

Traffic Management Requests & Petitions

Chiltern Local Committee

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1. Purpose of report

a To inform members of:

- i. the requests received for various traffic management measures, of a significant nature, during the period 15 September and 22 December 2000 and the relative priorities for investigation allocated;
- ii. the petitions received during the same period, and the action proposed or taken in response;

2. Proposed Action

b **The Local Committee is invited to:-**

- i. NOTE the requests for traffic management measures received and the priorities allocated in Appendix A;
- ii. NOTE the petitions received, the action taken to date and/or the action proposed, and
- iii. COMMENT on the priorities allocated and action proposed.

3. Supporting Information

c The measures requested, including those contained within the petitions, are listed in Appendix A. An indication of the 'priority ratings for investigation' allocated is as follows:

High (H): 1 Medium (M): 3 Low (L): 6

N.B. Priorities are not allocated to traffic calming, pedestrian crossing and footway requests at this time. These are assessed each year (normally December/January time) prior to the confirmation of the next year's Local Safety and Area Strategy Schemes Programme. This year's reviews are the subject of separate reports. Priority is given to proposed measures where clear casualty accident reduction benefits can be expected. Additional emphasis on facilities to improve conditions for public transport, Safer Routes to School, cyclists and pedestrians to meet the Council's commitment to the Integrated Transport Strategy (ITS) and Local Transport Plan (LTP)

will also be given. Schemes not having an accident reduction potential or ITS/LTP constituent are therefore unlikely to receive a high priority.

- d Members should note that all petitions received are reported but not all requests are reported. If the measures are clearly not viable or have been reported in previous "Traffic Management Requests and Petitions" reports presented to members, the correspondent is informed accordingly.
- e Generally, high priority items are further investigated to enable schemes, if appropriate, to be identified, programmed and implemented following the normal consultative and programming procedures. Where schemes do not have an injury accident potential, they are unlikely to receive a high priority for implementation. Medium priority items will be left under review and incorporated with high priority items, where possible. Low priority items will have no further action taken.
- f The petitions received in this period and the decisions taken/recommended are set out for members' approval below.

(i) Green Lane, Prestwood

- g A 196-signature petition has been submitted by the Green Lane Action Committee on behalf of local residents for the introduction of traffic calming measures to control vehicle speeds in Green Lane.
- h The main concerns of the petitions are:-
 - a) the speed and volume of traffic using Green Lane, especially at peak times;
 - b) the lack of visibility for many residents when leaving their driveways;
 - c) the poor visibility for drivers when turning into Green Lane from the side roads;
 - d) the safety of pedestrians, cyclists and horseriders.
- i Green Lane is already on a long list of sites where traffic calming has been requested. Members will be aware that these requests are assessed annually in line with the County Council's agreed policy of directing the available funds towards these sites with a poor injury accident record. Please refer to the Annual Reviews report.
- j During the last three year period, one injury accident has been recorded in Green Lane, although local residents have reported that a number of 'damage only' accidents have occurred.
- k Unfortunately, in view of the high demand for traffic calming across the County, it is most unlikely that County Council funding will be made available to implement the measures requested.

- l Green Lane is subject to a 30mph speed limit, but there are no street lights or footways along its length.
- m A recent site inspection has revealed that further signing and lining improvements could be undertaken to highlight the particular hazards along this route.
- n This work will be carried out as an initial stage and further speed and flow readings will be collated when the work has been completed.
- o Finally, members will be aware that traffic calming measures can be funded by third parties such as local residents, local societies, Parish or District Councils. Therefore, the petitioners will be advised of this, and details of the protocol for community funded schemes will be sent to them for their consideration.

(ii) Austenwood Lane, Chalfont St Peter

- p A 364-signature petition has been submitted by local residents requesting the installation of a pedestrian crossing in Austenwood Lane.
- q A similar request was considered by the County Council several years ago. At that time the pedestrian/vehicular conflict study revealed a low PV^2 value (0.11), and therefore it was not possible to secure a place for this site on our pedestrian crossings programme when prioritised against other requests.
- r In line with current County Council policies, the petitioners' request has been included in the list of pedestrian crossing requests that are assessed annually. Please refer to the Annual Reviews report.
- s Another important consideration is that site inspections have revealed that it would be difficult to safely locate a pedestrian crossing along the north-western section of Austenwood Lane. This is due to the number of side road junctions, private accesses, and bus stops along this section of road. Also, this length of road runs through a double bend, and a sharp bend at the Goldhill West junction, which would reduce forward visibility for drivers approaching a formal crossing point.
- t During the last three-year period, one injury accident has been recorded on the section of Austenwood Lane between its junctions with Bull Lane and Criss Grove.

