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CHESHAM AND AMERSHAM TRANSPORT STUDY Stakeholder Meeting Comments

Jacobs No: B0466800

Date: Wednesday 14th March 2007 6.30 pm

Venue: Chiltern District Council Chambers

HIGHLIGHTED PROBLEM	COMMENTS
GENERAL	
1. Pothole filling process is in poor condition and they do not get checked for the quality and durability. Therefore they demand frequent re- filling.	All potholes are filled to a pre-defined specification. BCC Local Area Technicians regularly check their local area for the need for pothole repairs and any other maintenance issues. The public can report any highway defects to the BCC "Highways on Call" service, Tel: 0845 230 2882.
2. Need crossing between new Spar store, Amersham Rd. School children take a risk in crossing.	BCC will pass this issue onto the Safer Routes to School team, to investigate this further.
3. A404 Railway Bridge in Little Chalfont is too dangerous for pedestrians to cross. Accidents occur quite frequently. Although there is a sub way provided, it cannot be used when the station is closed.	BCC will pass this issue onto the Cycling and Walking team to investigate further.
1. A413/A355 JUNCTION (GORE HILL)	
1. School Lane in Old Amersham is very narrow. There are many parked cars and school children walking.	St Mary's School have a level 3 School Travel Plan in place. BCC have recently installed a pedestrian crossing and will be doing some

	footway works on the lead up to the school to encourage further walking.
2. Amersham Old Town is an island for cyclists. Roads out are dangerous and fast.	Recommendations from the Speed Limit Review were implemented in Old Amersham in January 2006. Thames Valley Police maintain responsibility for enforcing the speed limits. Traffic calming is already in place on High Street into Old Amersham.
3. Allow parking on the verge, opposite Amersham Hospital. It is said that this will damage services to hospital. However, cars have been parking here for years, without apparently causing damage. 4. What are we doing about verge parking on Gore Hill?	The district wide Special Parking Area (SPA) is annually reviewed to allow for the extension of existing parking restrictions or the implementation of new restrictions. A review of the Chiltern SPA has recently been completed and its recommendations are expected soon. Chiltern District Council retain responsibility and enforcement for on and off street parking across the district through the Chiltern SPA. Obstructive parking and verge parking where there are no yellow lines remains the responsibility of Thames Valley Police.
5. A widened entrance at Tesco will make London Road West even worse for bus users and pedestrians.	The A355 (including Gore Hill and the Tesco roundabout) and the A413 have been identified within the 2007 CATS study as areas for further investigation and the development of feasibility proposals. This will involve looking at issues of congestion and safety for all road users. The impact of the development of the Tesco roundabout on all road users will have been assessed when the proposals were submitted.
6. Tesco roundabout is very dangerous for cyclists. Cars travel very quickly.	
7. Gore Hill can be dangerous to cross near Amersham / London Road West. Important for bus users. Almost impossible to cross Gore Hill at London Road West.	
8. Put in dedicated left turn lane down Gore Hill on to the bypass west.	
9. Consider a slip Rd from Gore Hill left on to the A413.	
10. I would like to see something done for road used by cyclists to cross bypass. Not easy to use bridge.	

11. Pedestrian crossing A413/A355 – Put local residents’ needs ahead of commuters.	
12. Consider foot of Gore Hill. Signals may increase air pollution.	Chiltern District Council are currently monitoring air quality around this area. Any traffic management proposals in this area will have to take into account their environmental impact.
13. Queues at A404 and A413 junction, coming into Amersham at peak times.	Jacobs were asked to look at the major roads within the Chesham and Amersham area, including the junctions of the A404 and A413, with a focus on issues of safety and congestion. Following initial assessment this junction was not identified as a key problem location
14. If people choose to travel by car in peak times, why shouldn’t they have a slow journey?	Tackling congestion is one of the five priorities of Buckinghamshire County Council’s Second Local Transport Plan. It is important to tackle the adverse impacts of congestion, such as its impact on the environment and the prevention of the movement of people and goods across the county. Tackling congestion also involves promoting ‘healthy’ and sustainable modes of transport, such as walking, cycling and public transport. By promoting and providing an alternative to the car it is hoped that this will result in a reduction in congestion in the local area.
2. AMERSHAM TOWN CENTRE	
1. Improving the function of Boot and Slipper roundabout has not been mentioned.	The 2007 CATS study focused primarily on the A416 through Chesham to Amersham, looking at issues of congestion and safety along the route and its junctions, including the Boot and Slipper Junction. The report will include proposals on how this junction may be improved.
2. Boot & Slipper roundabout needs improvements. It is difficult and dangerous to come out from Devonshire Avenue. Roundabout has got busier due to the car wash and will be worse after the new housing developments.	

