

Divisions affected: *Thame and Chinnor*

**CABINET MEMBER FOR HIGHWAY MANAGEMENT –  
18 NOVEMBER 2021**

**CHINNOR: B4009 AND B4445 - PROPOSED TRAFFIC CALMING  
BUILDOUTS**

Report by Corporate Director, Environment and Place

**RECOMMENDATION**

1. The Cabinet Member for Highway Management is RECOMMENDED to approve as advertised the traffic calming buildouts on the B4009 and B4445.

**Executive summary**

2. This report presents responses received to a statutory consultation on the proposed introduction of traffic calming on 3 radial routes in Chinnor consisting of buildouts supplemented by vehicle-activated speed warning signs.

**Financial Implications**

3. Funding for consultation on the proposals has been met from the Community Infrastructure Levy (CIL) budget transferred from South and Vale and now held by the County 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 26 August and 17 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 Service, Ambulance service, Bus operators, South Oxfordshire District Council, Chinnor Parish Council, Crowell Parish Meeting, Sydenham Parish Council and local County Councillors. Letters were also sent directly to approximately 186 properties within the village.

7. 109 responses were received during the formal consultation. 22 objections (20%), 29 expressions of concern (27%), 56 in support (51%) and two non-objections. The responses are shown at Annex 4 with copies of the original responses available for inspection by County Councillors.

### **Response to Objections and Other Comments**

8. Thames Valley Police did not object.
9. Chinnor Parish Council is promoting the scheme and has confirmed its support verbally for the proposals with an assurance of written submission to follow.
10. No response has been received so far from the local members.
11. Crowell Parish Meeting is concerned that drivers frustrated by the calming might result in increased speeds within Crowell.
12. Sydenham Parish Council support the proposals but suggest their own calming proposals for the B4445 in Emmington be undertaken within the same contract.
13. Of the 55 residents backing the proposals, 43 merely stated their support or stressed the benefits in reducing speeds and improving safety. The remaining 12 supporters outlined the following (*number of comments in brackets*):- more vehicle-activated signs required (3), width-restrictions preferable to road humps (3), build-outs should be amended to chicanes in all cases (2), the need for a 20mph limit (2), the scheme should be intensified/strengthened (2), measures were also needed on Thame Rd (1), the 30 limit on Lower Icknield Way should be extended (1), calming is needed at the Greenwood Ave / Crowell Rd one-way section (1).
14. Of the 22 objectors, 15 were unequivocally against any measures and a further 4 sought completely different solutions such as speed cameras or vehicle-activated signs. The remaining 3 objectors sympathised with the intentions but considered the proposals deeply flawed. Comments included (*number of comments in brackets*):- the proposals are unnecessary (14) and/or will increase delays, pollution and even accidents (11), also that they would be ineffective (7), and that the money should be spent elsewhere (6). There were further calls for additional vehicle-activated signs to be used instead (4).
15. While 28 expressed concern, only 5 appear not to favour any calming at all with a further 2 claiming insufficient information to give a view. The remainder broadly supported but expressed views such as (*number of comments in brackets*):- the calming needs to be more extensive/aggressive (7), the proposals need amending (5), a bypass is required (2), further vehicle-activated signs are required (2). Humps divide opinions with 2 respondents concerned they may be used and another advocating them in lieu of buildouts. Again, there was a call for chicanes in place of buildouts, also for a 20mph speed limit and a concern which expressed that the proposals would increase speeds in Crowell.

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16. The single respondent with no opinion on the proposal emphasised the problem of car parking both on the radial routes and within estates in the village.

### **Consultation Synopsis**

17. The public response to consultation initially suggests a somewhat polarised debate. However, 7 objectors support the need for calming in principle and 23 of those expressing concern also back some form of calming. Effectively this equates to 55 supporting the proposals as advertised with a further 30 backing calming in some form balanced against 20 who object to any calming per se.

BILL COTTON

Corporate Director, Environment and Place

Annexes

Annex 1-3: Consultation Plans

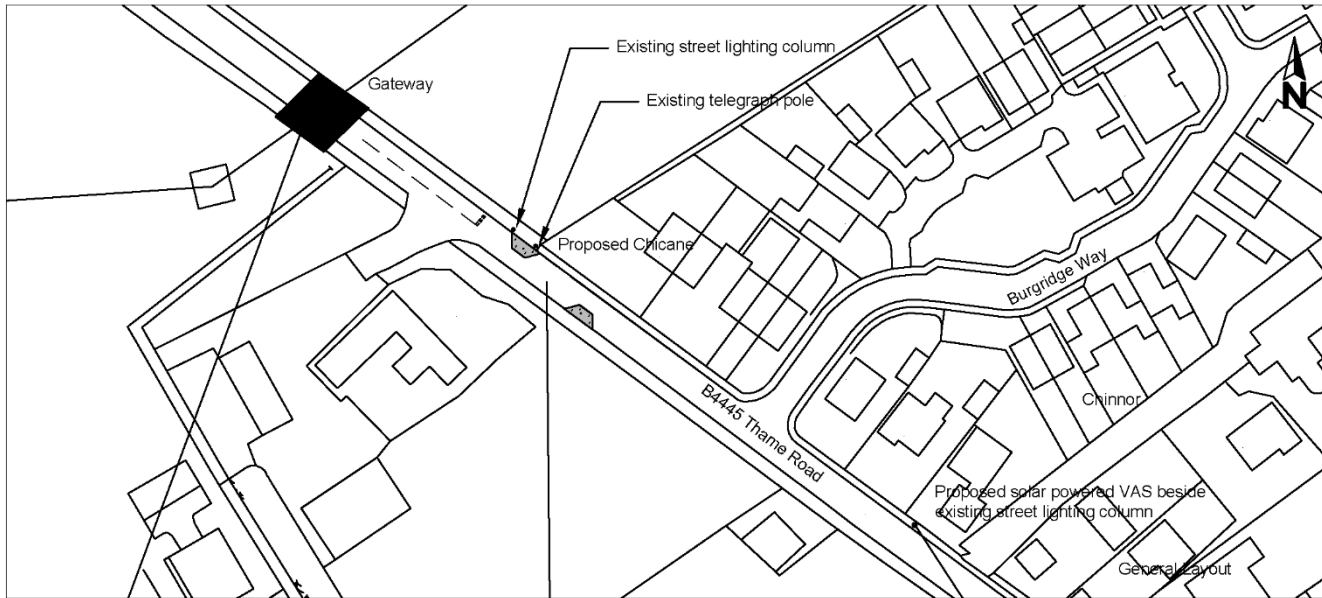
Annex 4: Consultation responses

Contact Officers:

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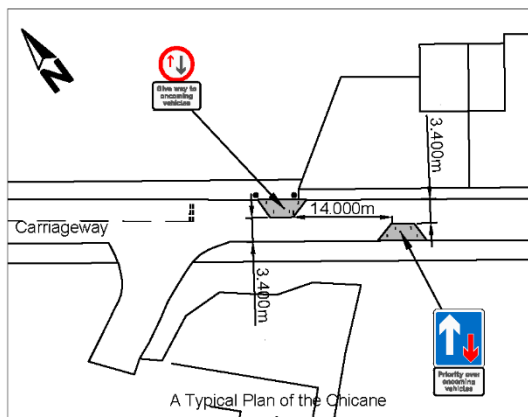
November 2021



Notes

Refresh the following features

1. Traffic sign plates
2. Wicket gates
3. 30 and 50 roundel road markings
4. Dragon teeth road markings
5. Center line road markings



VAS Ref A



VAS Ref B




VAS Ref C


Drawing No.	Revision 1
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Notes

1. VAS or Vehicle Activated Sign



Solar powered rebound Traffic Bollard with keep left or keep right arrow



Sign distance from hazard minimum 45m beside each approach lane.

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION				
IN ADDITION TO THE HAZARD/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS				
CONSTRUCTION				
Underground services present. TAR bound material in c/w and footway.				
MAINTENANCE/CLEANING				
DECOMMISSIONING/DEMOLITION				
Underground services present. TAR bound material in c/w and footways.				
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Rev.	Date	Purpose of revision	Drawn	Checked/Approved



