

Traffic Management Requests & Petitions

Chiltern Local Committee

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1 PURPOSE OF REPORT

- a To inform members of:
 - i the requests received for various traffic management measures, of a significant nature, during the period 17 March and 27 June 2001 and the relative priorities for investigation allocated;
 - ii the petitions received during the same period, and the action proposed or taken in response.

2 PROPOSED ACTION

- b **The Local Committee is invited to:-**
 - i **NOTE the requests for traffic management measures received and the priorities allocated in Appendix A;**
 - ii **NOTE the petitions received, the action taken to date and/or the action proposed; and**
 - iii **COMMENT on the priorities allocated and action proposed.**

3 RESOURCES APPRAISAL

- c There are no direct financial implications at this time.

4 SUPPORTING INFORMATION

- d The measures requested, including those contained within the petitions, are listed in Appendix A. An indication of the 'priority ratings for investigation' allocated is as follows:

High (H): 0 Medium (M): 1 Low (L): 9

N.B. Priorities are not allocated to traffic calming, pedestrian crossing and footway requests at this time. These are assessed each year (normally December/January time) prior to the confirmation of the next year's Local Safety and Area Strategy Schemes Programme. Priority is given to proposed measures where clear casualty accident reduction benefits can

be expected. Additional emphasis on facilities to improve conditions for public transport, Safer Routes to School, cyclists and pedestrians to meet the Council's commitment to the Integrated Transport Strategy (ITS) and Local Transport Plan (LTP) will also be given. Schemes not having an accident reduction potential or ITS/LTP constituent are therefore unlikely to receive a high priority.

- e Members should note that all petitions received are reported but not all requests are reported. If the measures are clearly not viable or have been reported in previous "Traffic Management Requests and Petitions" reports presented to members, the correspondent is informed accordingly.
- f Generally, high priority items are further investigated to enable schemes, if appropriate, to be identified, programmed and implemented following the normal consultative and programming procedures. Where schemes do not have an injury accident potential, they are unlikely to receive a high priority for implementation. Medium priority items will be left under review and incorporated with high priority items, where possible. Low priority items will have no further action taken.
- g The petitions received in this period and the decisions taken/recommended are set out for members' approval below.

(i) Chestnut Lane, Amersham

- h A 24 signature petition has been received from residents of Chestnut Lane requesting
 - i 7.5 tonnes weight restriction
 - ii traffic calming measures
- i The residents claim that lorry traffic is using Chestnut Lane to gain access to the Industrial Estate in Raans Road. The concerns of the petitioners were highlighted by a recent incident when overhead cables were pulled down by a tall vehicle with a crane attachment.
- j Chestnut Lane is not on a signed route through Amersham, and recent site observations have shown that hgv movements along this road appear to be low. Although the recent incident was regrettable, the request for the introduction of a weight restriction has been afforded a low priority in view of the low numbers of lorries using this road.
- k Members will be aware that requests for traffic calming measures are assessed annually in line with the County Council's agreed policy of directing the funding available for this type of work towards those sites with a poor injury accident record.
- l During the last three year period, there have been no injury accidents recorded in Chestnut Lane. Therefore, in view of the high demand for traffic calming across the County, it is most unlikely that County Council

funding will be made available to implement calming measures at this site.

(ii) Orchard Lane, Prestwood

- m A 15 signature petition has been received from residents of Orchard Lane suggesting various safety measures to be considered for this road.
- n The suggestions put forward by the petitioners include:-
 - i the closure of the road to through traffic;
 - ii a width restriction;
 - iii the provision of a footway;
 - iv traffic calming;
 - v the introduction of a one-way system.
- o Orchard Lane is a narrow road which provides a link between the High Street (A4128) and Honor Road. In fact, it is difficult for two vehicles to pass throughout the length of this road.
- p The suggestion of a road closure is based on the recent changes that have worked successfully in nearby Blacksmiths Lane. However, the cul-de-sac section of Blacksmiths Lane is relatively short, approximately 80 metres, and drivers entering this section by mistake can reverse back to a turning point.
- q However, it would not be practical to promote the closure of Orchard Lane because it would form a narrow cul-de-sac over a distance of approximately 250 metres and it would not be possible to provide a vehicle turning area.
- r The suggestion of a width restriction was put forward to deter drivers from using this road as a through route. Again, it would not be practical to introduce a width restriction on such a narrow carriageway as access would still be required for the emergency services and delivery vehicles.
- s Unfortunately, it would not be possible to support the provision of a footway in Orchard Lane because it would leave insufficient carriageway width for passing traffic.
- t The request for traffic calming will be assessed at the annual review. I am pleased to report that no injury accidents have been reported in this road during the last three year period. However, this does mean that it is most unlikely that funding will be made available for calming measures at this site.
- u The suggestion of a one-way system could benefit the users of Orchard Lane, as it would regulate all vehicular movements in one direction and allow a safe margin for pedestrians. Therefore, I have afforded this request a medium priority for further investigation.