

## 4.1 CHALFONTS

GENERAL AAP		
<i>Name</i>	<i>Comment</i>	<i>Response</i>
D Palmer	Locally, the major centres are Amersham, Uxbridge & Beaconsfield. Please avoid phrases such as “achieving modal shift”; this is a euphemism for “using other means of travel”. I suggest that the second phrase is more public-friendly than the first, which seems to be typical local-authority-speak. May I suggest you check the location of the southern hot spot circle. I believe it was meant for the Rickmansworth Lane junction that is 17mm further south on the page 10 map.	Your comments will be taken on board to make sure that the Area Action Plans are more user-friendly and easier to read. We will check the maps in the draft Area Action Plans for accuracy.
	The Local Community Areas are not correct, for example Chalfont St Peter should be in the same area as Gerrards Cross.	It is recognised that the Local Community Areas may not always reflect some local working, travelling or lifestyle patterns but were identified to support local service delivery, in line with other administrative boundaries.

ACCESSIBILITY		
<i>Name</i>	<i>Comment</i>	<i>Response</i>
I Corbett D Palmer M Burnham	There is very strong opposition to the proposal in the Action Plan not to include buses 305 and 335 as part of the core retained network (Page 53 of the Appendix document). A formal record should be made of this and that Councillor Denis Palmer; Chairman of Chalfont St Peter Parish Council secured an assurance from Mr G Emmerson that there would be NO further cuts in subsidies to the 305 and 335 bus routes. The frequency of these services has already been significantly reduced over recent years causing great inconvenience to residents. These services are a vital link for Chalfont St Peter and the surrounding villages and towns.	We have now included these routes within the designated core network.
N McAlister, South Bucks & Chiltern Access Group	We note the fact the Action Plan records that people have told the Authority that there is a need to improve disabled facilities. However, we also see that under the heading Actions to Enhance Accessibility (at the bottom of page 4) no specific action alludes to the identified need to improve disabled facilities. We are concerned that the absence of a specific statement relating to disability, may lead to the issue of disabled facilities being accorded a lower priority than would otherwise be the case had there been a clear overt statement.	In the accessibility strategy section in LTP2 there is a specific section describing most of our policies and strategies towards disabled access, and certain actions are included in accessibility action plans in this same section. Most specific access difficulties experienced by people with mobility impairments when travelling locally will be investigated and, wherever feasible, dealt with as part of each area's Local Accessibility Assessment.

ACCESSIBILITY		
<i>Name</i>	<i>Comment</i>	<i>Response</i>
N McAlister, South Bucks & Chiltern Access Group	We have highlighted the poor accessibility of our local bus service. As far as we are aware, the only wheelchair accessible service is the new A40 route between Wycombe and Heathrow. The vast majority of bus services in this area are very inaccessible to a large number of people with disabilities and the very steep steps also make it difficult if not impossible for many ambulant disabled people. There are very few alternatives for many disabled people who wish to make relatively simple journeys. While Dial-a-Ride performs a valuable service, on present funding, it cannot begin to respond to the needs of the Community. It is currently in the process of closing its books to new members. Under the Disability Discrimination Act, buses do not have to be accessible until the year 2020. We hope that the Local Transport Plan will result in improvements before this date.	We recognise that the timescale for introduction of fully accessible buses is excessively long, and we aim to encourage bus operators to improve the accessibility of buses on core bus routes much earlier. Most contracts for tendered bus services will specify the use of accessible buses in future.
D Palmer	Bus map should go into the AAP.	We will consider including the bus map in the revised Area Action Plans.
S Paget	In the Actions for Accessibility, who are the partners that BCC work with? How will you ensure that bus drivers etc. will be trained to deal with this? The Disability Discrimination Act states BCC has responsibility to ensure this happens.	Our partners are local consultants / service providers / any relevant partner in providing services. We will be including disability groups in consultation. We are contractually obliged to train our staff and Arriva is working hard to deliver this as a priority.
	There is a need for improved access to Wycombe Hospital or even Stoke Mandeville Hospital.	We are working closely with the NHS Trusts and operators to improve accessibility to the main hospital sites. This will take place by improving the core bus network between and within the larger towns, and specific measures such as the inter-hospital shuttle bus.

ACCESSIBILITY		
<i>Name</i>	<i>Comment</i>	<i>Response</i>
	Why are household densities stopped on the access map into Gerrards Cross?	This area is not highlighted because it is not in the action plan area for the Chalfonts.
	In accessibility actions it does not mention working with particular groups. State some of these, for example disabled groups or older peoples action groups.	We will consider including this information in the revised Area Action Plans.
J Woodger	The Gerrards Cross to London Airport service was taken away due to lack of use. It was not advertised or given enough time to make people confident to use the service.	The A40 route is steadily increasing in patronage and further improvements are planned.