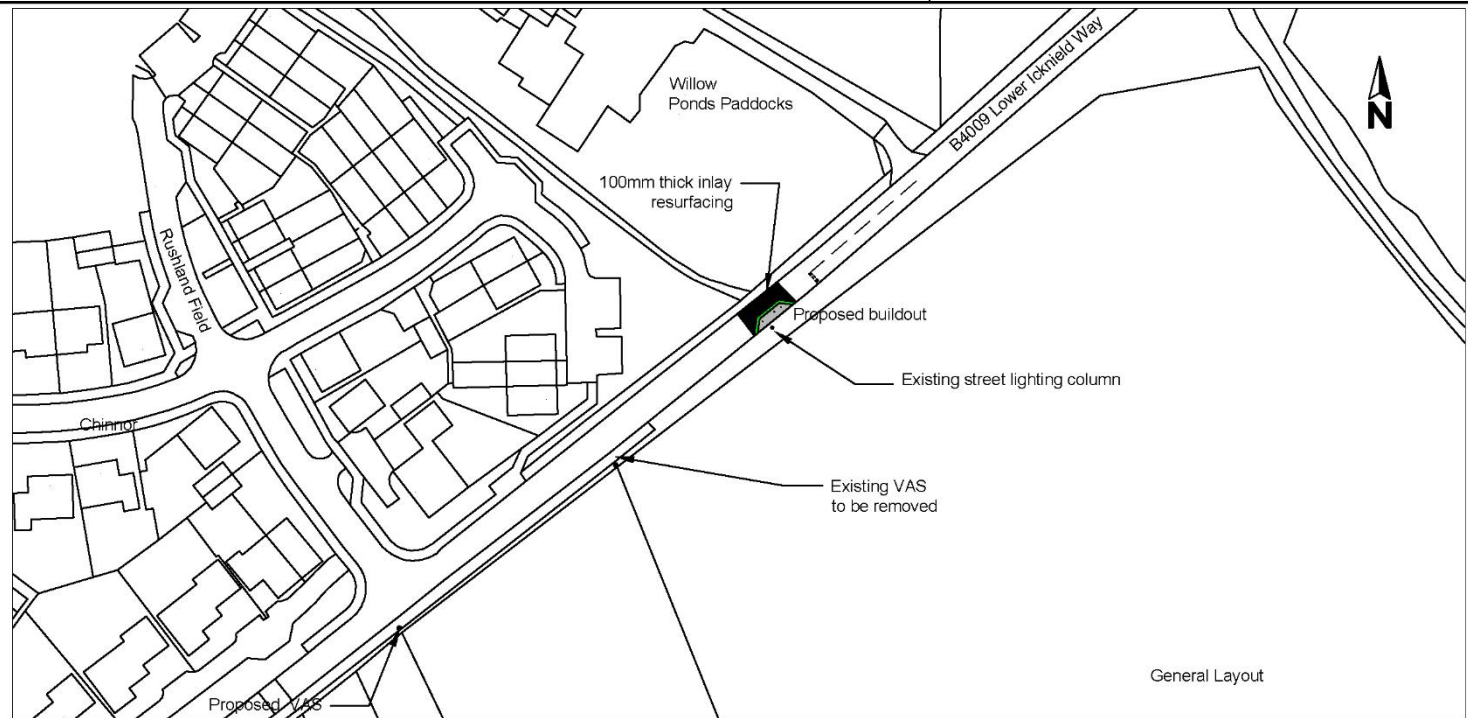
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Project title  
Chinnor  
Proposed Gateway Improvements

Drawing title  
Site Ref 1

Drawing Status		Consultation	
Scale @ A3	Drawn by RGr	Checked by	Approved by
		Date checked	Date approved

Oxfordshire Project No. & File Ref	
Drawing No.	Revision 1

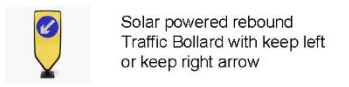


General Layout

Drawing No. Revision

Notes

- VAS or Vehicle Activated Sign



SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS:  
**CONSTRUCTION:**  
 Underground services present. TAP found material in the and footway.  
**MAINTENANCE/CLEANING:**  
  
**DECOMMISSIONING/DEMOLITION:**  
 Underground services present. TAP found material in the and footway.

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Project title  
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 Proposed Gateway Improvements

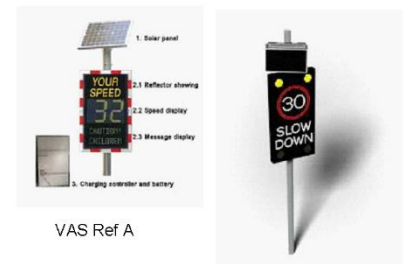
Drawing title  
 Site Ref 2

Drawing Status Consultation

Scale @ A3	Drawn by RGR	Checked by	Approved by
	Date drawn	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No. Revision



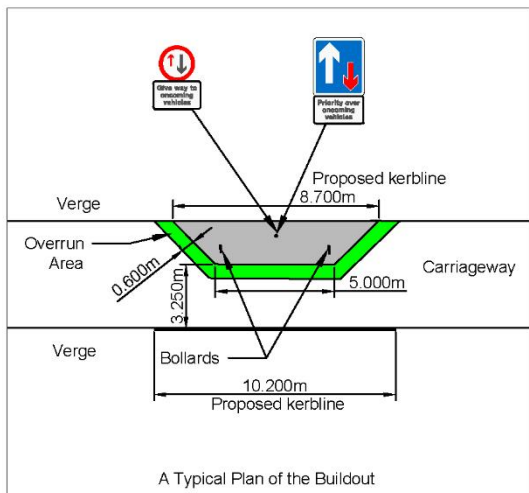
VAS Ref A



VAS Ref B



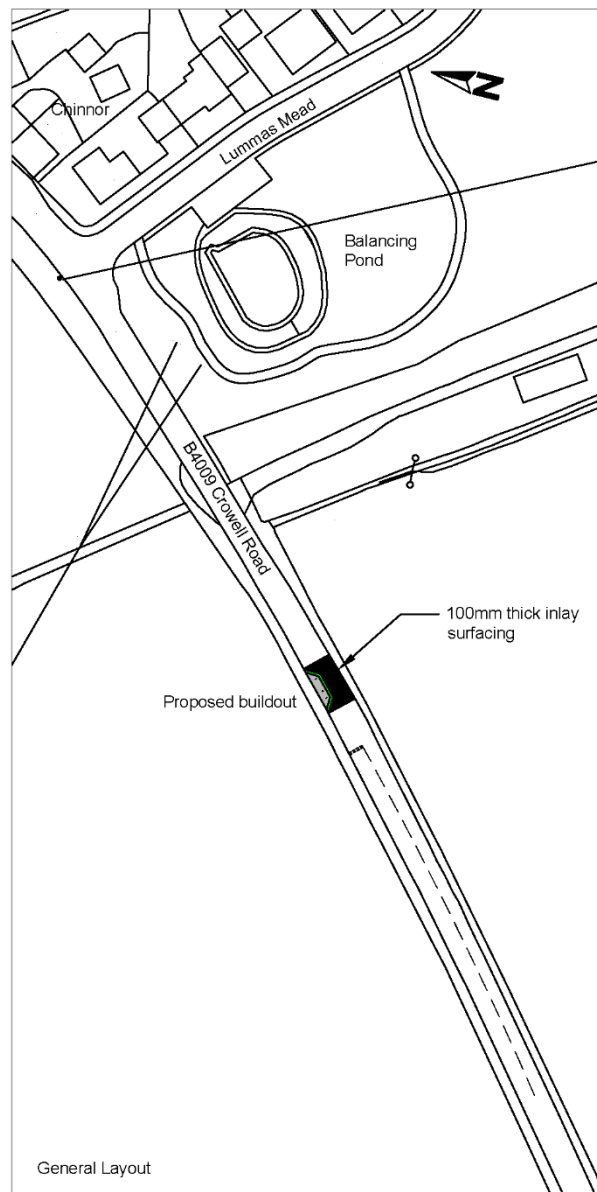
VAS Ref C



A Typical Plan of the Buildout



- Notes
- Refresh the following features
  - Traffic sign plates.
  - 30 and 50 round road markings to be removed.
  - Center line road markings.
  - Continuous lines.



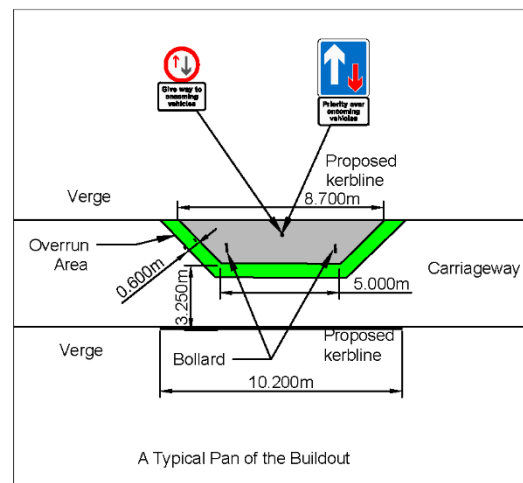
VAS Ref A



VAS Ref B



VAS Ref C



- Notes
- Refresh the following features
1. Traffic sign plates.
  2. 30 and 50 road markings are to be removed.
  3. Centre line roadmarkings
  4. Edge lines



Drawing No. Revision

Notes

1. VAS or Vehicle Activated Sign



Solar powered rebound Traffic Bollard with keep left or keep right arrow



Sign distance from hazard minimum 45m beside each approach lane . .

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARD RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS

CONSTRUCTION

Underground services present. TAP board material in c/w and footway.

MAINTENANCE/CLEANING

DECOMMISSIONING/DEMOLITION

Underground services present. TAP board material in c/w and footway.

