



Report to Missendens Community Board

Date:	09 th March 2021
Title:	Response to the ePetition for a width restriction at the bridge end of Nags Head Lane, Great Missenden
Relevant councillor(s):	Patricia Birchley (Cllr); Isobel Darby (Cllr); John Gladwin (Cllr); Peter Jones (Cllr); Robert Jones (Cllr); Peter Martin (Cllr); Vanessa Martin (Cllr); Michael Smith (Cllr); Mark Titterington (Cllr); Diana Varley (Cllr); Heather Wallace (Cllr)
Author and/or contact officer:	Graham Hillary / Transport Strategy Officer (Freight)
Ward(s) affected:	Great Missenden
Recommendations:	It is recommended that we work with the petitioner and local representatives on scoping the challenges identified in the petition; to facilitate development of the most appropriate solution balancing costs and benefits.
Reason for decision:	<p>This recommendation ensures we are able to identify any short-term factors that may be managed by greater engagement with the generators of the HGV traffic; allowing us to focus on the longer-term flows along Nags Head Lane and how best to address these, supporting local businesses while minimising the impact on the communities.</p> <p>It is essential that the reasons for HGVs taking Nags Head Lane is understood, that we are able to scale the problem to generate options that can be considered providing the most suitable approach at the best cost.</p>

1. Executive summary

An ePetition has been submitted requesting the Council implement width restrictions at the bridge end of Nags Head Lane in Great Missenden to prevent large lorries from using the road as a shortcut to larger areas. The petition states that:-

- It is causing a huge amount of noise and making the road a less safe place to walk down. Many parts of the road are barely big enough to let two small vehicles pass each other let alone a huge lorry with tonnes of goods. The safety of children walking to and from school could also be jeopardised as there are a large amount of children living on the road, this also ensures parents can feel safe with their children riding their bikes or being near the road.
- The petitioner suggests the road should not be used as a shortcut as it is a residential safe place.
- The petitioner believes the width restrictions should only be implied at one end so that in the event of a house being constructed or major building works or deliveries be completed they can still access the road, but blocking the end closest to the bridge will prevent lorries using it as a shortcut and make the road safer for pedestrians and those in vehicles

This document has been prepared to provide a considered response taking relevant available information and to make recommendations how to proceed. This identifies the need for further investigations to develop the most appropriate approach.

2. Options considered

The railway bridge, managed by Network Rail is positioned on Nags Head Lane approximately 300m from the junction with the London Road which provides access to Great Missenden village centre and the major A413 trunk road. Beyond the bridge is the junction with Windsor Lane. Windsor Lane offers access towards Little and Great Kingshill, Cryers Hill, Holmer Green, Hazlemere, Penn and High Wycombe through residential areas. Nags Hill Lane bends off to the right just after the railway bridge, it passes through a residential area for around about 800m before continuing through a rural landscape to a junction with Nairdwood Lane where it becomes Peterley Lane, past the Peterley Manor Farm Shop to a junction with the A4128 Missenden Road offering access to Prestwood and Cryers Hill. The road has a few narrow points along its route which are generally accessible by vehicles of any size with care and consideration for other road users and pedestrians.

2.1. Position a width restriction

- a) at the railway bridge on Nags Head Lane
 - The impact of placing a width restriction at the railway bridge would stop Heavy Goods Vehicles (HGV) having access to Nags Head Lane from the London Road / A413.
 - It would not stop HGVs accessing Nags Head Lane from Windsor Lane.
 - HGVs would be able to travel down Nags Head Lane but would not be able to access London Road or the A413, forcing them to take Windsor Lane and find alternate routes, often through residential areas.
 - It would stop HGV traffic accessing Windsor Lane from the A413 & London Road; it would also stop traffic from Windsor Lane accessing these routes.
 - Emergency and Critical Service vehicles progress could be restricted potentially increasing response times and raising the risk to people and property.

