

Traffic Impact

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CRITIQUE ON THE EFFECT OF RELOCATING ACCESS TO CINNAMOND

1. The need for the relocation of the existing access into the Cinnamond haulage and contractors yard and head offices arises solely from the proposed Croxley Rail Link viaduct. The proposed link across Cinnamond land appears to be designed on the optimum route taking account of the horizontal alignment and the need to provide equal spacing of supporting piers in order to minimise costs for CRL regardless of the inconvenience this route causes to the Cinnamond companies.
2. The viaduct spans Baldwins Lane and the A412 Watford Road dual carriageway utilising the central reservation for one of the piers. As a result of the equal spans one pier falls exactly in the centre of the existing access to the Cinnamond premises. This could easily be avoided if variable spans were constructed.
The existing access has been provided at the optimum position on the northern weaving length of the Watford Road / Baldwins Lane roundabout. Emerging drivers have extremely good visibility both along Baldwins Lane and Watford Road (west). Commercial vehicles drivers whose sightlines are often obstructed by bodywork behind the cab would view Baldwins Lane about 80 degrees sideways from forward.
3. Vehicles with larger turning circles have the full width of the weaving length to manoeuvre into the access. Any left turn indication does not confuse traffic on Watford Road (west).

4. In contrast the proposed replacement access has four faults. Firstly, the visibility for egressing drivers towards Baldwins Lane is restricted by the Cinnamond boundary. Secondly larger vehicles approaching from Baldwins Lane would find the left turn into the site more difficult than into the existing access if the vehicle has an above average turning circle. Thirdly, egressing commercial vehicles as well as having restricted visibility would need to 'look over their right shoulder'. Fourthly, there are two potential hazards for vehicles entering the roundabout from Baldwins Lane. Firstly they could be misled into thinking a vehicle approaching from their right and indicating a left turn intended to enter Baldwins Lane whereas in practice it intended to enter the Cinnamond access or secondly they may think the approaching vehicle is going to continue on the roundabout and turn left towards Watford, and on entering the roundabout behind that vehicle are forced to brake sharply as the vehicle turns into the Cinnamond access.
5. The cumulative effects of the above faults is to make the proposed relocated access significantly more hazardous than the existing access, which is probably why the existing access was positioned where it is in the first case.
6. If, for the sake of uniformity and economy, the pier must be erected at the present access then a more satisfactory safer alternative must be sought. One possibility would be a new access on the dual carriageway Watford Road west approximately at the existing bus lay-by. This would utilise the roundabouts at each end of this length of Watford Road for all turning movements. It would also increase the capacity of the western roundabout and make that junction safer.

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