<p>3. Traffic congestion created by blocked drains opposite Mayhall Lane on A416 due to water collecting very deeply.</p>	<p>This issue will be raised with the BCC local maintenance team.</p>
<p>4. One-way system in the town centre is an excellent idea.</p> <p>5. One-way system to go southbound towards Chesham Road/Oakfield Corner on Sycamore Road with increased on street parking. One-way system would need to be combined with limiting turning movements at Oakfield Corner. Along with one-way system, only have dedicated parking in Sycamore road for disabled and parent with children like most multi-storey car parks. One-way system through High Street is an excellent idea, especially if on road parking is increased. Good for revitalisation. One-way system, southbound on Sycamore Road and Hill Avenue. Sycamore Road priority. One way southbound.</p>	<p>This idea has previously been proposed by groups such as the Amersham Action Group. The implementation of a one-way system would have to be subject to further investigation of traffic management issues and feasibility work.</p>
<p>6. Loading vans is a problem on the main High Street. Need to be very early or very late. i.e after 6pm.</p>	<p>Jacobs were also asked to look at issues of accessibility for both cars and pedestrians (which could include issues of loading lorries) within Amersham town centre and to produce proposals, if appropriate, on how this area can be improved. The district wide Special Parking Area (SPA) is annually reviewed to allow for the extension of existing parking restrictions or the implementation of new restrictions. This will include the restrictions concerning loading and access. A review of the Chiltern SPA has recently been completed and its recommendations are expected soon.</p>
<p>7. Time delivery lorries in Sycamore Road.</p>	

8. Problem with lack of short stay parking at station.	BCC continue to liase with Chiltern Railways and London Underground with regards to car parking provision and facilities at stations. Work is also continuing on developing rail-feeder bus services and improving cycle storage at stations to encourage rail users to travel to the station by more sustainable means.
9. Prevent cars parking on road near station. Provide pick up in King George V Road alongside multi storey.	
10. Construct lay-by and widen loop road to three lanes (near station) in Chiltern Avenue to provide parking for cars.	
11. Congestion at station due to lack of pick up space. Now taxi rank changed.	
12. Layby at station should allow for cars collecting people at the station.	The layby opposite the station was changed from a limited waiting bay to a taxi only bay in order to combat the congestion caused by taxis waiting at the station. Alternative limited parking bays were supplied in Hill Avenue (which replaced the taxi rank) and in Station Approach (which followed the relocation of a bus stop).
13. Rickmansworth car park - Prevent all day parkers using area near shops. Designate far-end for long stay.	The district wide Special Parking Area (SPA) is annually reviewed to allow for the extension of existing parking restrictions or the implementation of new restrictions. A review of the Chiltern SPA has recently been completed and its recommendations are expected soon. Recommendations can be made to the Parking team at Chiltern District Council. BCC will pass this proposal onto the Parking team at Chiltern District Council.
3. A416 CHESHAM BOIS	
1. - Consideration of A416, near Chesham Bois, must consider the rat runs (Bois Lane/Holloway Lane/Moor Road) used to avoid A416. - Chesham Bois area must be extended to include Bois Lane/ Holloway Lane.	Rat-running is a difficult issue to deal with as methods that can be used are contentious or ineffective. Therefore the 2007 CATS study focused primarily on the A416 through Chesham to Amersham, after

<p>2. Copperkins Lane is yet another rat run. Parking creates hideous problem.</p>	<p>its declaration as a Primary Congestion Management Corridor (PCMC) within BCC's Second Local Transport Plan, looking at issues of congestion and safety along the route and its junctions. By implementing improvements on the A416 it is anticipated that this will reduce the need for 'rat-running' on minor roads. BCC will continue to monitor traffic movements and issues of safety along these routes.</p> <p>The district wide Special Parking Area (SPA) is monitored and enforced by Chiltern District Council. The SPA is annually reviewed to allow for the extension of existing parking restrictions or the implementation of new restrictions. A review of the Chiltern SPA has recently been completed and its recommendations are expected soon.</p>
<p>3. Elangeni County Middle School is served by Bois Lane and traffic for the school creates real problems in Bois Lane. This is ignored by the study.</p>	<p>Elangeni School have recently set up a school travel plan working group to look at the problems around the school. Their travel plan will aim to identify problem areas and reduce congestion and increase walking and cycling levels.</p>
<p>4. School children crossing Bois Lane at Woodside Avenue /Green Lane junction are in real danger from traffic.</p>	

