



## Aston Clinton Traffic Calming Scheme - Consultation Response Document

No./ Theme	Comments from residents/ consultees	Response	Action
1 Speeding	Speeding on the entry points to the village, specifically on the Tring Hill (zone 5) and 'Mad Mile' (Zone 1) approaches, evidenced by multiple accidents.	The proposed scheme is for traffic calming measures only in part of zone 2, all of zone 3 and part of zone 4. Future s106 funding will cover zones 1 & 5. However, it is recognised that speeding is prevalent at the village entry/ exits and so earlier interventions are being considered, see 2.	Working with TVP and ACPC, ongoing assessment of the most appropriate traffic calming measures for the other zones, in preparation for future years funding coming forward.
2 Speeding	Reduction in the speed limit from 50mph to 40mph on the Tring Hill approach entry into the village 30mph.	We have collected speed data which shows speeds are exceeding the posted limits. Proposal to reduce the speed limit is being considered. This has been passed to BC's Highways Network Safety Team	Highways Network Safety Team to assess as part of the Speed Limit Review programme.
3 Design	Upper Icknield Way junction design alignment and layout with the suggestion that traffic lights would be beneficial for reducing speeds and accidents.	This is outside of the scope of the current proposals and will be considered as part of any future transport assessment for development in the area.	N/A
4 Design	Lower Icknield Way mini roundabout junction design does nothing to discourage speeding vehicles through the village. There are two lanes and not enough deflection on the eastern approach (from Tring direction) to slow vehicles. This could be a low cost and effective option to help bring speeds down.	As part of the consultation plans we proposed hatching on the approach to the mini roundabout to increase the deflection and reduce speeds. Following feedback, the cabinet member and local councillors for Aston Clinton parish, have asked to look at trialling a one lane entry on London Road j/w Lower Icknield Way mini roundabout, on the eastern approach to the junction.	Introduction of trial one lane entry to assess traffic impacts ahead of final scheme implementation.



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5 Parking	30 minutes time limited parking bays too short and concerns this could impact shop and café trade.	Formalised parking bays and time limited restrictions were designed to encourage more considerate parking and help narrow the main running lanes on London Rd with the effect of helping to reduce speeds. Following feedback, the cabinet member and local councillors for Aston Clinton parish, have asked us to increase the waiting time to 2hrs such that the café in particular is not adversely impacted.	An amendment to the proposed TRO to include 2hr time limited parking, due early 2023.
6 Drainage	Existing drainage issues in the centre of the village might be exacerbated with the introduction of traffic calming measures, in particular raised tables.	We have considered drainage as part of the scheme design and we are including capital drainage works to ensure the system can drain efficiently.	Coordination of projects such that the drainage works are brought into the scope of the traffic calming scheme to maximise benefits and minimise local disruption. During scheme implementation in early 2023.
7 Future phases	Update on when the other zones issues will be addressed/ traffic calmed.	Zones 1&2 are linked to Hampden Fields and Woodlands developments with funding contributions secured and due not earlier than 2024/25. Zone 5 is linked to RAF Halton development but any planning application is not likely to come forward before 2026 and only after then would S106 funding become available. See 1.	N/A
8 Vehicle damage	Raised tables cause damage to vehicles and increase noise outside nearby properties.	Noise and vibration before and after surveys are being conducted to establish impacts. Approached at the correct speed, there is no evidence that raised tables with a height of 75mm and ramp gradient of 1:15 cause damage to vehicles.	N/A
9 Road markings	Introduction of more double yellow lines at key locations throughout the village e.g. outside the Vets, School, Mela restaurant, outside 84/86 London Rd	Further locations will be considered as part of the measures proposed in the other zones not consulted here.	N/A



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<p>10 Footways</p>	<p>Footway widening where there are pinch points making it difficult for certain users, mobility scooters and pushchairs in particular e.g. between 32 London Rd and Putnams Dr..</p>	<p>As part of the design we have tried to improve the public realm as well as reduce traffic volume/speeds. Formalised parking and double yellow lines will help to free up the footway for pedestrians.</p>	<p>N/A</p>
<p>11 Neighbour Parish</p>	<p>Impacts on Buckland and Halton Parishes.</p>	<p>Representations were heard and discussed at the 6 October 2022 Wendover &amp; Villages Community Board. There has also been direct liaison between BC and Buckland PC.</p>	<p>Pre and post scheme monitoring is being undertaken, we do not anticipate additional traffic on Buckland Road.</p>