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Project title  
Chinnor  
Proposed Gateway Improvements

Drawing title  
Site Ref 3

Drawing Status Consultation

Scale @ A3	Drawn by	Checked by	Approved by
	RGr		
	Date drawn	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No. Revision

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<b>No objection.</b>
(2) Crowell Parish Meeting	<p><b>Concerns</b> – Crowell Parish has been extremely concerned about the volume and speed of traffic travelling through our village for a long time (to and from Chinnor direction). Both the speed and volume have increased markedly in the last few years. We applaud the intent to insert traffic calming measures on the B4009; however, we have the following 2 concerns:</p> <p>a) calming traffic into Chinnor may mean that drivers leaving Chinnor (the priority route for the proposed calming measure) speed up through the short 50mph zone and continue at that speed through Crowell in order to gain the time they lost/annoyance of having been delayed through Chinnor.</p> <p>b) Vehicles leaving Chinnor on the B4009 towards Crowell immediately enter a very short 50mph speed limit that lasts approximately a quarter of a mile before hitting a double bend that leads into our village; unfortunately, this bend doesn't slow traffic down and most vehicles carry their speed straight through the village, endangering anyone crossing the road or pulling out of the village.</p> <p>Crowell village is so close to Chinnor and these traffic calming measures will mean it is sandwiched between 2 villages with calming measures (Kingston Blount also has traffic calming). It would make sense to consider the impact of these calming measures on Crowell and ensure that all measures taken positively impact the traffic through our village as well as through Chinnor. As such, we would respectfully request that appropriate consideration is given to any potential impact of these measures on Crowell. We are very happy to discuss this further if required.</p>
(3) Sydenham Parish Council	<p><b>Support</b> – Sydenham Parish Council supports the traffic calming measures but would like to see the scheme for the B4445 completed with the inclusion of an additional pinch point on the approach to the Inn at Emmington. We have been liaising with Chinnor Parish on the speed reduction measures along the B4445 regarding the requirement for a pinch point on the approach to the Inn at Emmington turn as part of a wider scheme (previously discussed with Highways in 2015). A second pinch point near Emmington could combine with a review of the speed limit between the entrance to Chinnor Village and the Emmington junction, and it would seem sensible to include this</p>

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	<p>in a single scheme to reduce costs. There is already a scheme designed by OCC for an Emmington pinch point and we feel strongly that this should be included in the listed proposals.</p> <p>Our research into this matter includes data from speed indicator devices and vehicle activated signs that clearly demonstrate the ongoing speeding problem. This is also backed up by the regular presence of the police camera van, which would be able to offer further supporting data. The number of new developments in Chinnor, both existing and proposed, is significantly increasing the amount traffic on the B4445. This is causing an existing problem to be exacerbated.</p>
<p>(4) Local Resident, (Chinnor, Lower Icknield Way)</p>	<p><b>Object</b> - Lower Icknield Way is suffering increasing urbanisation. The current calming measures build convoys and if I want to post a letter, it can take 20-30 seconds for traffic to clear. Parked cars by our house calm traffic but the waiting vehicles cause noise and pollution at peak times and in warm weather is a real problem. At the time of the current calming I suggested pedestrian operated lights where the footpath "crosses" the road. That would ensure pedestrians influence traffic flow.</p> <p>The B4445 Thame Road is a different matter. Personally, I do not perceive a speeding problem but I know others do</p>
<p>(5) Local Resident, (Chinnor, Oakley Lane)</p>	<p><b>Object</b> - Environmental impact of cars stopping and starting. Enough vehicle fumes in the village already. Brake dust will be everywhere further polluting the environment. Everyone knows people just speed through these. Look at the one into Kingston Blount. People accelerate to get through before an incoming car.</p>
<p>(6) Local Resident, (Chinnor, Van Diemens Close)</p>	<p><b>Object</b> - The proposal for blocking half the road to slow traffic is unacceptable and unnecessary as it will create significant traffic congestion on all roads leading in and out of the village. With the increase in traffic already being experienced as a result of all the additional housing built in recent years this will be a nightmare for local residents. Speed signs (that show you how fast you are driving like the ones at Ermington would be a much better idea )</p>
<p>(7) Local Resident, (Chinnor, Equine Way)</p>	<p><b>Object</b> - There really isn't a significant issue with these roads.</p> <p>There seems to be no data to support this, only a small group of local residents who have made an issue without anything to support it. Please don't waste tax-payers money on this project without any data to actually support it</p>



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<p>(8) Local Resident, (Chinnor, Cowleaze)</p>	<p><b>Object</b> - Will not have the desired outcome. Traffic speeds up to avoid stopping. Slow moving vehicles struggle to get going again as other road users use increased speed to force their way thru the obstacles. Can't we simply have more speed camera and vas signage.</p>
<p>(9) Local Resident, (Chinnor, Chiltern View)</p>	<p><b>Object</b> - I am not aware of any accidents/injury caused by excessive speed in the areas of the proposed traffic calming and so view this as an unnecessary waste of funds. The existing "S bend" at one entrance to the village slows traffic to the speed limit and parked vehicles at the other mimic the effect of the proposed change.</p>
<p>(10) Local Resident, (Chinnor, Rumpenny)</p>	<p><b>Object</b> - I believe the site of the proposed traffic calming measure on the B4009 on Ickniel Way will create difficulty turning out of Rushland Field onto the B4009 particularly during rush hour in the mornings when this road is very busy and the traffic calming measures will create a queue of traffic back across the junction. Generally, within the village there are too many cars parked on the roads and these traffic calming measures on the approaches into the village will not solve any of the problems people experience with speeding within the village. The road is too busy at peak times, with too many vehicles trying to use it, that these measures will cause unnecessary delays on an already overburdened stretch of road - I believe speed cameras or other measures would be more effective to tackle the problem at hand</p>
<p>(11) Local Resident, (Chinnor, Stert Road)</p>	<p><b>Object</b> - I object on the grounds that the scheme fails to address the root cause of the issue which is through traffic which uses Chinnor village.</p>
<p>(12) Local Resident, (Kingston Stert, Stert Road)</p>	<p><b>Object</b> - The proposals do nothing to help reduce the main cause of the excessive traffic / speeding. More thought and money should go towards the building of new roads and better junctions to take the traffic away from residential streets. Chicanes cause many drivers to speed up to clear them before oncoming traffic.</p>
<p>(13) Local Resident, (Chinnor, Leyburne Gardens )</p>	<p><b>Object</b> - From previously living in a village with the purposed speed calming, it increased speed as people tried to race through before oncoming cars. This also resulted in greater rate of accidents and issues. The only way is to have police speed vans more frequently or camera.</p>

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(14) Local Resident, (Chinnor, Church Lane)	<b>Object</b> - I think these obstructions are more dangerous and will cause more accidents than the status quo. Despite some current speeding there isn't any evidence of accidents at the moment. I'd rather scarce resources are spent on improving the pavements in Chinnor and also the roads (e.g. potholes) and e.g. Church Road has failed in the middle and needs fixing.
(15) Local Resident, (Sydenham, Brookstones)	<b>Object</b> - These measures do nothing to increase road safety but increase the understandable frustration of responsible motorists to continual delays and obstacles to completing every journey by car. It seems there is a war on motorists generally. In our own tiny village of Sydenham we now have TWO so called traffic calming chicanes on stretches of road where the driver naturally has to slow down anyway. This is a complete waste of tax-payers money which might more usefully be spent on helping people in need, struggling families, homelessness etc. I am utterly opposed to further useless so called traffic calming. It does not calm drivers but has the completely opposite effect. And no doubt we will have even more road signs erected to spoil the visual environment and further confuse drivers.
(16) Local Resident, (Chinnor, Chinnor Hill)	<b>Object</b> - Over-engineering of roads. Unsightly and unnecessary.
(17) Local Resident, (Chinnor, Lower Icknield Way)	<b>Object</b> - Kerbed build-outs add to frustrations and result in persons driving faster to compensate. Idling at traffic calming points adds to pollution. They also increase chances of accidents as you move off the main line of the road. They are also a waste of money better spent on repairing potholes that are a significant hazard costing money to damage to cars and prevent people cycling. The use of speed cameras and soft calming is a far better mechanism to prevent speeding.
(18) Local Resident, (Chinnor, Timber Way)	<b>Object</b> - Will not be effective and will cause even more congestion in the village. Fewer houses need to be built in area to calm traffic not irritating measures such as these. There isn't a speeding problem, you are listening to reports of a few moaning people, and as a resident who lived on two main roads in Chinnor in the last 4 years I do not think there is a problem with speed of traffic, maybe just volume during busy periods which is mainly only an issue on 2 roads due to resident parking (which cannot be helped).

