



Cuddington Neighbourhood Plan

2017 to 2033

PRE-SUBMISSION REGULATION 14

CONSULTATION DRAFT October 2020

APPENDIX G : TRAFFIC REPORT



CUDDINGTON NEIGHBOURHOOD PLAN

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Section 1: INTRODUCTION

The village and its environment are described in the following reports:

- Appendix A: Cuddington Neighbourhood Plan: General Evidence base
- Appendix B: Cuddington Neighbourhood Plan: Local Green Spaces
- Appendix C: Cuddington Neighbourhood Plan: Landscape
- Appendix D: Cuddington Neighbourhood Plan: Important Local Views
- Appendix E: Cuddington Neighbourhood Plan: Built Environment
- Appendix F: Cuddington Neighbourhood Plan: Social Infrastructure
- Appendix G: Cuddington Neighbourhood Plan: Traffic

Appendix G describes the traffic flowing through the village.

Traffic is not normally a planning issue unless it relates to the location and type of new development and the capacity of the existing network to absorb additional traffic movements. However, traffic management has been an issue for Cuddington for many years and, together with concerns about on-street parking, is an important factor in retaining the rural and residential character of the village.

Section 2: CUDDINGTON PARISH PLAN

The 2005 Cuddington Parish Plan set out the main concerns about traffic as follows:

'In February 2003 the Cuddington Traffic Advisory Group (TAG) prepared and presented its findings to the parish council, BCC and the Transport Research Laboratory (TRL):

The speed of vehicles passing through the village has been identified as one of the main dangers – the surveys showed that 55% of the traffic was travelling over the speed limit as it went through Cuddington! The risk of an accident is very much exacerbated, at the central crossroads, by an adjacent blind corner on the Aylesbury Road. This is the point used extensively by adults and children crossing the C56 to go to the village shop or to the village school or to catch the buses into Aylesbury or to the senior schools.

The 30mph signs are too close to the building-line of the village and there is insufficient differentiation at the entry points. This situation results in vehicles continuing their journey through the village at far too high a speed.

Some of the older properties in the village do not have their own off-road parking. On-road parking can cause considerable problems, not only for other cars but for emergency vehicles and lorries. Short-term parking around the crossroads by patrons of The Crown and walkers, who bring their cars to the village, often causes visibility problems from the lesser roads connecting with the C56.

Some heavy goods vehicles pass through the village on their way to Long Crendon, instead of using the recommended A418 route.'

The Parish Plan recommendations for action were:

R10 To introduce one or two speed activated signs at strategic points to draw driver's attention to the speed limit.

R11 Through Bucks CC's county-wide speed review committee press for the 30mph signs to be moved further from the village. Additionally, to introduce phased speed reduction signs into Cuddington by having 50 and 40 mph limits on the approach roads from the neighbouring villages and the A418.

R12 Install wychert 'gateways' at the side of the roads at the entry points to the village to provide clear and obvious identification at the points where vehicles should be travelling within the speed limit. Also install different road surfaces at the entry points to the village.

R13 Remove mention of Long Crendon from signs directing traffic through Cuddington and direct this traffic down the A418 to Thame roundabout and then on to Long Crendon.

R14 A mirror has been sited at the crossroads to enable drivers to have vision round the blind corner when approaching from Dadbrook. Monitor effectiveness.

R15 Consider further white lining at points where parking is dangerous. This has been carried out successfully on The Crown Corner.

R16 Continue to work with Bucks CC on other road safety measures and also continue to publicise the work of TAG through Village Voice.

R17 There is a range of parking problems within the village and there is a consensus that these need to be addressed.

Measures suggested in addition were:

1. A mini roundabout at the crossroads has been suggested, on more than one occasion, by Bucks CC. They have now accepted that there is insufficient space to install one. In addition, the cost to the village would be large and street lighting would be required.
2. Moving the 'stop lines' further forward at the top of Dadbrook, to assist visibility, has been shown to be ineffective. The installation of physical traffic calming measures (similar to those in Long Crendon) is still an option despite the very high cost and the requirement to have on-road distinct 'gateways' already in position.

Section 3: REVIEW IN 2018

Following the 2005 Parish Plan the Parish Council introduced speed activated signs at the entrances to the village and were successful in reducing the speed limit on the Aylesbury Road from 60mph to 50 mph – see Recommendations R10 and R11 previously.