<p>5. A416 queuing due to school traffic -This is a problem, agreed. But the other major problem is the back route to Chesham: Bois Lane is a total nightmare at school times for children, parents + those long suffering residents. Please try and do something here.</p> <p>6. A sign saying “please allow one vehicle to join traffic queue” might help everybody. Car sharing, if not, working towards a travel plan should be encouraged. Incentives to the children + school widely publicised to get them on board for travel plan.</p> <p>7. The Scout Hall is willing to have some areas grass-creted to alleviate some of the parking problems by allowing teachers plus anybody else to park.</p>	<p>BCC would very much like to work with the schools in this area, to help them to develop their School Travel Plans as soon as possible. Local members of the community could get involved in this process.</p> <p>The Traffic Signs Regulations and General Directions dictate what can and cannot be shown on a sign The suggested phrase or similar is not legal for a sign.</p> <p>BCC encourage all schools to develop travel plans and look at how they might reduce car use. One way is through car sharing and another through the BCC incentive based scheme – Go for Gold. This scheme rewards children every time they come to school by sustainable means.</p> <p>The BCC Travelchoice Team would not provide funding for more car parking spaces as their funding is spent on measures to reduce car use, not encourage it. It may be that the Local Education Authority would be willing to negotiate with the Scout Hall for these works.</p>
<p>8. What about 20mph speed limit at school opening and closing times?</p>	<p>BCC are currently piloting a 20 mph speed limit elsewhere in the county. When the results of this study are received, schools may be able to bid for funding to install 20mph limits at their school if there is a need identified in their School Travel Plan. A 20 mph speed limit must be self-enforcing though and will inevitably require physical highway measures to make sure drivers adhere to the limit.</p>
<p>9. School traffic – Parking at Heatherton House School in Copperkins Lane, Chesham Bois.</p>	<p>BCC are currently working with Heatherton House to develop their travel plan. The school will have to set targets to reduce congestion outside the school gate.</p>

<p>10. Physical speed control measures are needed in Bois Lane and Holloway Lane. They can be installed.</p>	<p>Any traffic management measures will need to be subject to further investigation and feasibility studies. This suggestion will be passed on to the BCC Traffic Management (South) team.</p>
<p>11. Accident waiting to happen on Bois Moor Road. As you come around the bend, because of parked cars, you are on the wrong side of the road! An accident occurred last week because of this; somebody will be killed if we are not careful.</p>	<p>The district wide Special Parking Area (SPA) is monitored and enforced by Chiltern District Council. The SPA is annually reviewed to allow for the extension of existing parking restrictions or the implementation of new restrictions. A review of the Chiltern SPA has recently been completed and its recommendations are expected soon.</p>
<p>12. Parking on South Road and Lexham Gardens - totally unacceptable levels of all day parking causing nuisance to residents, local traffic and pedestrians.</p>	
<p>13. Inappropriate or lack of yellow lines. Eg. Hollybush Road Right next door to Chestnut Lane School, no yellow lines opposite entrance to Hollybush Lane which means you have to exit on wrong side of the road all day as there are yellow lines elsewhere.</p>	
<p>14. Agree to one-way system in Chiltern Road and Clifton Road, depending on consultation with public and residents. Who will enforce one way?</p>	<p>Any proposals put forward within the CATS 2007 will be subject to further feasibility work and consultation. Enforcement of a one-way system would be the responsibility of Thames Valley Police.</p>
<p>15. M25 escape route through Chesham and Amersham to M1.</p>	<p>During the period of the Second Local Transport Plan (2006-2011) BCC will be developing a Strategic Network Hierarchy. This will help BCC understand and prioritise the road network and highlight routes used by different transport modes and road users. From this it will be possible to identify a hierarchy of strategic routes throughout the county onto which through traffic, including HGVs, should be directed.</p>
<p>16. In the dip, water collects due to blocked drain – creates even more problems with traffic. (A416 Amersham Road / Clifton Rd)</p>	<p>This issue will be raised with BCC local maintenance team, who will look at flash flooding and drainage.</p>

