

Appendix 1:

Summary Of Support, Objections & Feedback

A413 AMERSHAM ROAD, GERRARDS CROSS

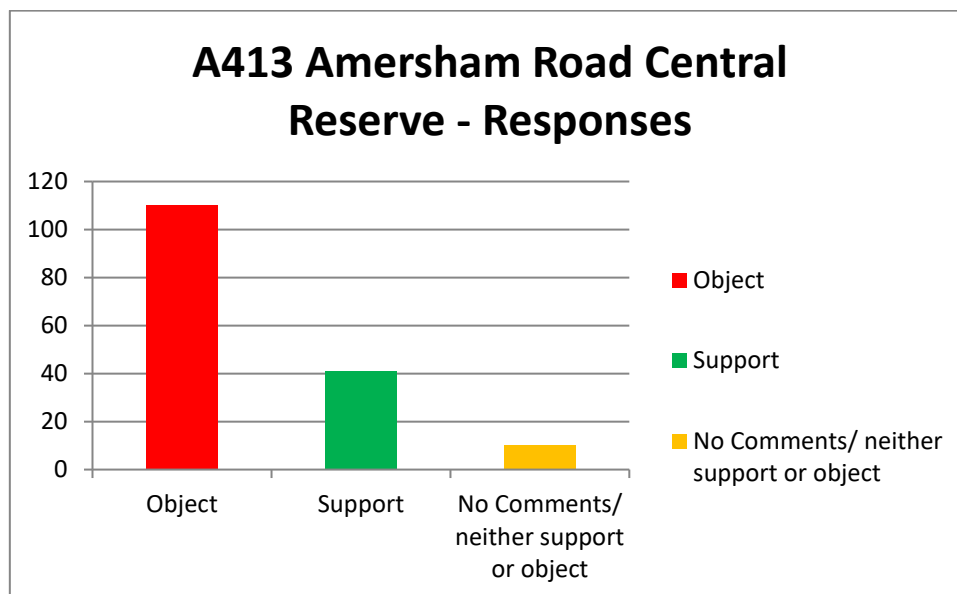
SUMMARY OF SUPPORT, OBJECTIONS AND FEEDBACK

The feedback received in the Statutory Consultation presented mostly objections to the proposals. Majority of comments received questioned the reasoning behind these proposals and claiming it is not required.

Overall support summed up to a total of thirty-nine comments. Total objections received summed up to a total of one hundred and five comments.

Total support:	41	25.5%
Total objections:	110	68.3%
Total unsure:	10	6.2%
Total:	161	100%

Summary of objections & feedback – A413 Amersham Rd, GX Movement Bans Review



Summary of the points raised following the A413 Amersham Road Movement Bans consultation via the CitizenSpace webpage, letter and e-mails.

In Support with comments – **35 = 22%**
In Support with [No comment] – **6 = 4%**
Objections with comments – **105 = 65%**
Objections with [No comment] – **5 = 3%**
I am not sure [with and without comments] – **10 = 6%**

