

## 5.1 BEACONSFIELD

GENERAL AAP		
<i>Name</i>	<i>Comment</i>	<i>Response</i>
B Hamilton	What has happened to the Beaconsfield Transport Strategy? Are there no more actions to be carried out?	A number of the 30/40 recommendations are being taken forward. All actions will be prioritised against the themes. Regarding the A40 traffic lights, what can be done here is currently being considered.
P Hardy, South Bucks District Council	It is not a local plan, but the same as the others. The actions are countywide and not local.	This point has been taken on board and the consultation events will flesh out the documents to make them more area specific. We are making huge steps to be more area based.
C Mitchell, Beaconsfield Town Residents	The document is strongly based on policy statements and weak on action. It does not provide a Beaconsfield Transport Strategy and does not mention the Beaconsfield Transport Study.	This action plan is provisional and being developed. The revised version will be circulated after we have received confirmation of funding for work in Beaconsfield. There is a lack of reference to the Beaconsfield Study but this is because this document needs to look forward. The actions from the recommendations are nearly complete.

ACCESSIBILITY		
<i>Name</i>	<i>Comment</i>	<i>Response</i>
P Madden	<p>Why do you not encourage the use of the railway especially when we have such a good operator and as you are going to look at taxi-buses (to enhance access to Beaconsfield station)? Please also recognise that there are four bus routes through Beaconsfield and I as a 12 year resident have no idea which bus uses which route. How about improving accessibility to the well-under used bus services? How about increasing the proportion of operators who can &amp; do (via the tender process) offer disabled access (i.e. Disability Discrimination Act (DDA) compliance) as only carousel do currently?</p>	<p>Much effort is being made to ensure that information about bus services is more easily accessible. The timescale within which bus operators are obliged to provide DDA compliant buses is an extended one, but we do now specify a requirement for fully accessible buses on most new tendered bus routes.</p>
P Madden	<p>Smaller centres in the area – how do they make their views known? There is no mention of improved access for disabled or elderly. Very poor awareness of bus routes in the area.</p>	<p>Disabled access is very important and is considered in all work we do. We push the operators to do more and we have made progress. We need to look at less frequent bus services and ask if they meet the needs of all the community especially disabled people – would Demand Responsive Transport (DRT) be better? We need to look at how we get information about the services out into the community.</p>

ACCESSIBILITY		
<i>Name</i>	<i>Comment</i>	<i>Response</i>
	More pedestrian crossings are needed on arms of all roundabouts. Pedestrian crossings by W.H. Smiths and Waitrose are needed.	There are three pedestrian crossings that should be in before the end of the year. Improving pedestrian access is important. We only have a finite resource and there are many groups fighting for it. Developer funding can help but we are talking about huge amounts.
C Mitchell, Beaconsfield Town Residents	The plan appears to be confused as to whether Beaconsfield is a 'major centre' or not.	We have checked the document and this will be made clearer in the revised action plan.

CONGESTION		
<i>Name</i>	<i>Comment</i>	<i>Response</i>
H Griffith	Footbridge over railway, traffic lights, Ledborough Lane project (other major scheme). Buchanan's and BTS (other consultants) came along and did a study. Next the consultant said that the original study was unfeasible. Why did this happen and why were one of the consultant reports not paid for?	The Buchanan's study was a town study; subsequent more detailed studies threw up problems. We are sympathetic to the people of Beaconsfield. A355/A40 lights are what concerns us most. Ledborough Lane project would cost approx £450,000. Spending that much is more than we can justify, as there is a good safety record there. The bridge is some good news, although the cost has gone up £500,000. We are looking to work with District Council and developers to contribute so that we can deliver scheme, we are working hard at this.
S Woolf, BOTRA	When the traffic lights failed it caused congestion, 2 hours in morning and 2 hours in evening. Free flowing at all other times – traffic lights not ideal. (Please consult with BOTRAM in future). Developer should be made to pay for costs of transport in area. Will there be a North-South link road in the County? Any thought about North-South links and growth in North to M40 in South? Lots more houses are expected in the area, failing in the Buchanan report, this has to be considered (Wilton Park operator – MOD). If Wilton Park goes, M.D needs money.	We work hard to negotiate contributions from all developers, where appropriate, to provide new and improved infrastructure. We recognise the lack of an adequate north-south link in the Local Transport Plan and will be carrying out a wide-ranging study to investigate how this could be enhanced.