4. A416 CHESHAM, MOOR ROAD TO VALE ROAD	
<ol style="list-style-type: none"> 1. Drivers continue to speed along Latimer Road. 2. Drivers ignore the new speed limit signs and still drive into Vale Road at 30mph plus 3. Need to enforce speed limit on St. Mary's Way 	<p>Latimer Road falls under Speed Limit Review Area 10. Formal consultation on this area was undertaken between December 2004 and January 2005. A public consultation is due to be held in May 2008, with implementation in April 2009.</p> <p>The enforcement of speed limits remains the responsibility of Thames Valley Police.</p>
<ol style="list-style-type: none"> 4. Moor Road one-way system causes congestion. 5. Queuing back at peak times on Moor Road. 6. Waterside/Moor Road has lot more residents plus a business park, a huge increase in traffic since 2003. 7. Make Waterside one way. Trucks from Nestle / PowWow hairpin turn into Amersham Rd [A416] taking 2 lanes. [left turn] Moor road and waterside should be made into a proper one-way system. 	<p>BCC will pass these issues on to the BCC Traffic Management (South) team.</p>
<ol style="list-style-type: none"> 8. No weight limit on Church Street. 	<p>The introduction of weight restrictions must be subject to further feasibility work, including looking at issues of access. BCC will pass this issue to the BCC Traffic Management (South) team</p>
<ol style="list-style-type: none"> 9. The one-way system on Sunnyside Avenue (since 2003) is a huge success and popular with residents we surveyed. Do similar with Eskdale Avenue and White Hill. 	<p>The junctions of Eskdale Avenue and White Hill with the A416 will have been assessed within CATS 2007 and will be included in the implementation of the Chesham Urban Traffic Control (UTC) corridor, which would involve linked traffic signals and signalised junctions, to improve traffic flow along this route. The feasibility of a one-way system on Eskdale Avenue or White Hill will need to be investigated further.</p>

<p>10. A416 Broad Street – poor maintenance, water mains collapsing. - Flash flooding on Broad Street. Almost make it one lane due to flooding.</p> <p>11. Poor or no proper tree care or replacement on Eskdale Avenue despite promises years ago.</p>	<p>These issues will be raised with BCC local maintenance team.</p>
<p>12. A416/Eskdale Avenue junction needs signalising.</p> <p>13. Make St Mary’s Way three lanes, two northbound and one southbound.</p> <p>14. A416 / Vale Road – northbound is quite congested around 8am, southbound totally congested around 9am. Traffic cut through the garage.</p>	<p>The 2007 CATS study focused on the A416 through Chesham to Amersham, looking at issues of congestion and safety along the route and its junctions. This will have included looking at how to improve traffic flow along the route, including on St. Mary’s Way and the possibility of linked traffic signals and signalised junctions.</p>
<p>15. Industrial sites on Asheridge Road has lead to lorries along Berkhamstead Road.</p> <p>16. Heavy traffic on Bellingdon Road due to Industrial Estate. It is being used as a rat run.</p>	<p>The A416 is the main strategic route through Chesham and Amersham so BCC would direct lorries to use this route rather than smaller, inappropriate residential roads. The introduction of Urban Traffic Control (UTC), on the A416 corridor through Chesham, will help to improve traffic flow along this route. Chiltern District Council are also currently investigating issues of air quality on Berkhamstead Road.</p> <p>Rat-running is a difficult issue to deal with as methods that can be used are contentious or ineffective, such as traffic calming measures or limiting access. BCC will continue to monitor traffic movements and issues of safety along these routes.</p>
<p>17. Money needed for parking. Residents parking in particular.</p>	<p>The district wide Special Parking Area (SPA) is monitored and enforced by Chiltern District Council. The SPA is annually reviewed to allow for the extension of existing parking restrictions or the implementation of new restrictions. A review of the Chiltern SPA has</p>