As part of the preparation for the Cuddington Neighbourhood Plan (CNP) in 2018 the village residents identified traffic as a priority concern. The main issues were :-

1. Increase in traffic volumes
2. Increase in numbers of HGVs
3. Increase in traffic speed (above speed limits)
4. Lack of public on-street parking

The Parish Council commissioned a traffic calming study from BCC Highways and the (Ringway Jacobs) report was published in June 2018, using traffic survey data from 2016 and 2018.

The main findings were :-

- The traffic volumes in 2018 were higher than 2016
- 5% of the traffic volume is medium and large size vehicles
- The traffic speeds in 2018 were similar to those in 2016 with the highest speeds recorded on exiting (east bound traffic) on the Aylesbury road and exiting (southbound) traffic on Dadbrook.

The report's recommendations for traffic calming were:

- a. Improved signage and lining (including dragons' teeth at the three entrances to the village (Bridgeway, Aylesbury Road and Dadbrook)
- b. Enhanced signs for the school
- c. Road markings at the central junction of the village are recommended to be refreshed, particularly at the give way line on Dadbrook. The junction has visibility issues toward Aylesbury Road, so it is essential that cars do not stop too late and get in the way of oncoming traffic from this direction.
- d. A physical build out at the Aylesbury Road approach

Section 4: IMPLEMENTATION OF TRAFFIC CALMING MEASURES IN 2019/20

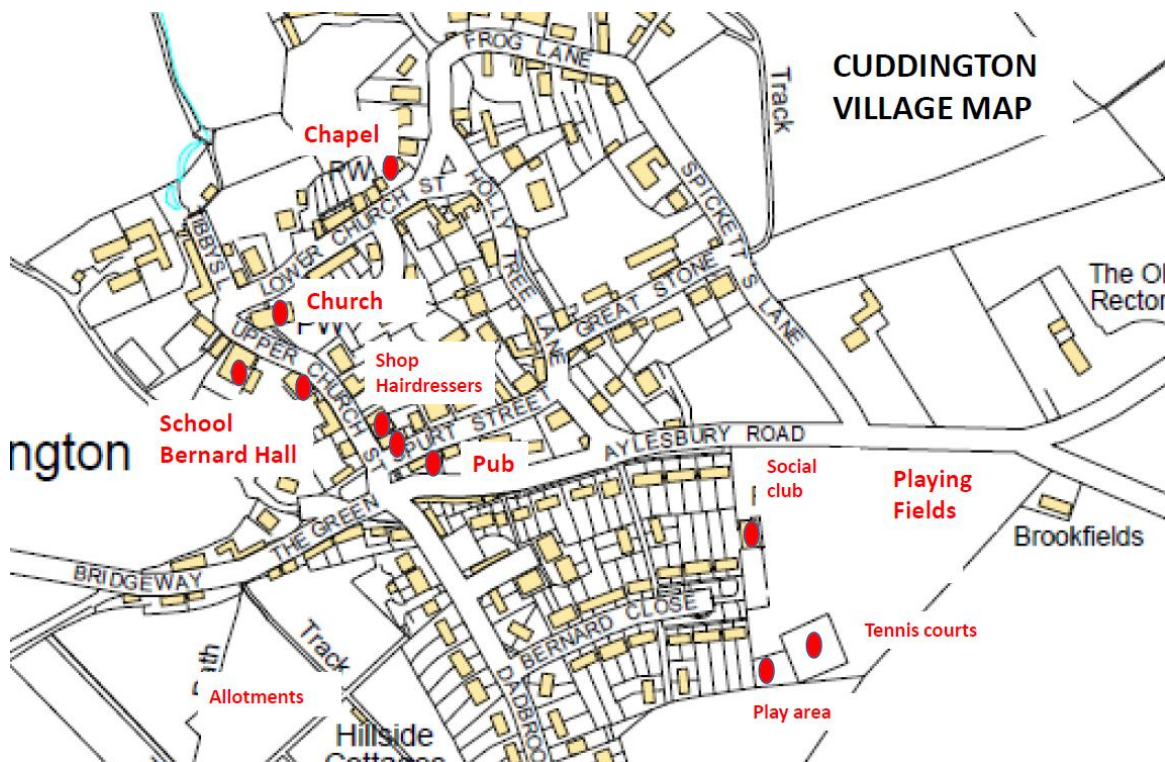
Items a, c and d above have been implemented through a mixture of Bucks CC, Parish Council and Grant aid funding from the New Homes Bonus scheme. Traffic will be monitored to see how effective these measures are and if any additional mitigation is required.

