

Annex B – Proposed Dorney mini-roundabout – summary of objections

Objector	Summary of objection	Officer/Engineer comments
Household close to roundabout	<ul style="list-style-type: none"> • The T-Junction was perfectly safe and has worked for many a decade. • I just hope you do not widen Court Lane at any point and that all the greenery and trees are kept as they are. This is an Historic Village and the whole idea of a roundabout within it is absurd. • I am concerned about this development which has not been properly thought through or subjected to proper consultation • The proposed roundabout will do harm to the Grade II listed Hermitage on Court Lane and the old Vicarage on the Village Road. Further harm will be occasioned to Grade 1 listed Dorney Court and St James the Less church. • In very simple terms, the damage will be brought about by the intrusion of a modern design and associated lighting in a historical setting in the heart of a conservation area. 	<p>The proposed roundabout design takes into consideration the conservation area to the south of the roundabout. The existing kerb line and existing drainage system will remain the same.</p> <p>There is a large amount of support for a mini-roundabout from local people. This is confirmed by the work undertaken by the parish council.</p> <p>There are many mini-roundabouts of similar design close to and within conservation areas throughout the country.</p>
Household close to roundabout	<ul style="list-style-type: none"> • Dorney inhabitants and our local council wish to preserve our heritage, which means no ugly or over bright street lighting, minimal street signage and minimal road markings. • Concern light from streetlights will spill into rooms inside property 	<p>The design includes the minimal amount of signage and road markings.</p> <p>The design incorporates slightly shorter (5 metre) columns and modern LED lighting to minimise light pollution/spill.</p>
Eton College Dorney Lake & Queen's Eyot	We have concerns that our visitors to site will be affected and we have not been consulted.	Full design drawings and assurance that visitors (particularly vehicles with trailers) will not be affected was provided on 16 March. No further correspondence has been received.

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Dorney Traffic Working Group	<p>“....our concern is that the engineers who conducted the Road Safety audit may not have had all of the local knowledge that they should have in order to reach a reasonable decision regarding lighting. It appears that, better to be safe than sorry, they went for the maximum amount of lighting to cover all possible eventualities. We hope that the local facts presented in this paper will allow a less intrusive lighting design to be prepared.”</p>	<p>It is necessary to improve the street lighting at this junction (and on the approaches) in order to make the mini-roundabout safe. The examples provided from Devon appeared to provide example of no streetlighting on larger rural roundabouts where there would be a good angle of deflection between traffic on the roundabout and entry traffic should there be a collision.</p> <p>The engineers that conduct the Road Safety Audit do not decide on the level of lighting. Their role is to independently consider the design to assess it's safety.</p>
Motion transport consultancy (employed by one of the objectors above)	<ul style="list-style-type: none"> • There are no recorded collision the last three years • 85th percentile speeds greater than 35mph • Under design guidance a mini-roundabout is entirely inappropriate form of junction to be provided at this location. • No analysis undertaken by a professionally qualified and suitably experienced civil or highway engineer to explain why the council would be proposing a mini-roundabout contrary to design standards/guidance. 	<p>In the case of this location, many local people and their representatives have asked for a new roundabout. The change in junction was not for road safety reasons. An options appraisal was therefore not required.</p> <p>The team of designers is confident in the design produced. This design incorporates high friction surfacing, coloured central hatching surfaces and improved street lighting as outlined in Annex A.</p> <p>The council always employs professionally qualified and suitably experienced personnel.</p>