	recently been completed and its recommendations are expected soon.
18. Governors at Thomas Harding School working on a travel plan are consulting residents on limited one-way system in Germain Street.	BCC are currently working with Thomas Harding School to develop their School Travel Plan. However BCC would not consider supporting a time limited one-way system due to problems with enforcement.
5. CHESHAM TOWN CENTRE	
1. Speed limit 20mph is needed for Chesham Broadway.	Part of the 2007 CATS study focused on looking at issues of access, amenity and safety within Chesham town centre, concentrating on The Broadway, Station Road and High Street. Any proposals for improving access and safety may be included, if appropriate, within this report.
2. Flooding – both flash and overfull channels, failing culverts is a problem in High Street.	BCC will pass this on to the BCC maintenance team who will visit the site and assess the situation.
3. Need licensing to encourage taxi drivers to wait sensibly. Issued with warnings, if not remove license. 4. Need enforcement of existing rules on speed and waiting for taxis, not more rules. 5. Taxis also jam bus stop. Taxis seem uncoordinated, so individual drivers fear to lose place in the rank. Better evening bus service would reduce the need for more taxis.	The licensing of taxis remains the responsibility of Chiltern District Council. The enforcement of restrictions on waiting taxis remains the responsibility of Chiltern District Council through the Chiltern SPA and Thames Valley Police. The lack of taxi waiting bays and the impact this has on the surrounding area has been assessed within the CATS 2007 study and the report will include proposals on how this problem may be resolved. The provision of bus services and possible future need and expansion of services will be assessed within 'The Chilterns Local Accessibility Assessment', which is due to take place in Autumn 2007.
6. Dangerous pedestrian access from Lowndes Park across Star Yard car park to toilets and town centre.	This issue was raised at previous CATS stakeholder meetings and has been assessed within CATS 2007. The report may include proposals

	on how this access may be improved.
7. Quality of pothole and similar repairs is poor and not checked. They need re doing almost immediately. E.g. Red Lion Street water leak.	All potholes are filled to a pre-defined specification. BCC Local Area Technicians and Street Works team regularly check the local areas for the need for pothole repairs and any other maintenance issues. The public can report any highway defects to BCC "Highways on Call" service, Tel: 0845 230 2882.
6. A404 NEAR AMERSHAM SCHOOL	
<ol style="list-style-type: none"> 1. "School run" parents park in and block Stanley Hill Avenue. 2. Promote car sharing; give rewards to schools for this. 3. A problem is teachers sometimes not telling parents not to park. Sometimes buses cannot fit into the school lay by. The problem here could be solved by a modal shift to buses, etc. from car use. 	<p>The Amersham School are in the process of developing their School Travel Plan, which will aim to reduce car use and therefore congestion around the school. Meetings have been arranged between the BCC Travelchoice Team and the school.</p> <p>As part of the development of their travel plan the school will be looking at key problem areas and how they can use initiatives to encourage modal shift away from the car</p>
<ol style="list-style-type: none"> 4. Enforcement, apply restrictions, bus stop clearways. Restrictions must be reconsidered for adjacent streets/roads. 5. Prevent cars parking on road alongside wood, below school. 6. Cars park on street on school days. Very dangerous, against field and wood. Cyclists coming down hill risk car doors opening just in front of them. 	The district wide Special Parking Area (SPA) is monitored and enforced by Chiltern District Council. The SPA is annually reviewed to allow for the extension of existing parking restrictions or the implementation of new restrictions. A review of the Chiltern SPA has recently been completed and its recommendations are expected soon.
7. A404/A4154 JUNCTION	
<ol style="list-style-type: none"> 1. There would be no problem with fewer cars and more buses in the transport network. 	The provision of bus services and possible future need and expansion of services will be assessed within 'The Chilterns Local Accessibility Assessment' which is due to take place in Autumn 2007.

<p>2. A404 – Little Chalfont should be 30 mph from village entrance.</p>	<p>A404 (Little Chalfont) falls under Speed Limit Review Area 10. Formal consultation on this area was undertaken between December 2004 and January 2005. A public consultation is due to be held in May 2008, with implementation in April 2009. The enforcement of speed limits remains the responsibility of Thames Valley Police.</p>
<p>3. Woodside Road - Is it not the only route to Chesham/Amersham from Little Chalfont rather than a rat run?</p>	<p>The 2007 CATS study has looked at the A416 and A404, including the junction of Woodside Road (A404) and White Lion Road (A404) and Stanley Hill (A404). The assessment has concentrated on issues of congestion and road safety. The report may include proposals on how these issues may be tackled.</p>
<p>4. If traffic on Woodside Road gives way to side road traffic, it would make a difference. Or install filter lights prior to Plantation Rd and other side of bridge on A404.</p>	
<p>5. Parents parking from Lime Tree walk to and around corner of Stanley Hill, mostly on pavement, preventing access to school with pushchairs.</p>	<p>BCC would welcome contact with St Georges School to develop a travel plan and reduce car use on the school run. However, if parents are causing an obstruction of any kind, Thames Valley Police must deal with this as a highway code offence.</p>