CONGESTION		
<i>Name</i>	<i>Comment</i>	<i>Response</i>
P Bacon	Page 10 – Congestion Hot Spots. There is only one non-car link across the A413 between the two sides of Chalfont St Peter. There is a need for better crossing facilities.	We are aware of this problem. We are working with Chalfont St Peter C of E School to look at this issue and the possibility of an at-grade crossing at Gravel Hill.
T Shields	Modal shift will not happen in this area until bus services are adequate to meet local needs. Bus services are needed to train stations. Until there are decent services and buses there will not be a modal shift. There is also a need to improve quality.	The congestion strategy sets out our plans to achieve modal shift, including improvements to bus services and better walking and cycling routes, building on the successes we have had to date.
	What about Cross rail?	We are supportive of Cross Rail and only have a few minor objections that are being progressed with Cross Rail.
	There were proposals that the A413 be dualled from Tatling End to Aylesbury and now this seems to not be a consideration. It can take double the amount of time to reach Aylesbury during rush hours.	There are no plans for dualling this route. The A413 is a key inter urban Primary Congestion Management Corridor and journey time reliability surveys are being undertaken. This will identify key locations where improvements are required.

ENVIRONMENT		
<i>Name</i>	<i>Comment</i>	<i>Response</i>
U Christophers	Noise pollution is generated from speed. The area is in a valley, so noise is maintained in the valley from the A413, especially Joiners Lane. This is not mentioned in the actions. If the speed limits are kept to, the noise problem will reduce. How do you monitor noise & tackle it? Can we get people to stick to the speed limit?	We do not monitor noise unless we know that there is a problem and that residents have complained about it. Noise complaints and monitoring are handled by the District Council, and if any are related to traffic the County Council will be informed. If there is a traffic related noise problem, we can look at the speed limit review, continue to improve maintenance infrastructure on roads and continue to promote and improve road safety.

ROAD SAFETY		
<i>Name</i>	<i>Comment</i>	<i>Response</i>
K Arton	The safety of Greyhound Roundabout could be improved with inexpensive traffic speed control such as: separate right turning cars from left and "straight" ahead traffic. Insert 40mph limit 400+ yards to the south to reduce speed before the 30mph limit. Separating traffic streams will assist traffic entering Northbound lanes reducing to a single lane on exiting the roundabout. This will increase safety of traffic exiting the High Street.	Speed limit proposals for this area (Area 10 of SLR) will go to Public Consultation in Spring 2007- local people will be able to make their views known at this time. In the three years to 31st January 2006 there has only been one injury crash on either of the two A413 approaches. As a result there are no safety schemes proposed for this roundabout.
B Allen	Update people on the unlit road length on the A413. Intelligent Road Studs are being used as an innovative solution so we don't increase light pollution	Intelligent Road Studs were implemented on the unlit section of the A413 to address a crash problem during the hours of darkness. The use of these is likely to grow in coming months as we seek to use new technology to improve road safety. They are soon to be installed on the A4128 near Hughenden Manor and we will continue to raise their profile to improve people's understanding.
A Moffat	There are concerns over the safety of the A413 underpass; it is very wet in the winter especially. Youths are running across the roundabout to get to the Youth Club. A crossing point is essential (Zebra crossing is needed at railway street). The speed limit is proposed to increase in Chalfont St Peter from 30mph – 40mph, which is ridiculous.	Your concerns will be passed on to our safety and maintenance teams. There are Speed Limit Review proposals to change a short length of the current 30mph section to a 40mph limit (from near Elms Rd to northern side of Deanacre Close) but also to change part of the existing 50 limit to a 40 to moderate speeds entering the village. This will go to Public Consultation in Spring 2007.

ROAD SAFETY		
<i>Name</i>	<i>Comment</i>	<i>Response</i>
K Arton	The speed limit from Kingsbury to Greyhound roundabout is national speed limit. It must be reduced and this would also address the noise problems. It is a sudden reduction from 50mph to 30mph, but should be more gradual because it would be safer.	It is difficult to justify a speed limit reduction on this length of dual carriageway.
	Approaching Kingsway Roundabout there are double yellow lines to slow people down. Approaching the Greyhound Roundabout (near the Church) there are no yellow lines and it is much more dangerous. The roundabout cannot be seen until close up.	There are transverse yellow bar markings on the approach to the Kingsway roundabout which were installed a number of years ago due to a collision problem at that time. There have been 0 crashes in the latest 3 year period suggesting that they are working well, in combination with the other advanced warning and direction signs. The provision of these markings at the greyhound roundabout does not meet with the relevant criteria which specifies a given length of dual carriageway on the approach to the roundabout, however, the greyhound roundabout has appropriate advanced warning and direction signing.
	Is the A413 crossing point proposed as a Safer Routes to School Scheme? Can this be done?	It is in the Middle School Travel Plan.
Bucks Association for Blind and Partially Sighted People (BAB)	The roundabout system that exists at the top of Chalfont St. Giles where it meets the A413 creates daily accidents. It is a pedestrian nightmare and should be reviewed.	As mentioned above, the only injury collisions have involved vehicles, however, pedestrian use of the roundabout could be investigated.

MAINTENANCE		
<i>Name</i>	<i>Comment</i>	<i>Response</i>
Bucks Association for Blind and Partially Sighted People (BAB)	Investment in pothole and pavement repairs would remove hazards for VIPs.	It has been identified that improvements to our most used footways is necessary. With this in mind a major improvement works programme was undertaken in 2005/06 and a further programme is planned for 2006/07. As part of the improvements we install tactile paving and dropped crossings to meet our DDA obligations. Area maintenance officers also carry out safety inspections on footways on a regular basis and any defects are repaired by our term contractor.