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(19) Local Resident, (Chinnor, Hernes Oak)	<b>Object</b> - I think there are enough traffic calming measures already
(20) Local Resident, (Chinnor, Greenwood Meadow)	<b>Object</b> - The expense is not required since Chinnor had residents performing speed checks, the money could be better spent fixing road and pavement surfaces.
(21) Local Resident, (Chinnor, Lakeside Road)	<p><b>Object</b> - We don't have a problem in Chinnor with speeding. We need investment in the youth of the area and not in tarmac. We have a speed camera that doesn't work , there are pinch point outside the village that cause congestion especially in busy periods and this in turn causes more pollution from vehicles. It's time the council stopped its attack on motorists and put money available into helping the community, not some mad cap idea like speed humps or pinch points. They simply don't work. There are 10 speed humps going out of Chinnor towards Princes Risborough and any car can just drive over them without any hassle at all.</p>
(22) Local Resident, (Chinnor, Oakley Lane)	<b>Object</b> - Simply won't work as distance between is where the issue lies not only at the points of entry
(23) Local Resident, (Chinnor, Crowell Road)	<p><b>Object</b> - Our comments refer only to the B4009 Crowell Road proposal as we live here and frequently witness vehicles approaching our driveway at dangerous speeds far exceeding 30mph. Traffic calming measures to reduce speed to 30mph would be most welcome at the approach to the bend of Crowell Road as it becomes Oakley Road, where limited visibility and speed are a dangerous mix.</p> <p>However, we strongly believe that the suggested kerb buildout is the wrong scheme and in the wrong location to make any difference to where it is actually needed. This scheme is not suitable for this busy peak-time commuter road as traffic will simply speed up again before reaching the left-hand bend. The nearby Kingston Blount scheme is a good example of a poor design. Every weekday morning there is a queue of stationary traffic, causing extra air pollution and</p>

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	<p>increased carbon footprint; and off-peak there is no effect in reducing speed when it is most needed. This has an overall negative effect. Likewise, the latest speed restriction scheme there, with staggered buildouts, can simply be manoeuvred at speeds in excess of 30mph.</p> <p>We know it's unpopular, but speed humps would be most beneficial as they do actually work successfully, as they force traffic to reduce speed whilst still keeping the traffic moving. Our local experience of speed humps in Lower Icknield Way confirms your point that traffic simply straddles the humps and continues at full speed, therefore the style that crosses the whole carriageway would best meet the need for this location.</p>
<p>(24) Local Resident, (Chinnor, Willow Road)</p>	<p><b>Object</b> - To effectively understand traffic calming around the Village it would be best if one system was adopted please. We currently have humps and kerbed chicanes, one side kerbed obstructions and too much on the road parking.</p>
<p>(25) Local Resident, (Chinnor)</p>	<p><b>Object</b> - About 20 years ago, I was involved in a similar project. Many drivers exceeded the limit, some over 80 mph. To the dismay of residents, 'cushions' were installed. We had hoped for a camera but as no one had actually been killed, cushions were the only option. Post installation checks were carried out, a slight decrease in that the maximum speeds were reduced to over 70 mph. Ineffective!</p> <p>Twenty years on the majority of vehicles are able to straddle the cushions which have even less impact on speeding. Although HGV's and farm vehicles somehow manage to hit them causing noise and vibration to properties further along the road. The road is straight with a downward incline which encourages speeding. Traffic entering the village is slightly slower; even so it remains a problem.</p> <p>'Chinnor Proposed Gateway Improvement Site Ref 2' shows a single buildout giving north eastern traffic priority. How on earth will that slow traffic leaving the village? A single barrier to incoming traffic will simply not work; Traffic leaving the village will have a free high-speed run, status quo! There should be a tight chicane similar to that at Kingston Blount which I notice has an 8 meter spacing. It has been said that it is difficult to negotiate, good, just what is needed. A chicane is also planned for the Thame Road, why not Lower Icknield Way? Without a chicane out going traffic will continue unhindered; the current plan will be a total waste of money and great disappointment to all. Why is there a chicane at Kingston Blount but not Lower Icknield Way, Chinnor? I believe that the same volume of traffic flows through both villages en route to the M40. Furthermore, from my experience, traffic speeds at Kingston Blount have always tended to be comparatively slow due to the twists and turns of the High Street; Lower Icknield Way has no such naturally occurring restraints.</p>

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	<p>At weekends joy-rider motorcyclists hurtle through the village and race down Lower Icknield Way often well over the speed limit, some even overtaking cars in the 'cushioned' area. Others entering the village also exceed 30 mph.</p> <p>In short I do not believe that the proposal will have any impact on speeding. Ideally average speed cameras could solve the problem and generate much needed income. Agreed, they are unsightly and expensive. But what value of a death or serious injury?</p> <p>We desperately need traffic calming, particularly as the Bovis development has greatly increased the number of children walking along the very narrow footpath to and from school. They also have to cross the B4009 three times to reach St Andrews School, Mill Lane School children cross the B4009 twice and then the Thame Road. I often walk along this pavement which is quite frightening at times with mirrors almost overhanging the pavement. There are no official crossings.</p> <p>May I suggest that the 50mph limit between Chinnor and Bledlow is reduced to 40mph? There are two road junctions and many curves and dips along that section of road.</p>
<p>(26) Local Resident, (Chinnor, Holland Close)</p>	<p><b>Concerns</b> - I broadly support these measures, but they ignore the main problem which is the sheer volume of traffic passing through the village. The real solution would be a bypass, taking through traffic around the NE boundary of the village from the Crowell side to the Bledlow side. This need is becoming more and more pressing due to the number of dwellings being built in the area e.g. at Longwick and Risborough, where the traffic passes through Chinnor en route to the M40 junction.</p>
<p>(27) Local Resident, (Chinnor)</p>	<p><b>Concerns</b> - Whilst I support the "build out" proposed on the B4009 coming into Chinnor, I don't think it is anything like enough to tackle the issues with respect to this stretch of road and the problems of speeding and noise.</p> <p>The proposals will do nothing to slow traffic driving along the B4009 from the "Red Lion" to Wainhill. Drivers see the open road ahead and accelerate. The Build Out will do nothing to slow traffic coming out of Chinnor along the B4009 until they reach the Build Out and so the problems with speeding and noise will continue unabated.</p> <p>Similarly, once vehicles coming into Chinnor (from Aylesbury direction) have passed the Build Out, there is nothing to stop them simply accelerating again towards the Red Lion. So again, the Build Out will not do anything to reduce speeding and noise.</p>

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If Highways are serious about tackling the problems of this road, then surely the most effective measures would be Speed Cameras? If this is not possible for whatever reason (budgetary presumably) then a further chicane is surely required between the proposed Build Out and the Red Lion. And/or some effective speed humps - that would remove the underside of a vehicle if they went over them at speed.

I also think that a 20 mph speed limit should be applied throughout Chinnor as there is no need for vehicles to be travelling over that speed through a small, densely populated village.

You might also think about tackling the problem of street parking in Chinnor as there are a number of places that are particularly difficult to get by without pulling out "blind" into the path of oncoming traffic. I am thinking of the stretch by the fish & chip shop and Indian takeaway. The Red Lion had food stalls in its car park last Saturday and so there were cars all parked up on the road opposite which in conjunction with the cars parked in front of the takeaways meant there was several hundred yards of road with parked cars where drivers trying to go along the B4009 towards Aylesbury had to run the gauntlet of pulling out "blind". The problem of street parking affects other roads in Chinnor eg; High Street, and Station Road. It's not just inconvenient, it's dangerous and the problem has got much worse due to the over-development of Chinnor and surrounding areas.

To summarise, I don't think the proposals are going to do anything to "fix" the problems of dangerous speeding and noise nuisance from traffic along the B4009. The welfare of the residents should be the priority and robust action taken to slow down traffic.

It is rumoured that Highways are using 2020 traffic data as the basis for their decisions re: the B4009? I have lived here for 15 years. Over the last 5 years the B4009 has got steadily busier as new housing estates have gone up everywhere. However, something fundamental seems to have happened during the last 12 months because traffic volumes - and the commensurate increases in speeding and noise - have gone up dramatically. Even people who moved into new properties on Rushland Fields within the last 12-18 months are saying they are now bothered by the traffic, which they weren't when they moved into their properties. Long-term residents like myself and other neighbours along Lower Icknield Way (B4009) are simply devastated by the increased noise and anti-social driving behaviour. Many of us have been lobbying the CPC, SODC and our Councillor for action to be taken to address the issues with the road. We feel that we are not being listened to and I really do hope that Highways will hear what local people are saying before they introduce a half-baked scheme that will simply kick the can down the road for a few more years.

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<p>(28) Local Resident, (Chinnor, Oakley Road )</p>	<p><b>Concerns</b> - Chicanes (like sleeping policemen) are old technology. They cause noise. They increase fuel consumption and therefore pollution. They can cause accidents (like when the Kingston Blount was installed).</p>
<p>(29) Local Resident, (Chinnor, Hailey Croft)</p>	<p><b>Concerns</b> - Concern that speed humps, which can dangerously damage suspension and also the environment, may be used.</p>
<p>(30) Local Resident, (Crowell, B4009)</p>	<p><b>Concerns</b> - The problem with speeding in Chinnor is on High Street, Station Road and the part of the B4009 in the village (known as Oakley Road) These proposals will do nothing to reduce that problem rather it will make it worse as the frustration of drivers who have been unnecessarily delayed will make them drive even faster.</p> <p>I agree that the proposed traffic calming at the entrance to the village on Thame Road is a good idea.</p> <p>The proposal on Lower Icknield Way is a complete waste of money - the existing speed bumps and the number of parked cars on that road make it nigh on impossible to drive at 30, much less over 30.</p> <p>My biggest concern however is in relation to the proposal relating to the B4009 exiting Chinnor towards Crowell, Kingston Blount and on towards the M40. Traffic leaving the restricted section of road at that exit to Chinnor enter a very short 50mph section before entering the 30 limit in Crowell (probably no more than a quarter of a mile). A tiny proportion of drivers reduce their speed from 50 for the short section of 30 through Crowell, and even fewer will in the future because of the frustrations they will have faced in Chinnor.</p> <p>It is a problem we have already with traffic coming from the other direction - exiting the traffic calming in Kingston Blount even though the road remains restricted to 30 traffic speeds up and travels through Crowell at a dangerous pace.</p> <p>If traffic calming is required on the B4009 exiting Chinnor is also required where the 50 limit comes down to 30 at the entrance to Crowell.</p>
<p>(31) Local Resident, (Chinnor, Springfield Gardens)</p>	<p><b>Concerns</b> - No detailed information has been supplied on which to form an opinion. For example, we are told that vehicles have driven at excess speed. How many surveys have been carried out, how many speeding vehicles per hour have been measured, have surveys used electronic speed measuring equipment or are personal opinions and</p>

