

TRANSPORT, TRAFFIC AND PARKING

APPENDICES T1 – T4

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APPENDIX T1 – PARKING ISSUES IN THE NEW TOWN

Prepared by Peter Sanders

Background and history

The requirement for parking in the New Town has increased markedly over the years and will continue to increase in the future.

Summary of availability in car parks

There are currently six car parks available to the public in the New Town, as follows:

Location	Spaces
- Altons (at the rear of Cardain House)	167
- Penncroft (at the rear of Marks & Spencers)	96
- Warwick Road	30
- Waitrose	218 with 2-hour free parking
- Sainsbury's	298 with 2-hour free parking
- Beaconsfield station	655
Total	1,464

Provision of additional car parking

The increase in demand has been satisfied over the past 33 years by the provision of the following additional parking spaces:

- Waitrose in 1982	118	extra
- Sainsbury's car park in 1998	198	
- the additional deck at Sainsbury's in 2008	100	
- the first additional deck at the station car park in 2002	175	
- the second additional deck at the station car park in 2007	175	
Total	748	

Current free capacity

All these car parks are mostly full from 09:00 to 17:00 Monday to Saturday. Often it is necessary to search for a parking space within a car park or wait for a space to become available. It is becoming increasingly difficult to park and this will start to stifle the activities and business within the New Town unless further parking is provided.

In the evenings and on Sundays parking presents no problem, with ample parking spaces available throughout the New Town.

Assuming 25% of the supermarket parking is being used for general parking (not shopping), 360 new spaces have been used as street parking and 30% free capacity was available in the six car parks in 1982: over the last 33 years on average an extra 30 cars have needed to be parked per year. However the rate is likely to have increased over the years and will be impacted by the new Wilton Park development in the future.

Short-term parking

Reasons for short-term parking

There is a requirement for short-term parking for customers who are visiting the town during the day largely to visit shops, have a haircut, share a coffee with friends or visit a business premises. The duration can range from a few minutes to an hour (or two) for shopping or sometimes longer for a make-over at a hairdresser.

Availability of short-term parking spaces

There are a limited number of short-term parking spaces in the streets: specifically 4 x 30-minute, 96 x 1-hour and 35 x 2-hour parking, all available free-of-charge. There are additionally many 1-hour parking spaces further away in Grove Road in the section parallel to Station Road. These are much frequented and provide a welcome opportunity on many occasions.

People can also use the car parks listed above. For those preferring free parking many use spaces within the Waitrose or Sainsbury's car parks (obvious if they are shopping in the supermarkets). Otherwise the Council car parks are available for a cost ranging from £1.20 for one hour up to £2.40 for three hours. Some others use the Council car parks free-of-charge for short visits and chance their arm not to be fined.

Spare short-term capacity

In the street there is no spare capacity in short-term parking spaces apart from some 1-hour parking further away in Grove Road in the section parallel to Station Road. Other spaces with a 10 to 11am restriction are available for use such as in Grenfell Road or Caledon Road, but these all a short walk away.

All six car parks are mostly full from 09:00 to 17:00 Monday to Saturday, with very little spare capacity available.

Short-term parking issues

1. For short-term parking there is the general problem that the car parks are mostly full from 09:00 to 17:00 Monday to Saturday, with very little spare capacity and the situation is getting worse.
2. Much of the New Town is covered by restricted parking between 10:00 and 11:00am. Mostly this regulation is well observed, though there are instances where it is violated. Some homeowners would welcome more rigid monitoring of the regulations.
3. Some of Gregories Road and Furzefield Road near to the Simpson Centre act as overflow from the Centre but have 10 to 11am parking restrictions. It would be advantageous for these section to be changed to 1-hour parking for those visiting during the peak period between 10 and 11 am.
4. There are a few families who are forced to have cars regularly on the road between 10:00 and 11:00am, the restricted period, because they have more cars than own parking spaces resulting in them receiving some parking fines. For these few families it would be advantageous to issue resident parking permits.

Long-term parking

Reasons for long-term parking

The main reasons for long-term (all day) parking in the New Town are for those travelling by train eg to London and those working in the New Town.

Availability of long-term parking spaces

For those travelling by train the station car park is available at a cost of £6.50 per day (or £4.00 at weekends). Council car parks are also available at a cost of £4.50 for up to 12 hours. Season ticket may also be purchased for the station car park at an annual cost of £960 and for the Council car parks at an annualised cost of £820. Currently 92 drivers purchase season tickets within one of the Council car parks.

Those drivers wishing to avoid paying a daily parking charge park in the streets without parking regulation. About 360 vehicles are parked in this way during the week at distances from town (and the station) currently ranging from about 500 to 1,100 metres. These vehicles are mostly owned by those travelling by train or workers from the town who are prepared to walk this considerable distance to avoid paying £4.50 per day.

Spare long-term capacity

All the car parks are mostly full from 09:00 to 17:00 Monday to Saturday, with very little spare capacity available.

