oxfordshire. Aston Rowant needs calming, raised areas are the answer, chicanes won't work. The prediction is of 11,000 vehicles a day by 2022, 7500 now for the B4009.</p>
<p>(8) Local Resident, (Kingston Blount)</p>	<p><b>Support</b> - I think all possible traffic calming measures should be considered - especially with the ongoing building projects in Chinnor. The speed that HGVs travel through the village is unacceptable and only a matter of time before there is an accident.</p> <p>Whilst i strongly support these measures I would also encourage the council to considering supplementing these</p>

	<p>measures with either speed bumps or a speed camera in the village.</p> <p>My current experience of the traffic calming kerbed build out at the Chinnor end of the village is that once cars have passed this they then speed up again to catch up through the village. The ideal solution is one which gets drivers to slow down and maintain that speed whilst travelling through the village.</p>
<p>(9) Local Resident, (Kingston Blount)</p>	<p><b>Support</b> - I have recently moved to Wakelin's Cottage in Kingston Blount and can testify that the speed of the vehicles passing through the high street regularly exceed the 30mph limit. With the increased lorry traffic due to the building work in the area my 400 year old house physically shakes with each lorry pass.</p> <p>I therefore actively SUPPORT any traffic calming measures and would support road humps or any other measure to slow the traffic down.</p> <p>My only concern is that as the traffic slows to the proposed kerbed buildout there will be an increase of noise of the traffic accelerating into and out of the high street.</p>
<p>(10) Local Resident, (Kingston Blount)</p>	<p><b>Support</b> - We continue to support the Traffic Calming proposal and wish to reiterate our 'additional comments' in support of the first proposal provided on 10th October 2017.</p> <p>Having lived on the High Street in Kingston Blount for the past 17 years, and in Chinnor for the previous 10, we wholly support the traffic calming measures on the High Street and ideally in Aston Rowant too. The 40/ 30/ 50/ 30 MPH limits on the B4009 between the M40 and Kingston Blount (and back) are often treated as minimums, especially at either end of the day during 'rush hour'. All types of vehicles regularly 'speed' through Kingston Blount, especially between the former Cherry Tree Public House, Kingston Stert and Kingston Hill road junctions and the Cricket Club. Using the Kingston Stert and Kingston Hill road junctions, as well as exiting and entering our driveway, can be hazardous, as the speed of the traffic is inconsistent into, through and out of the village - in both directions. Numerous serious accidents or very close shaves have taken place close to the Kingston Stert and Kingston Hill road junctions - cars, motorbikes, cyclists, pedestrians (including at least one fatality) and to pets too - the risk of which could all be reduced through slowing traffic. I appreciate that some may have concerns over additional pollution caused by waiting vehicles, but modern vehicles are now fitted with stop/start ignition and there is an increasing legal requirement/technological improvements to reduce vehicle emissions too. Surely a few extra seconds waiting/queuing to let other vehicles with right of way pass through the chicanes, i.e. 'calming traffic', is worth reducing the chance of an accident or indeed to save a life by slowing traffic through our/your village?</p>



	<p>We have now lived in Kingston Blount for 18 years and the traffic situation continues unabated. Whilst we respect the wishes and good intentions of those objecting to the proposal, please come and spend an hour by the side of the B4009 close to the Kingston Stert and Kingston Hill junctions or by the Cricket Club entrance, especially at either end of the day and witness for yourselves the typical traffic behaviour of all types of vehicles before coming to your final opinion on this proposal.</p>
--	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------