CONGESTION		
<i>Name</i>	<i>Comment</i>	<i>Response</i>
G Morgan	<p>Whenever a planning application is put through, there are many objections over congestion, but it goes through anyway. Do we have opportunity to object?</p> <p>The car park situation is terrible. The Transport Strategy is trying to promote sustainable transport yet there are no alternatives.</p> <p>Why can't traffic lights be put in at A40/A355 junction? In Uxbridge there are lots of traffic lights that work fine.</p> <p>Not only is there reference to PPG3, but also environmental issues. If Transportation is a local expert on transportation issues, why stand by PPG3?</p>	<p>The District does the decision-making – we are statutory consultees.</p> <p>Much work on car parking has been done over the last 12 months. We recognise that there are problems with parking.</p> <p>Analysis of traffic lights at A40/A355 junction say the situation wouldn't get better with them in. It would get worse and have a negative effect on pollution.</p> <p>We need to judge transport impact of all development. There is no embargo on development in Beaconsfield, we will work with District Council to minimise the impact.</p> <p>We have an opportunity and there is scope to help secure money to help in Beaconsfield and improve access.</p>
D Bellis	<p>There is an intensification of development but there is no recognition of balance between this and improved transport.</p> <p>Ledborough Lane and the junction with Amersham Road, too much emphasis is being placed on safety instead of reducing congestion.</p>	<p>The County Council are working hard to improve transport links especially in light of the growth in Buckinghamshire.</p> <p>Regarding the Ledborough Lane, this junction is not been identified as a congestion priority.</p>
	<p>The main public transport modes are the train to London and buses. BCC seem to be anti train because people drive to the station.</p>	<p>We aren't anti train – we work closely with Chiltern Railways to promote Buckinghamshire's good rail links with London. We are conscious that Chiltern Rail have limited parking space so other alternatives need to be looked at to get people to the stations.</p>

CONGESTION		
<i>Name</i>	<i>Comment</i>	<i>Response</i>
G Morgan	When 6 <sup>th</sup> formers pass their driving tests they stop using the buses and increase congestion. They should be made to catch the bus.	It is not possible make people travel by bus and young drivers are no exception. Over the next LTP2 period we will be setting up Travel Shops in secondary schools. These travel shops offer personalised travel plans to all students and we hope to work with private operators to offer a discount on public transport. We also offer schools our car sharing driver training programme called Safer Positive Driving. This is where we give 6 <sup>th</sup> formers extra driver training to be car share drivers and pick up other students on route to school so we can cut back on parental parking and the number of people driving independently. New literature has been produced to promote the bus pass schemes available for students in the County.
G Morgan	I cannot believe why it is not possible/ viable to install traffic lights at the Wilton Park Roundabout to use at peak hours and lunchtime. How is it that lights successfully overcame a complex issue in Uxbridge (which was like Wilton Park before) and at Handy Cross?	In urban areas where there is a concentration of signal junctions, they all work together to regulate flow through the whole area; this is more difficult with isolated junctions.

ROAD SAFETY		
<i>Name</i>	<i>Comment</i>	<i>Response</i>
P Madden	It is naive and probably dangerous or expensive to encourage walking to Amersham, High Wycombe, Gerrards Cross and Burnham (get one of your staff to try each!)	Walking, cycling and bus use are being promoted where safe and appropriate as an alternative to car use for some regular journeys
G Morgan	Why has no system been put in place at the Amersham Road, Ledborough Lane/ Long Bottom junction? A fatality is waiting to happen!	Whilst there have been 7 injury crashes in the last 3 years, the safety record is not as bad as other junctions which have been prioritised for action. 3 of the 7 crashes at this junction have involved rear end shunts which implies inattention from the following driver. Any engineering improvements to the high quality design standard junction would be very expensive and therefore not cost beneficial.
G Morgan	Lights should be installed at the Amersham Road/ Maxwell Road junction, especially for right turning vehicles.	Options will be looked at for this junction to address the existing problems.

MAINTENANCE		
<i>Name</i>	<i>Comment</i>	<i>Response</i>
B Hamilton	When cycling, we are able to see state of road better. Utility company maintenance is substandard. Are utilities fined for poor maintenance of the road? There are many potholes. Does anyone inspect them to make sure they're of standard?	<p>The utilities are responsible for the reinstatement of the highway to a nationally agreed specification and guarantee the reinstatement for two years. My inspectors will issue defect notices to utilities and charge for inspections at £42.00 per visit. The reinstatement can be inspected after 17 working days and if the defect is not put right a further charge of £42.00 will be applied. This process will continue until the defect is put right. Dangerous defects can be re-inspected every 2 hours until rectified. As per the New Roads and Street Works Act the council can inspect 30% of the reinstatements for which the utilities pay an annual charge.</p> <p>I would like to have resources to inspect 100% of reinstatement so more defects can be identified. The current rate of defects is 5% of the sample inspections undertaken.</p>