- b) in Nags Head Lane near the junction with Windsor Lane
 - Would stop any through traffic.
 - Would stop HGVs accessing Nags Head Lane from the junction with Windsor Lane.
 - Would potentially restrict access to Nags Head Lane from the Windsor Lane / London Road/ A413 for Emergency and Critical Service vehicles.
 - May force these Emergency vehicles to access via Peterley Lane / Nairdwood Lane potentially negatively impacting on response timings and increase the risk to people and property.
 - Would require residential and local deliveries to access properties near the Windsor Lane end of Nags Head Lane from Peterley Lane and Nairdwood Lane negatively impacting on the residencies and environment along these roads.
 - May force agricultural vehicles needing local access to take a diversionary route.
 - Any alternate route, still to be determined, would potentially impact on many other unsuitable residential and rural roads.

- c) Further up Nags Head Lane towards Peterley Lane
- Allows residencies and businesses at the Windsor Lane end to be serviced directly from London Road / A413 and Windsor Lane routes.
 - Depending on the siting of any restriction may impact on residential and agricultural services.
 - Would stop any through traffic.
 - Should not result in any Emergency or Critical Service vehicles delays; Peterley Lane accessible from the A4128 with Great Missenden Fire taking this route over the railway bridge. Nags Head Lane accessible from Missenden Fire off London Road.
 - Should consider the Peterley Manor Farm Shop and their reliance on HGV movements to provide goods and services.

2.2 Introduce an environmental weight restriction on Nags Head Lane

- A legally enforceable constraint on vehicle movements above the prescribed weight on Nags Head Lane.
- Allows access for vehicles beyond the weight restriction by exception, including the provision of local services, residential deliveries, moving service providers and emergency and critical services.
- Enforcement is by Thames Valley Police and Trading Standards who have a focus on 'crimes against the person' and 'protecting the vulnerable'.
- Should eliminate HGV through traffic subject to a robust enforcement capability.
- Can take 6-12 months to implement as subject to public consultation; may typically cost, depending on studies, between £10,000 and £25,000 to install.

2.3 Position advisory 'Unsuitable for HGV' signage on Nags Head Lane

- Advisory signage, not legally enforceable.
- Suggests HGV traffic not appropriate for this route, should discourage trucks using this road unless access is needed.
- Unlikely to completely stop use of this route by trucks
- Relatively quick to implement; cost of approximately £3,000 - £5,000 depending on surveys and scoping.

2.4 Undertake a study to define the problem, identify root causes and to determine the most appropriate approach.

- The petition does not unfortunately identify the problem outside of the headline statement about noise and safety concerns. We would need to understand the below amongst other aspects:-
 - Has there been an increase in HGV movements on the route?
 - Is there a known reason behind the increase?
(Potentially some residential construction in the area.)
 - Is there any information about the volume and frequency of truck movements on Nags Head Lane?
 - Is there any information about where the HGV traffic on Nags Head Lane is from and going to?
 - Are there any known commercial / residential access requirements?
 - Where is any displaced HGV traffic likely to go? What would be the impact on these roads and residencies?

Building the background data and identifying the challenges raised by this petition would help the generation of potential options and the selection of the most appropriate approach.



3.0 Legal and financial implications

There are no identified legal or financial implications identified at this stage.

4.0 Corporate implications

There are no identified implications on the corporate plan priorities from this report affecting any of the aspects listed:-

4.1 Property

4.2 HR

4.3 Climate change

4.4 Sustainability

4.5 Equality (does this decision require an equality impact assessment)

4.6 Data (does this decision require a data protection impact assessment)

4.7 Value for money

5.0 Consultation with local Councillors & Community Boards

A conversation took place with Cllrs Martin and Gladwin to discuss the request of the petition; to capture some local knowledge and explore short, medium and long-term factors that may have influencing the submission.

6.0 Communication, engagement & further consultation

This response reflects consultations with Transport Strategy management and Management from Transport for Bucks who will provide necessary 'subject matter expertise' to identify the most appropriate approach to best address the purpose of this petition.

7.0 Next steps and review

Subject to discussion and determination at the Community Board meeting on the 09th March, the Board may chose to approve and promote acceptance of the recommendation to engage in studies to analyse the challenges and identify the most appropriate solution to take forward for TfB to consider. TfB involvement in any studies may be subject to costs.