Section 5: INPUT TO BUCKS FREIGHT STRATEGY

Cuddington is working with the new unitary Buckinghamshire Council and local villages (Cheersley, Ashendon and Waddesdon) to see what needs to be done to reduce the impact of HGVs on small rural villages.

The main traffic issues for Cuddington are:

1. The layout of the roads and footways that brings traffic close to pedestrians.
2. The proximity of traffic to homes on Bridgeway, Aylesbury Road and the effects of noise, vibration and air pollution.
3. The impact of traffic on the Conservation Area, Listed Buildings, and the Upper Green.
4. The poor sight-lines, severance and safety of the main (only) crossing point in the village.
5. The effect on vulnerable groups – the elderly and children.
6. The speed of the traffic.
7. The number, size and noise of HGVs using the narrow village roads.



Cuddington village map showing the main facilities

At the cross-roads in the centre of the village is the Upper Green, the pub (and its car park), and two bus-stops. Immediately to the north of the green are the hairdressers, the village shop and Post Office, village hall, infant school, and church ie the social hub of the village. To the south of the Green are the playing fields, tennis courts, children's play area, social club and allotments.

Importantly, the crossroads provide the only significant pedestrian access point between the southern and northern parts of the village.

Sight-lines at the junction are poor and traffic speeds are often excessive.

The village has a high proportion of elderly people and also young families who use the footways to access the school and other village facilities. The school traffic includes children being dropped off and collected from outside the village, plus a school bus pick-up and drop-off at the crossroads.

Footways adjacent to the main through roads are located immediately adjacent to the highway.

Dadbrook has a path on either side of the road but Bridgeway and Aylesbury only have a footway on one side – see photographs. The paths on Aylesbury Road are particularly narrow, with front doors less than a metre from the kerb and this is where there is a footway on one side of the road only. Houses along Bridgeway have small front gardens or no gardens to separate them from the traffic. – see photos

Section 6: TRAFFIC STUDIES/REPORTS

The villages of Chearsley, Ashendon and Cuddington undertook an HGV survey in 2016. The results for Cuddington showed that, for HGV traffic, Bridgeway was the busiest, followed by Dadbrook and then Aylesbury Road. West-bound HGV traffic split at the bottom of Cannons Hill with roughly half going north to Ashendon/Waddesdon and half going west to Chearsley.

Bridgeway is particularly busy as it takes east-west traffic between Long Crendon/Chearsley and Aylesbury plus north/south traffic between the A418 (Haddenham direction) and the A41 (Ashendon/Waddesdon).

The latest traffic survey figures for Cuddington are included in the 2018 traffic calming feasibility study by Ringway Jacobs. The HGV classification in this report is different to that used by villagers in 2016. It showed that approx. 5% of all traffic was larger than a van.

The distribution of HGV traffic on roads within Cuddington was similar to the 2016 results.

<https://www.cuddingtonvillage.com/page-content/documents/1552324268-Cuddington%20Traffic%20Calming%20FS%20Report%20-%20Final.pdf>

Further HGV surveys are planned for September 2020.

Section 7: TRAFFIC ACTION PLAN

The physical changes to the roads described above are being supplemented by maintenance of the existing dynamic speed signs and speed checks by Cuddington volunteers as part of the Speedwatch scheme.

The village has re-established the Traffic Action Group (TAG) and they are lobbying the newly formed Bucks Council to introduce a 20mph zone for the village.

The village is also joining with its neighbours in Chearsley and Ashendon to reduce the number of HGVs passing through the villages and minimise their environmental and social effects on people and the built environment.

It is believed that the substantial increase in HGV traffic in the past few years is due to the development of sites in nearby Haddenham. This has generated activity involving spoil removal, re-cycling and concrete delivery to and from Creighton Lane concrete plant and Westcott recycling site. HGVs avoid the designated freight routes and 'rat run' using local village roads, although most adhere to the restrictions against using the road to Ashendon.

Additionally, vehicles servicing the industrial / commercial sites in Haddenham and Long Crendon, that include Aylesbury on their delivery routes, also avoid the designated freight routes.