There are unused parking spaces in the streets beyond the current limit of about 1,100 metres eg in Burkes Road and Sandelswood End. However the availability of unused spaces is reaching the limit and becoming ever further from the town. Parking restrictions are likely to be introduced into Candlemas Mead next year which would reduce the long-term parking by a further 35 spaces, also for Ledborough Lane. One could argue that the walk provides good exercise, but I am sure this view is not shared by those walking in the mornings and evenings. Additional free parking will be advantageous in the near future.

Long-term parking issues

1. For long-term parking there is the general problem that all six car parks are mostly full from 09:00 to 17:00 Monday to Saturday, with very little spare capacity and the situation is getting worse.
2. For drivers parking in streets without parking restrictions there will soon be insufficient spaces within a realistic distance from the town.
3. There is currently significant concern about safety and congestion in Wattleton Road near the schools. It would be advisable to initiate a parking survey, with a view to providing a safer environment and easing the congestion. If further parking restrictions are introduced the displaced car must be accommodated in the vicinity.
4. Chiltern Railways commissioned the construction of multi-storey car park decks in 2002 and 2007. Nevertheless the car park is now virtually full during weekdays. The number of passengers boarding in Beaconsfield is increasing and will continue to do so, particularly with the new Oxford connection coming on-line in 2016. Unless further parking is provided by Chiltern Railways the overflow from the station car park will increasingly fill the Council car parks in the middle of the New Town and swamp the available parking.

5. Some drivers may not be able to afford the £4.50 cost of parking in a Council car park, particularly low-paid workers in the shops within the town. For those working in the town it would be wise to offer a reduced price season ticket in the Council car parks.

Next

A document will be prepared considering solutions to the available parking capacity identified in this document and in a similar document for the Old Town.

APPENDIX T2 – PARKING ISSUES IN THE OLD TOWN

Prepared by Peter Sanders

Background

Within the four ends of the Old Town there is a major issue due to a lack of parking spaces. The situation is exacerbated by the fact that most of the land is “common land” and as such cannot be controlled with formal regulations or charges. As such the apportionment of parking spaces is a “free-for-all” based on “first come, first served”.

Workers in offices and shops arriving at the start of the day occupy a parking space for the duration of the day whilst they work in town. Also some days drivers park during the day before being picked up for coach trips. Consequently there are limited parking spaces available for customers arriving to shop during the day. This causes customers to avoid visiting the Old Town resulting in shops closing and a degeneration of the town. Similarly visitors to St Mary’s church for funerals or events in the Fitzwilliams Centre find parking difficult and potential visitors to the town turn away eg having visited Beconscot.

Some drivers arriving later are not prepared to walk so park in a haphazard manner, such as across footpaths or blocking access to premises. As a result people with pushchairs, wheelchairs and children in buggies frequently have to risk going into the road.

The overflow parking from the Old Town extends on to residential streets and along Windsor End towards the Hall Barn entrance.

The period of parking problems is not limited to the day time, but extends into the evening with many pubs and restaurants being well-frequented, particularly on Friday and Saturday evenings.

A recent attempt at a land-swap organised by SBDC failed due to a lack of support for the derived solution. The effect would have been for many parking spaces in London End to be regulated by charging, enabling some customers to have ready access to these parking spaces to enhance their shopping experience.

There is evidence that it is getting worse particularly within the past few months. Over the last few years there has been an increase in the number of office-based workers on the town and there are currently plans for a further increase.

In summary: what is wanted is free/cheap parking to be readily available at all times for easy access to the Old Town.

Solutions

Land swap

The recent attempt at a land-swap organised by SBDC failed due to a lack of support for the derived solution. A possibility would be to rejuvenate the process with a view to agreeing an approach with formal regulations or charges.

Benefits:

It could present the opportunity for fare regulation so that short-stay customers could find a parking space with concomitant benefits for shop owners.

Disadvantages:

There would be a reduced number of free parking spaces available for workers from offices and shops who occupy a parking space for the duration of the day whilst they work. Also for the first time some car owners would have to pay for parking in town.

Provide additional parking

Over the years considerable discussion has taken place regarding the choice for additional parking. Discussions have covered most of the following 15 possibilities:

	Description	Distance	Comments
1	A park and ride service from the local Service area, with shuttle bus to Old Town, New Town, Holtspur	2 miles	Is any space available? No contract
2	A park and ride service from Long Bottom Lane towards Seer Green	2+ miles	Need to pay for land? Green belt?
3	Underground parking in Malthouse Square	100 yards	Costly
4	Use of the outer reaches of the cricket ground as all day parking	0.3 miles	Need to pay for land Green belt
5	Use of Wilton Park as all day parking	0.4 miles	What can be planned?
6	Car parking on land on the southern side of A40 behind York House	0.6 miles	Need to pay for land Green belt
7	Land between the A40 and M40 towards Holtspur	0.8 to 1.3 miles	Need to pay for land Green belt
8	Parking on council land (Parkway Strip) to the north of the A40 next to Walkwood Rise with park and ride	0.9 miles	Green belt
9	Multi-story car park near Windsor End, in Oak Lodge Meadow	0.8 miles	Costly
10	Multi-story car park opposite the Greyhound	100 yards	Costly
11	Multi-story car park near Windsor End, off Hedgerley Lane		Costly
12	Multi-story car park near Windsor End, on Hall Barn land		Costly
13	Decommissioning the footpath along the old A40 and converting it to edge-of-town parking	0.3 miles	Green belt
14	Developing sideways parking to the West side of Windsor End towards the Hall Barn wall	150 to 250 yards	Need to pay for land? Green belt?
15	Parking at the Rugby club	300 yards	Green belt

The distances quoted are to the nearest roundabout at the end of London End.