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	complaints being relied on?
(32) Local Resident, (Chinnor, Elderdene)	<p><b>Concerns</b> - This measure is welcome but does not go far enough. Parked cars in Station Road between the Crown Public House roundabout and the Lower Road junction cause problems for vehicles leaving the village in the direction of the Crown. Traffic leaving the roundabout and travelling North on Station Road has priority over vehicles travelling South which leads to excessive queues, high emissions and the resulting poor driving causes many accidents. When drivers decide to use the footway there is a risk to pedestrians.</p> <p>A resolution to this problem was abandoned several years ago and should be revisited. Also, the poor state of the kerb edges, gully's and road surfaces must be improved. Ideally a 7.5 tonne weight limit should be adopted to stop HGVs etc. using the village as a rat run and damaging kerb edges and creating further hazards for pedestrians.</p>
(33) Local Resident, (Chinnor, Malyns Close)	<p><b>Concerns</b> - Will the restrictions be the same as around Kingston Blunt? Will the sleeping policemen be removed? If yes then I fully support your intentions. There is too much speeding around here but also there is too much traffic on our narrow main roads and then it's impossible to speed.</p>
(34) Local Resident, (Chinnor, Thame Road)	<p><b>Concerns</b> - I whole heartedly support the application but there is a huge issue with people speeding as they leave the village, the plans will not reduce this, please consider adding another solar VAS sign on the opposite side of the road as i believe cars don't even realise they are speeding as they accelerate towards the national speed limit signs.</p>
(35) Local Resident, (Aston Rowant, Aston Park)	<p><b>Concerns</b> - The new calming measures are far too close to the T junction formed by the 4009 and Aston Rowant Road. Cars coming out of Aston Rowant Road onto the 4009 will not be able to turn left at busy times as vehicles will be baking up from the 'kerbed features'. Turning right onto the 4009 from Aston Rowant Road will also be difficult with cars baking up in the Chinnor direction.</p>
(36) Local Resident, (Chinnor, Station Road)	<p><b>Concerns</b> - Chicane style calming in my view is not effective, if anything it can cause more reckless driving as I have witnessed at the new one installed in Kingston Blount. If the road is clear a driver does not need to slowdown and they can still navigate with ease. This can cause drivers to speed through in order to avoid waiting. Why not just install</p>



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	speed humps? Surely more effective and cheaper? Better still build a bypass!!!!
(37) Local Resident, (Crowell, Crowell)	<b>Concerns</b> - As a resident in Crowell my concern is that the design of traffic calming measures for Chinnor might increase speeds of vehicles exiting Chinnor, especially on the B4009 as it passes through the hamlet of Crowell (as did the traffic calming chicane constructed to the East of Kingston Blount) so increasing the dangers of Villagers exiting from Crowell onto this busy road. The exit chicanes proposed from Chinnor, giving priority to exiting traffic onto the 50mph restricted B4009 towards Crowell will allow vehicles slowed passing through Chinnor to feel the need for speed for their 'delayed' journeys. The chicanes give the impression the speed limits have been removed, drivers accelerate with the 'freedom' implied, so likely the speed of traffic through our hamlet might increase causing the likelihood of side on impact with vehicles exiting the village road from the virtually blind (to the left) junction. The nature of traffic calming through and in Chinnor perhaps should be matched by consideration of the potentially increased dangers at Crowell. One way of mitigating the potential danger at Crowell is of constructing an 'entry' chicane which could be built to the East of the hamlet alongside the 30mph speed restriction sign to slow traffic into the hamlet, with priority on exit towards Chinnor.
(38) Local Resident, (Chinnor, Greenwood Avenue)	<b>Concerns</b> - I'm not sure what 'kerbed' build-out traffic calming' is; if it is the kind that mean vehicles in one direction have priority over the other direction and would have to stop and give way, I would be in favour of this. If it is just a small indent on the road I feel this would not deter speeding vehicles. I have driven in other towns where this has been implemented and the traffic just forces its way through, causing other vehicles to make emergency stops.
(39) Local Resident, (Wainhill, B4009)	<b>Concerns</b> - I need more information. Thank you
(40) Local Resident, (Chinnor, Greenwood Avenue)	<b>Concerns</b> - Pinch points only cause traffic to speed up and sleeping policeman are now 'humps' which the average car will go over, causing no need to slow down.
(41) Local Resident, (Chinnor, Lower Icknield Way)	<b>Concerns</b> - I approve the traffic calming measures proposed but if the existing humps are removed from the B4009 as part of this new proposal, vehicles will simply speed down the hill, even more than they do now. A speed camera would be a better option.

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<p>(42) Local Resident, (Chinnor, Oakley Road)</p>	<p><b>Concerns</b> - I would like to see much more a aggressive approach to enforcement of speed restriction in our villages. The calming proposals only seem to relate to traffic entering or leaving the village whereas much of the speeding is on roads within the village. The proposals for 20mph limits in the village seem to be mere posturing - if 30mph limits aren't enforceable (which seems to be the current situation) why would 20mph limits be any different. The calming measures proposed for the village boundaries have been suggested in the past but rejected because of likely congestion, particularly on the B4009. I have to ask what has changed in the past few years.</p>
<p>(43) Local Resident, (Chinnor, Lower Ickneld Way)</p>	<p><b>Concerns</b> - It will do little if anything to slow traffic.</p>
<p>(44) Local Resident, (Chinnor)</p>	<p><b>Concerns</b> - I think any traffic calming needs to be implemented as soon as possible. However, my reservation is that if the right of way is exiting the village you are doing nothing to address the speed along the Thame Road from the Mill Lane junction out towards Thame. Speeds exceed 30mph daily. Will there be plans to address this problem before there is another accident? Historically we have had a car land in our garden taking out the lamppost and electricity pole and a passenger trapped in the car.</p> <p>The pinch point is fine but you do need to address the speed before the end of the village</p>
<p>(45) Local Resident, (Chinnor, Fox Cover)</p>	<p><b>Concerns</b> - Chicanes on all 3 major roads out of Chinnor will cause more traffic flow problems than exist already. I regularly drive along the B4009 Ickneld Way and think a chicane is a waste of money. There are so many parked cars to negotiate as well as speed bumps galore that this would be adding insult to injury. I now give myself an extra 10 minutes to drive out of Chinnor at school collection time. Chinnor will become one big traffic jam. Money would be better spent repairing our roads instead of adding more obstructions.</p>
<p>(46) Local Resident, (Chinnor, Thame Road)</p>	<p><b>Concerns</b> - Whilst I am in support of the traffic calming measures proposed for Chinnor, I do have a concern about the proposed location of the calming measures being taken in Thame Road.</p> <p>If the calming measures are put into place where they are currently proposed, this will lead to a significant increase in the likelihood of accidents occurring for vehicles leaving Nichols motors and Mill barn. This is because the view of traffic coming from Thame is already restricted and, if these measures are put in place, traffic from Thame will be</p>

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	<p>encouraged to use “the wrong side of the road”. In doing so, the view from Mill Barn / Nichols motors will be even more restricted and the likelihood of an accident significantly increased.</p> <p>If both calming measures were introduced on the Thame side of the Nichols motors exit, this would significantly reduce the likelihood of an accident as traffic leaving Nichols motors/Mill barn would be protected by the back of the chicane.</p>
<p>(47) Local Resident, (Chinnor, Cowleaze)</p>	<p><b>Concerns</b> - Site 1 - no concerns. Support VAS ref C with smiley face as this provides clear visual &amp; hopefully positive reinforcement.</p> <p>Site 2 - Chicanes are required in both directions. (As above I support VAS ref C) Traffic must be discouraged from accelerating out of Chinnor, especially as a public footpath (Chinnor FP13) joins the B4009 close by.</p> <p>Site 3 - Chicanes are required in both directions. (As above I support VAS ref C). Traffic speeds out of Chinnor &amp; must be encouraged to slow down to allow traffic to safely enter &amp; exit from the Bellway homes development. Again, there is a public right of way nearby Crowell FP5, which is due to be upgraded to bridleway status, as set out in the sec 106 agreement for the Bellway development. Therefore, there is the potential for walkers, cyclists &amp; horseriders exiting &amp; entering the public right of way, and by slowing the traffic in both directions exiting &amp; entering the public right of way will be made safer.</p>
<p>(48) Local Resident, (Chinnor, Oakley Road )</p>	<p><b>Concerns</b> - Traffic coming into the village on the B4009 Oakley Road / Crowell Road travels too fast and there have been a number of accidents or near misses between the bends on this road.</p> <p>Although the buildouts will cause traffic coming into the village to slow down or stop when there is traffic leaving the village, it will have little effect when there is no traffic coming the other way. It may even have the opposite effect when a driver coming into the village sees a car coming and accelerates to get around the buildout first.</p> <p>The design of the buildout makes no allowance for cyclists, forcing them into the middle of the road while being overtaken or into the path of oncoming traffic. Cycle lanes must be provided through the buildouts similar to the one in Mill Lane.</p> <p>The bends in Oakley could be returned to their original configuration forcing traffic to slowdown to negotiate the tighter curves.</p>