(iii) Little Kingshill

- u A 755-signature petition has been submitted by the Little Kingshill Village Society requesting the provision of measures to reduce the volume and speed of traffic through the village.

- v The petition was accompanied by a report on traffic conditions in Little Kingshill prepared by The Paul Castle Consultancy on behalf of the Little Kingshill Village Society.
- w The petitioners have requested the following:-
 - a) A 30mph speed limit to cover the built up areas of Windsor Lane, Heath End Road, Nags Head Lane and Watchet Lane.
 - b) A 20mph speed limit in the vicinity of Little Kingshill County Combined School.
 - c) Traffic calming in the form of gateway features, rumble strips, road humps, or chicanes.
 - d) A 7.5 tonnes weight restriction on the main roads through the village.
 - e) Improved signing to warn of the hazards in the vicinity of the railway bridge on Nags Head Lane.
 - f) The provision of a mini-roundabout at the junction of Nags Head Lane and Windsor Lane in the vicinity of the railway bridge.
- x Currently, there is a 40mph speed limit in place on the section of Windsor Lane between its junctions with Watchet Lane and Shepherds Gate.
- y The County's current policy is to support the lowering of speed limits at sites where there has been a history of speed related injury accidents.
- z During the last three year period, three injury accidents have been recorded within the 40mph limit on Windsor Lane. Of these, two involved turning movements at junctions. One at the Hare Lane junction, and one at the Watchet Lane junction.
- aa Also, the County's current policy on 20mph limits, is that support will be given to those sites where physical calming features are in place which restrict vehicle speeds to this level. A short 20mph limit in the vicinity of the school would not be successful if it relied on signing alone.
- bb This site is an authorised school crossing patrol site, although the position has been vacant since June 1999.
- cc It has been agreed that a review of the position and condition of the school warning signs and road markings in this area will be undertaken.
- dd It has also been suggested that a set of school flashing lights should be installed on the eastbound approach to the school, to match the existing assembly on the westbound approach to the school.

- ee Several roads in Little Kingshill are already on a long list of sites where traffic calming has been requested. Members will be aware that these requests are assessed annually in line with the County Council's agreed policy of directing the available funds towards those sites with a poor injury accident record. Please refer to the Annual Reviews report.
- ff I would add that road hump schemes have to incorporate a certain level of street lighting before they can be approved.
- gg The County Council will support the provision of village gateway features, but funding for this type of work will only be approved if the scheme meets the current criteria for a County-funded traffic calming scheme.
- hh In view of the high demand for traffic calming schemes, and the relatively good injury accident record on most village roads, the relevant criteria are unlikely to be met and therefore it is most unlikely that County Council funding will be made available to implement the types of calming measures requested in Little Kingshill.
- ii Again, members will be aware that traffic calming measures can be funded by third parties. Therefore, the petitioners will be advised of this, and details of the protocol for community funded schemes will be sent to them for their consideration.
- jj The surveys undertaken by The Paul Castle Consultancy revealed that the flow of heavy goods vehicles in Little Kingshill was low. The figures ranged from 2% of the overall traffic flow on Nags Head Lane (westbound) to 7% of the overall traffic flow on Windsor Lane (Northbound). These figures would not persuade the County Council to promote a weight restriction on these roads, although additional advisory signs indicating to drivers that these routes are 'unsuitable for heavy goods vehicles' will be considered.
- kk A general signing and lining review in Little Kingshill will be undertaken and this will include the approaches to the railway bridge in Nags Head Lane as requested.
- ll Finally, the County Council would not support the provision of a mini-roundabout at the Nags Head Lane junction with Windsor Lane. It is important that the hazards at this junction are clearly signed, and that good visibility is maintained. If a mini-roundabout were installed at this location, the 'give way' lines would have to be set back to allow for turning movements. This would reduce the visibility for drivers at a critical location. Therefore, a review of the signing and lining at this junction will be undertaken as soon as possible.