TOTAL 161

Main Points Raised	No.	TfB Response
A (mini)roundabout and/or “sequenced + on-demand” traffic light signals i.e. controlled junction should be the answer to reduce speeds on this stretch of road	41	Roundabout or traffic signals will be inappropriate for this junction and the cost will be prohibitively expensive. Both options will increase traffic congestion considerably.
The proposal will increase traffic / congestion elsewhere thus, forcing more traffic through South GX {village & high street}; Mill Lane; Marshall Lane; Packhorse Road --- creating additional traffic jams in South Gerrards Cross.	38	Whilst it is appreciated that the diversion to the roundabout will create more manoeuvres, the safety of motorists on the dual carriageway is the key priority
Closing the turn will result in people driving unnecessarily further and generate fuel emissions, cause environmental damage and create sound/air pollution. Traffic will be increased at and on approach to [Chalfont St Peter] roundabout ~ Lots of added extra mileage & wasted time too.	37	Whilst it is appreciated that the diversion to the roundabout and back is further, the safety of motorists on the dual carriageway is the key priority
Average speed cameras or checks should be set up – i.e. erected – on both carriageways to ensure enforcement of the existing 70mph limit.	34	Average speed cameras are currently not supported by Thames Valley Police
Speed limit restrictions / reductions <60 50 40 miles per hour> would be useful and effective on both sides of the carriageway. Aim to lower speed on this A413 road section.	32	Speed limit reductions were considered but deemed not applicable for both northbound and southbound carriageways.
Some motorists, especially by ‘boy racers’, view it as an informal race track --- highway will become a long stretch of clear road for motor bikes and high performance cars to use it for racing.	25	Comments are noted – the scheme will have limited impact on these types of activities
Agree that this is a very dangerous junction as the current setup is very hazardous *something needs to be done*. A complete closure of the cross over point is the best option ~ people do not obey road signs. It will prevent dangerous driving by preventing people taking risks when turning on a major road across 2 lanes of traffic. Most sensible approach is to close all of the central reservation crossings	19	Comment is noted This is a very important network safety scheme.
Banning turning will only cause more accidents and not reduce vehicle speeds. Speeding as well as the present speed limit are the main issues due to the fact that cars travel fast along this motorway; Cars travel far too fast on that section of road!	17	The site was identified as a result of collisions involving turning vehicles and there are also a large number of reported near misses.
Main problems are: 1) reckless and bad driving - that is - people acting stupidly 2) banning these manoeuvres may encourage further speeding of cars along the A413 3) police and the local authority doing nothing.	17	Comments are noted however collision history is based on turning manoeuvres.
This plan will only cause considerable inconvenience for local people and citizens; severely impacting on residence in a negative manner.	16	Comments are noted however, safety of motorists on the dual carriageway is our key priority.
Removing this junction should be avoided instead introduce other traffic calming measures to make this safer such as more “visible and better” signages, speed	15	The effect of traffic calming can be limited on high speed roads as measures such as speed bumps are not ideal; It is considered that additional signs

<p><i>bumps, re-painted road markings, chevrons, strips, etc that highlight the safety issues.</i></p>		<p>and lines will have little impact on collision history at this junction.</p>
<p>Reconsider operation hours of street lighting at the junction -> Turning lights back on, installing OR implementing better lighting would improve this stretch of road.</p>	<p>8</p>	<p>Collision history does not provide a pattern of day- or night-time collisions.</p>
<p>Longer distances to get onto the A413 thereby increasing journey times from Gerrards Cross <GX> / Denham.</p>	<p>7</p>	<p>Whilst it is appreciated these proposals may result in more time spent reaching various destinations, safety of motorists on the dual carriageway is our key priority.</p>
<p>Trying to cross this carriageway is awful and should be tackled ! There is no (signage) provision for pedestrians and/or cyclists in terms of safe crossing; the road is too fast/dangerous to cross on foot - a `pelican` crossing system for pedestrians is needed.</p>	<p>6</p>	<p>Comments are noted – a pelican crossing is not appropriate for high speed dual carriageways.</p>
<p>Excellent proposal that will improve road safety and make the junction safe for vehicles – note that drivers make dangerous right turns there.</p>	<p>5</p>	<p>Comment is noted</p>
<p>Council are adopting lowest (cheap) cost option/approach; Poorly researched scheme.</p>	<p>5</p>	<p>A gap closure is the most effective option for safety measures required given limited budget available.</p>
<p>Other comments:</p> <p>If the cars were 'only' allowed to cross straight over and then turn right it would be preferable.</p> <p>Longer response for emergency services especially ambulances enroute to A40 for specialised London hospital i.e. these changes will potentially delay emergency vehicle.</p> <p>An acceleration run in should be provided in the central reservation.</p> <p>Motorcyclist are particularly vulnerable to traffic U-turns.</p> <p>It is a perfectly safe junction if used intelligently.</p> <p>The traffic order will impact anybody who accesses the farms, houses, offices or golf club from southern entrance to Chalfont Park (near Southpark). It will also impact anybody from Gerrards Cross who turns right through the central reservation</p> <p>It would be better to do something to slow the traffic and make it safer</p> <p>Trimming the bushes a few hundred yards before this junction would improve the visibility at little expense plus ensure existing signs are clear of overgrown vegetation</p> <p>Vast majority of users act sensibly and there has not been an accident there for many months now</p> <p>You will be pushing traffic into residential areas!!!</p> <p>This junction type is common across the country and drivers should have the skills to navigate it safely.</p> <p>The proposals do not solve any issues and are a waste of money/effort.</p>		<p>Your comments have been noted</p>