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<p>(49) Local Resident, (Chinnor, Greenwood Avenue)</p>	<p><b>Concerns</b> - There is a need for traffic calming at entries to the village but we already have "sleeper humps" on the road from Princes Risborough and I am not in favour of the proposed narrowing as well. With regard to the Thame Road there are effective lights at Emmington showing your approaching speed and the introduction of similar at the entrances to Chinnor would be my preference.</p>
<p>(50) Local Resident, (Chinnor, Thame Road)</p>	<p><b>Concerns</b> - Firstly may I thank you in anticipation of progress regarding the issues of speeding within Chinnor. I reside in Thame Road B4445 and appreciate the problems we have but feel that the plan to construct a kerbed build out at Burgridge Way will not, in my opinion, suffice.</p> <p>the proposed build out as you can see, it is still some distance between the pedestrian crossing at the junction of the B4009 to the proposed build out and it's from this pedestrian crossing that the speed build up commences on exiting Chinnor towards Thame. I suggest a raised "sleeping policeman" at a mid-point between the crossing and the build out that stretches to both pavements to prevent motorbikes in particular from gathering speed before treating the build out as a "challenge" as opposed to a safety feature.</p> <p>Alternatively, a raised pedestrian crossing which would enable parents and school children a safe crossing point on the Thame Road to the Bloor estate and its local primary school.</p>
<p>(51) Local Resident, (Chinnor)</p>	<p><b>Concerns</b> - In anticipation that this proposed work will happen, I thought now might an be an opportune time to bring another traffic safety issue to your attention.</p> <p>I live close to the bottom of Greenwood Avenue in Chinnor and regularly see vehicles which have come the wrong way in from the junction with the B4009. This section of road is very narrow and has no pavements which is why it is meant to be one-way.</p> <p>Although there are no entry signs and the road is painted as 'no entry' (in landscape format) the word 'no' is generally covered by a parked car. If the road marking was in portrait format the word 'no' would be more obvious, especially if it preceded the word 'entry'. Even better if it both preceded and superseded 'entry'.</p> <p>As the proposed traffic calming works will include road marking perhaps it would make economic sense to use this opportunity to re-vamp the road marking at this junction.</p>

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<p>(52) Local Resident, (Chinnor, Wheatfield)</p>	<p><b>Concerns</b> - Having inspected the details of the proposed chicanes for Chinnor we are surprised to see that there is to be only 1 chicane on the Lower Icknield Way which brings much heavy traffic from the M40 and building sites. We are in favour of the idea of chicanes because any traffic calming devices already in place are inadequate. The speed indicator on entering Chinnor is largely ignored as vehicles speed towards the centre despite the speed bumps which are straddled effortlessly and at speed by larger vehicles and lorries. We feel that more chicanes on this very busy B4009 would be a more effective way of calming traffic. Nevertheless, we fear that causing wide vehicles to veer towards the very narrow pavement would exacerbate the already perilous situation of pedestrians which include mothers with prams and children. Perhaps speed cameras would be a more effective deterrent than the existing speed bumps. Furthermore, they would be a source of income.</p>
<p>(53) Local Resident, (Chinnor, Crowell Road)</p>	<p><b>Concerns</b> - We were extremely pleased to see the proposals for traffic calming measures on the B4009 and B4498. This was welcome news.</p> <p>We have looked at the plans for the Thame Road and the Lower Icknield Way and can see that traffic will be slowed down very close to the existing residential properties.</p> <p>However, having lived on Crowell Road for many years we are still concerned that the 'build out' is sited too far out of Chinnor and the existing new properties and should be closer to the Lummus Mead entrance or opposite the 'balancing pond' The proposed siting still leaves too much road for traffic to accelerate into Chinnor, speed round the bends and slow up just before the speed camera, which is exactly what currently happens.</p> <p>It would be nice to think that the existing 30mph limit from Kingston Blount to Crowell could be extended through to Chinnor. This length of road is only approximately 500m and the speed limit is 50 mph with one dangerous bend with a recommended speed of 35mph so it would make sense to extend the 30mph limit. That short length of road certainly does not warrant a limit of 50mph especially as the road is heavily used by cyclists and some pedestrians.</p>
<p>(54) Local Resident, (Chinnor, Thame Road )</p>	<p><b>Support</b> - We live on Thame Road and we are increasingly concerned about the speed of many vehicles as they arrive or leave Chinnor. It is a real noise nuisance as well as a real safety concern.</p>

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<p>(55) Local Resident, (Chinnor, Lower Road)</p>	<p><b>Support</b> - Help slow traffic down, too many vehicles travelling too fast, particularly where there are parked cars.</p>
<p>(56) Local Resident, (Chinnor, Mill Lane)</p>	<p><b>Support</b> - Speeding traffic is a very real and serious problems around Chinnor (not just in the roads in question), so I definitely support these proposals.</p>
<p>(57) Local Resident, (Chinnor, Crowell Road )</p>	<p><b>Support</b> - I live on the edge of the village and the traffic both ways is so fast. I have kids and I worry that they, or one of the kids from the new builds will be knocked over. Also getting out of our driveway is difficult as people leaving the village speed up on the bend (where we live).</p>
<p>(58) Local Resident, (Chinnor, Thame Road)</p>	<p><b>Support</b> – it’s disgusting the speed they race up and down Thame Road leaving/entering Chinnor. they only start to slow down approaching the shops. there are young children here frightened to go out because of the cars speeding on the road when it should be 30!</p>
<p>(59) Local Resident, (Chinnor, Lower Icknield Way )</p>	<p><b>Support</b> - Concerned about speeding traffic coming into the village</p>
<p>(60) Local Resident, (Chinnor, Lower Icknield Way )</p>	<p><b>Support</b> - We strongly support the traffic calming measures proposed by this scheme. We would suggest that speed indicating signs displaying actual entry speed into Chinnor, particularly on the B4009 Lower Icknield Way and B4496 Thame Road, are called for. The approach roads are both straight roads and consequently the approach speeds of vehicles entering Chinnor is often excessive. An early visible indication of the vehicles actual speed would alert the driver more effectively than the current type of indicator (flashing red on/off 30mph) used on Lower Icknield Way.  We also suggest that the 30mph limit on Lower Icknield Way should start before the turn of junction to Henton.</p>
<p>(61) Local Resident, (Chinnor, Braken Road)</p>	<p><b>Support</b> - I regularly walk my two young children down the B4009 into Chinnor from the Bovis development. Cars hurtle down the road and I am worried that it is only a matter of time until someone is seriously hurt.</p>

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<p>(62) Local Resident, (Chinnor, Lower Icknield Way B4009)</p>	<p><b>Support</b> - Residents along Lower Icknield Way have been lobbying for traffic calming measures for some time. I support but would go further e.g. 20 mph speed limit to apply throughout Chinnor, make the speed humps more effective to deter speeding once motorists are past the chicanes, signs to deter HS2 traffic, speed cameras would be more effective than flashing speed signs.</p>
<p>(63) Local Resident, (Chinnor, Windmill Close)</p>	<p><b>Support</b> - We live parallel to the Thame Rd and the speed going out of Chinnor (immediately past Lower Rd) is horrendous. This is generally limited to just a few individuals, but unfortunately there are numerous motor cyclists and people driving high powered cars who simply floor it once past Lower Rd all the way to Emmington which is a straight road of at least one mile. I would support traffic calming that includes road narrowing and VAS operated signs, but not more road humps which create noise and are seldom effective on my view.</p>
<p>(64) Local Resident, (Chinnor, Golden Hills)</p>	<p><b>Support</b> - Until recently I lived on the B4445 and would estimate that 90% of the traffic that went past our house did not adhere to the speed limit. With no footpath in front of the houses you were literally risking your life walking along that part of the road. Also, quite risky when pulling out of the driveway if traffic travelling towards Chinnor came round the corner too fast.</p>
<p>(65) Local Resident, (Chinnor, Thame Road )</p>	<p><b>Support</b> - I have lived on the Thame road for 4 years and am amazed there hasn't been a major accident due to the excessive speeding of the majority of drivers in and out of Chinnor</p>
<p>(66) Local Resident, (Chinnor, High street)</p>	<p><b>Support</b> - I fully support these proposed works, contrary to the belief if a few residents there is a speeding issue in the village. I am a member of the community speed watch and also in the process of pushing the 20's plenty campaign for the village. I think these traffic calming measures will be a great start to working on the issue of the growing community.</p>
<p>(67) Local Resident, (Chinnor, Greenwood Meadow)</p>	<p><b>Support</b> – No comments.</p>
<p>(68) Local Resident, (Crowell, Lower Crowell)</p>	<p><b>Support</b> - Calming measures are desperately needed. Cars constantly speed through Crowell. It's really dangerous for children trying to cross the road to get the bus to school. We also struggle to pull out of our house onto the main road.</p>

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(69) Local Resident, (Chinnor, Oakley Road)	<b>Support</b> - I live between the Wheatsheaf Pub and the Coop and people speed past here ALL DAY EVERY DAY! Lorries, cars even the local buses and it's worse early morning, around 11-12, school time and again in late afternoon. We need more than calming at the entrances to the village we need the camera replaced with a two way or two cameras and up and working or bumps down the road to stop the consistent speeding.
(70) Local Resident, (Chinnor, Crowell)	<b>Support</b> - We live just off the b4009 in Crowell and the traffic whips thru our hamlet making it hard to get out onto the B4009 anything slowing traffic down has my vote. I would ask that the 50 mph straight after Crowell going into Chinnor is scrapped too. It's madness that short distance at too high a speed
(71) Local Resident, (Aston Rowant, Chinnor Road)	<b>Support</b> - This stretch of the road is used as a motorway by most vehicles as they disembark off the M40. We have witnessed so many cases of rash driving and near fatal accidents! In our opinion, we should have speed breakers in multiple sections of this road in order to slow people down. We fully support this initiative!
(72) Local Resident, (Chinnor, Newton Close)	<b>Support</b> - Due to the speeds there's no safe place for the children to cross between development and the Wheatsheaf pub to catch school bus. Also pulling out of the development, especially in the morning can be dangerous due to the speed from both directions.
(73) Local Resident, (Chinnor, Littlemoor Field)	<b>Support</b> - Site 3 near the bottom of Lummas Mead will provide more safety to cyclists as cars do not slow sufficiently when entering the village
(74) Local Resident, (Chinnor, Crowell Road)	<b>Support</b> - The speeding is terrible especially entering/exiting the village on the Crowell side. This would definitely help to slow traffic leaving/heading towards the 50mph zone.
(75) Local Resident, (Chinnor, Lower Icknield Way)	<b>Support</b> - Speeding traffic in Lower Icknield Way



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<p>(76) Local Resident, (Chinnor, Greenwood Avenue)</p>	<p><b>Support</b> - I support all 3 proposals for reducing traffic speeds in Chinnor. The Council must appreciate that the need for such intervention is a result of the increased residential developments in Thame, Princes Risborough and Chinnor with the subsequent traffic volumes aiming to access the M40.</p> <p>There is however an area of significantly greater risk to road users - particularly pedestrians - at the lower end of Greenwood Avenue where it meets Crowell Road.</p> <p>After completion of the uppermost housing estate (Woodville) along Greenwood Avenue, traffic volume increased significantly down Greenwood Avenue to access Crowell Road and the Motorway. As I have tried to point out during previous consultations on planned estates off Greenwood Avenue, traffic down this road is dangerous for 2 reasons: 30mph is too fast a speed limit on Greenwood Avenue even when it is adhered to, as there are often parked cars on both sides of the road. Secondly and the major factor influencing driver behaviour is the fact that the bottom of Greenwood Avenue is a narrow one-way section and drivers approaching this go through at excessive speeds "confident" in the knowledge there is nothing coming the other way to slow them down.</p> <p>The addition of 10mph speed limit signs at the entry point to the one-way section has been completely ineffective. This should not come as a surprise to the Council as their previous "soft" methods have been shown not to work. When the final of the 3 housing estates behind Greenwood Avenue opens up and pours more traffic into Greenwood Avenue there will be injury or worse as there is nothing to make drivers slow down for the 10mph section.</p> <p>As the Council recognises the need for traffic calming in areas of high risk I would implore you to assess the bottom of Greenwood Avenue as a pedestrian and see why it is so dangerous; it will get worse when the next estate opens up.</p> <p>Greenwood Avenue needs a 20mph speed limit and serious traffic calming measures. As you have discovered, minor road humps (Icknield Way) do not affect modern cars - they only impact on classic cars with a narrow track. When I go over them in my 1950s car at 20mph I have modern vehicles up my boot as they try to force their way past.</p> <p>in summary, I support all 3 proposals but would ask / implore the council to consider the current and imminent future risk at the Greenwood Avenue/Crowell road one-way section.</p>
<p>(77) Local Resident, (Chinnor, Hillside View)</p>	<p><b>Support</b> - As a parent of a young child, it is alarming to witness cars speeding by on a daily basis. Something needs to slow these drivers down and protect all pedestrians.</p>

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(78) Local Resident, (Chinnor, Oakley Road)	<b>Support</b> - I live on the bend adjacent to entering the village and fully support the proposal. I have young children and find the excessive speeds by a number of cars entering the village a huge concern to my children's safety.
(79) Local Resident, (Chinnor, Rannal drive)	<b>Support</b> - Drivers do not take any notice of the 30mph limit especially coming from Thame
(80) Local Resident, (Chinnor)	<b>Support</b> - Traffic speeds through the village a real concern. Need physical barriers to slow them down. Speed bumps noisy with all lorries and trailers I do think we need more though. People will just speed up afterwards
(81) Local Resident, (Chinnor, Hedgerley)	<b>Support</b> - Far too many cars are speeding on entering the village
(82) Local Resident, (Chinnor, Lower Icknield Way)	<b>Support</b> - I live in Lower Icknield Way, Chinnor and since the building of 4 new developments in Chinnor the traffic has understandably increased not only in size but sadly in speed. It is now not always safe to walk along the path on the B4009 as some cars seem unable to abide by the legal 30mph limit and the large lorries coming to and from the development currently being built on Lower Icknield Way cause a gust as they pass you and as so many dog walkers and school children use this path I fear it is an accident waiting to happen.
(83) Local Resident, (Chinnor, Middle Way)	<b>Support</b> - A lot of Traffic entering Chinnor Exceeds the speed limit, we now have housing estates on the edges of the village with many young families living there it would be good to have calming measures in place before an awful accident occurs
(84) Local Resident, (Chinnor, Orchard Way)	<b>Support</b> - This system works locally at Kingston Blount.
(85) Local Resident, (Chinnor, B4009)	<b>Support</b> - The B4009 is extremely busy and especially dangerous with people speeding into the village and ignoring the current traffic calming measures. Several parked cars have been damaged due to the rush to get through this narrow road.

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(86) Local Resident, (Chinnor, Braken Road)	<b>Support</b> - Speeding cars
(87) Local Resident, (Chinnor, Cherry tree Road)	<b>Support</b> - Cars consistently drive well above 30mph and with all the children in the village only a matter of time before someone is killed
(88) Local Resident, (Sydenham, Sydenham Road)	<b>Support</b> - This is well overdue and, in my view, further measures should be implemented in particular on the B4495 Thame Road between Chinnor and Thame. The current speed limit is 60mph which is frankly absurd and there is often driving far in excess of that speed.
(89) Local Resident, (Chinnor, Elm Drive)	<b>Support</b> - As a pedestrian I have nearly been run over so many times with speeding traffic through the village. It's also getting more and more difficult to cross the road with the amount of traffic coming through the village
(90) Local Resident, (Chinnor, Thame Road)	<b>Support</b> - I see children and young families crossing there every day and I am terrified that there will be a terrible accident there one day. There is a restricted view from the Mill Lane side of the crossing and cars heading out of the village cannot see pedestrians until it would be too late to brake. Cars routinely break the speed limit, particularly commuter traffic presumably coming from Lewknor and driving towards Thame. Cars frequently drive at speeds around 60/70 miles per hour as they see the national speed limit sign and accelerate towards it. I am greatly relieved that traffic calming is being proposed - hopefully a potential tragedy on that crossing will be avoided. However, please be aware that most of the speeding traffic is people leaving the village towards Thame so it will be essential to make sure that traffic on that side of the road will be adequately calmed.
(91) Local Resident, (Aston Rowant, Plowden Park)	<b>Support</b> - Drivers come far too fast into the village from the Kingston Blount side. But don't put the calming measures too close to Aston Rowant Road, as cars coming in to the village on the B2009 won't see cars pulling out left until too late and they will already be committed to coming through the built out kerbs

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<p>(92) Local Resident, (Chinnor , orchard way )</p>	<p><b>Support</b> - All traffic seems to speed through Chinnor despite the static camera on Oakley rd. I have lost count of the number of times I have been cut up when I pass stationary traffic when I have right of way on lower road between Elderdene and Springfield Gardens, or been overtaken when waiting to pass parked cars on Station Road near the estate agents office. However, I do believe that the road humps on Lower Icknield Way should be removed if pinch points or other measures are installed, they do not seem to slow traffic (or in some cases vehicles speed up then brake in between humps) and my car mechanic has been adamant that these humps have contributed to damage to roll bars and links on my current and previous 4 wheel drive cars. Police vehicles with mobile monitoring cameras would be useful periodically as they'd also pick up the vehicles that are untaxed or not mot'd as I have reported one known to me on a number of occasions yet still see it driving in and around Chinnor and Lewknor. Cars do tend to be able to drive below 30 when they spot a police car, strangely enough.</p>
<p>(93) Local Resident, (Crowell, Chinnor Road)</p>	<p><b>Support</b> - The B4009 is becoming increasingly dangerous and as more housing developments are approved the risks of accidents and fatalities just increase in my view</p>
<p>(94) Local Resident, (Chinnor, Glynswood )</p>	<p><b>Support</b> - I am in support of these traffic calming measures which will help to reduce of some motorists entering Chinnor.</p>
<p>(95) Local Resident, (Sydenham , Park view)</p>	<p><b>Support</b> - Clearly the current soft controls are not doing the job as speeding remains an issue in the area concerned. Stronger physical measures are the next option and should be completed ASAP</p>
<p>(96) Local Resident, (Chinnor, Springfield Gardens)</p>	<p><b>Support</b> - I live in the area off of the B4009 where there are currently speed humps, these have little effect of slowing traffic down and many times I have had cars overtaking me because I slow down over them. Installing width restrictions I feel would have a better effect on slowing traffic down particularly if there was more than one on each stretch of road under consideration.</p>
<p>(97) Local Resident, (Chinnor, Littlemoor field)</p>	<p><b>Support</b> - No comments.</p>
<p>(98) Local Resident, (Crowell, Chinnor road)</p>	<p><b>Support</b> - To slow the traffic between Chinnor and Kingston Blount</p>

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<p>(99) Local Resident, (Chinnor, Lower Icknield Way)</p>	<p><b>Support</b> - This road is busy and a large proportion of the traffic travels well above the 30 miles per hour speed limit including heavy goods vehicles. This creates a risk to pedestrians in itself, especially young school children walking to school or to get the bus to schools outside the village. The road is not particularly wide and there are areas walking into to Chinnor village along Lower Icknield Way where the pavement on one side disappears and pedestrians are forced to cross the road to continue on the other side and then have to cross back. Slower traffic would make this safer so I support this proposal. Ideally pavements would also be reinstated all the way along both sides of the road.</p>
<p>(100) Local Resident, (Chinnor, Oakley Road)</p>	<p><b>Support</b> - vehicles entering the village seem to be unaware of the 30mph speed limits ..... so anything that helps to slow drivers down when they enter Chinnor is a good idea. Speed indicator devices are also a great idea, as again they make drivers aware of how fast they are actually going. Hopefully 20 mph speed limits will also be introduced throughout the village at some time in the near future.</p>
<p>(101) Local Resident, (Chinnor, Thame Road)</p>	<p><b>Support</b> - these measures are what we have been waiting for. Thank you from a concerned Mum !</p>
<p>(102) Local Resident, (Chinnor, Greenwood Avenue)</p>	<p><b>Support</b> - We support your proposals regarding kerbed build out Traffic Calming Measures B4409 &amp; B4496 for the reasons given.</p>
<p>(103) Local Resident, (Chinnor)</p>	<p><b>Support</b> - It is pleasing that some attention is being paid to Chinnor's traffic problem at last. Anything that restricts the speed of vehicles in the village is welcome.</p> <p>Also what would be useful is some measure to reduce the number of heavy vehicles navigating the narrow streets and sharp corners - 7.5cwt weight limit would not be expensive to instal.</p>
<p>(104) Local Resident, (Chinnor, Lower Icknield Way)</p>	<p><b>Support</b> - I am delighted to see these long overdue measures which in general I support. They are an attempt to address a situation which is badly needed.</p> <p>The traffic on Lower Icknield Way has been speeding past my house without any adherence to the 30 MPH limit and the existing soft speed bumps do not have any effect on modern vehicles.</p>

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	<p>The buildout proposed on Lower Icknield Way will definitely go some way to achieve the desired traffic calming measures on traffic entering the village . However, could some additional consideration be given for a further build out on Lower Icknield Way between Elderdene/Walnut Tree Close to slow the traffic down traveling out of the village north east towards Princes Risborough. Currently vehicles continue to speed down the gentle gradient that exists in this stretch of the B4009.</p> <p>The other proposed speeding measures on the Thame Road and Crowell Road are also very welcome and should achieve the planned traffic calming aims and may also assist with the large vehicles which pound through the village.</p> <p>Overall, these measures are welcomed and certainly have my support.</p>
<p>(105) Local Resident, (Chinnor, B4009)</p>	<p><b>Support</b> - This proposal is long overdue but so very welcome.</p> <p>I live on the B4009 where the topography of the road is a sweeping 'S' bend with blind points for residents use of their drives. As I'm sure your evidence will show, traffic travels at dangerously high speeds on this part of an unprotected part of the B4009 when coming into and out of the village on the south-westward end of the village (Crowell Road). Any existing "soft" calming is only traffic advisory signs.</p> <p>As mentioned, I very much welcome your proposals, but in view of daily experience of mine and that of all residents living on this 'S' bend, I would therefore like to suggest that calming measures are strengthened to that of your proposals.</p> <ol style="list-style-type: none"><li>1. B4009 Crowell Road. Instead of a single Kerb build-out, make this into a chicane which would physically slow traffic entering and leaving the south-westward end of the village.</li><li>2. The addition of a VAS unit positioned just before or after the existing bus stop on the B4009 heading south-westward slowing traffic before entering the 'S' bend.</li></ol> <p>My suggestion of a chicane becomes even more relevant when one considers the potential approval of the proposed development opposite Lumas Mead. This would create a highly dangerous junction, proceeded or preceeded by the very sharp curve of the B4009 either entering and leaving Chinnor at the south-westward end of the village. Further, I am of the opinion that the chicane should be move closer to Lumas Mead. A perfect example of my proposal is the recently installed chicane at the south-westward end of Kingston Blount on the B4009.</p> <p>It's also very good news that The Chiltern Hills are to be made a National Park. With Chinnor an integral part of the</p>

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	<p>Chilterns, I feel that we should do everything possible to improve such a beautiful environment and the control of traffic and its speed plays a vital part in improving the environment.</p>
<p>(106) Local Resident, (Chinnor, Thame Road)</p>	<p><b>Support</b> - I am delighted with the proposal and it can't have come soon enough. We have lost a cat to a driver going over 60 miles an hour (who subsequently didn't stop) and, last year, our 12 year old son was hit by a car coming into the village on Thame Road. He was badly bruised and upset and luckily the driver was going 30 but it would have been far more serious if he hadn't been.</p> <p>I am shocked by the speeds some drivers go, particularly out of the village and with so many new families moving into the new developments, it is only a matter of time until a child is seriously injured or killed.</p> <p>So please, traffic calm away and the more dramatic, the better!</p>
<p>(107) Local Resident, (Chinnor, Burgidge Way)</p>	<p><b>Support</b> - I welcome , at long last!! The proposals of traffic calming. I live on the Thame road and have been campaigning for the last 18 months of living here and my neighbour Mr Ken Hall has been doing the same for 6 years! Yes 6 years!!!</p> <p>The traffic passes my house at an average of 50-60mph. It is a 30mph speed limit. The faster being on the way out towards Thame as it is a straight road. The problem here is there is a pedestrian crossing on this side that is not visible to these speeding vehicles, and you have to step out into the road to see if anything is coming. This is highly dangerous, and thankfully has only resulted in a few near misses and only one child being knocked down in the time I have been here. (Which is not acceptable). This is an accident waiting to happen!! These speeding vehicles include buses and tractors!</p> <p>Please sort this out as a matter of urgency.</p>
<p>(108) Local Resident, (Chinnor, Rushland Field)</p>	<p><b>Support</b> - delighted to see you are going to do something about the speeding and bad driving on our road and other entry/exit roads in Chinnor. We live at the edge of Chinnor facing onto the B4009. We do have, however, serious issues with the proposal for Lower Icknield Way.</p> <p>For our road, the B4009, there is a proposed 'Buildout' and on the Thame Road B4445 there is a proposed 'Chicane'.</p>

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	<ul style="list-style-type: none"> <li>• A chicane will have the desired effect of every vehicle entering or exiting the village having to slow down or stop for exiting traffic.</li> <li>• A buildout will at quiet times of day have the opposite effect for traffic entering and especially leaving the village.</li> </ul> <p>Our road is straight for a long stretch giving good visibility of what traffic is approaching. This will of course give drivers who like to speed and who will be too impatient to wait the ability to speed up past the buildout. On a daily basis we observe drivers accelerating out of the village well before the Rushland Field junction, occasionally on the wrong side of the road overtaking law-abiding vehicles at appalling speeds. Speeding drivers entering the village are likely to remain speeding through the buildout but on the wrong side of the road which presents a terrible risk for drivers exiting Rushland Field.</p> <p>With the junction of Rushland Field being just a few yards from the proposed buildout we believe serious accidents for vehicles and pedestrians will be inevitable. As you no doubt know, there are bus stops on each side of the road here mostly used by children going to and from school.</p> <p>Every weekday morning at 5am we are woken by the same motorcycle doing goodness knows what speed out of the village and regularly other speeding road users wake us in the summer months when windows are open. We have a birds eye view of what goes on and can assure you a 'buildout' is not a good idea!</p> <p>We would like to urge you to install a chicane on the B4009 - (site ref 2) like the Thame Road proposal - (site ref 1) and to reduce the speed limit throughout the village to 20mph. At least people might then do 30mph! It should work as it's about the same distance from the Burgridge Way junction chicane as Rushland Field is.</p> <p>Have you considered average speed cameras which would immediately stop the speeding?</p>
<p>(109) Local Resident, (Chinnor, Cleavers)</p>	<p><b>No opinion</b> - Parking on the roads out of Chinnor are a big problem, Houses have more than one car in the family and the new houses being built don't even have a drive to park on so can only park on the road. All estates in Chinnor are a nightmare to travel through because of street parking.</p>