Consideration of the above possibilities

It is considered that the cases for (3, 9, 10, 11 and 12) requiring the construction of multi-level car parks are not strong due to the costs involved, the need for large building projects and that there are more favourable alternatives available.

Furthermore the cases for (1 and 2) involving a park and ride scheme to more distant car parks are not strong due to the uncertainty of the alternatives, the potential costs, the distances involved and that there is a more favourable alternative available (8).

The following alternatives justify further consideration:

	Description	Distance	Comments
4	Use of the outer reaches of the cricket ground as all day parking	0.3 miles	Need to pay for land Green belt
5	Use of Wilton Park as all day parking	0.5 miles	What can be planned?
6	Car parking on land on the southern side of A40 behind York House	0.6 miles	Need to pay for land Green belt
7	Land between the A40 and M40 towards Holtspur	0.8 to 1.3 miles	Need to pay for land Green belt
8	Parking on council land (the Parkway Strip) to the north of the A40 next to Walkwood Rise with park and ride	0.9 miles	Green belt
13	Decommissioning the footpath along the old A40 and converting it to edge-of-town parking	0.3 miles	Green belt
14	Developing sideways parking to the West side of Windsor End towards the Hall Barn wall	150 to 250 yards	Need to pay for land? Green belt?
15	Parking at the Rugby club	300 yards	Green belt

It may be practical to adopt a combination of these options, with any option being augmented by the provision of a shuttle bus to speed access to the town.

These alternatives will be considered in a subsequent document.

APPENDIX T3 – PROVISION OF ADDITIONAL CAR PARKING IN BEACONSFIELD OLD AND NEW TOWNS

Prepared by Peter Sanders

Introduction

This report builds on issues relating to parking capacity raised in the documents:

- 'Parking issues in the New Town' version 1 dated 8 May 2015
- 'Parking issues in the Old Town' version 2 dated 14 May 2015

Please refer to the report on Parking issues in the New Town for additional issues which are not related to the capacity of the car parks.

1. Old Town

Within the four ends of the Old Town there is a major issue with the lack of parking spaces. The situation is exacerbated by the fact that most of the land is "common land" and as such cannot be controlled with formal regulations or charges. As such the apportionment of parking spaces is a "free-for-all" based on "first come, first served".

The overflow parking from the Old Town extends on to residential streets and along Windsor End towards the Hall Barn entrance.

The period of parking problems is not limited to the day time, but extends into the evening with many pubs and restaurants being well-frequented, particularly on Friday and Saturday evenings.

There is evidence that the problems with parking are getting worse particularly over the past few months. Over the last few years there has been an increase in the number of office-based workers in the town. Also there has been an increase in the number of occupants with cars but no off-street parking.

In summary: What drivers want is free/cheap parking to be readily available at all times for easy access to the Old Town.

The following alternatives were identified for further consideration for the provision of additional parking capacity in the report 'Parking issues in the Old Town v2' dated 14 May 2015:

1. The outer reaches of the cricket ground.
2. The old A40 near the Pyebush roundabout.
3. Wilton Park.
4. Land on the Southern side of the A40 behind York House.
5. Land between the A40 and M40 towards Holtspur.
6. The Parkway Strip North of the A40 next to Walkwood Rise.
7. On the West side of Windsor End towards the Hall Barn wall.
8. The Rugby club.

2.1 The outer reaches of the cricket ground

On the left going towards the Pyebush roundabout there is slope up to a field next to the cricket ground (where Christmas trees were sold). The entrance is about 300m from the roundabout at the Eastern end of London End. It may be possible to provide car access via a new road from the Pyebush roundabout as part of the Wilton Park development. This alternative may then benefit by integrating with scheduled bus routes.



Advantage:

1. The field could provide parking for maybe 300 cars.
2. The site is within walking distance of the Old Town.

Disadvantages:

1. The land would need to be purchased.
2. The land is Green Belt.
3. A footpath would be needed around the cricket club.
4. Currently the exit from the site is down a steep slope on to a high volume, fast flowing road with limited visibility. This disadvantage would be negated if access were via Wilton Park.



2.2 The old A40 near the Pyebush roundabout

On the right near the Pyebush roundabout there is footpath along the old A40 leading under the dual carriageway from the motorway. The entrance is about 250m from the roundabout at the Eastern end of London End. The length of the site is 250m with a road width of 9m, but the width of the site could be much greater as the boundaries are not defined.



Advantages:

1. The site could provide parking for 80 to 220+ cars.
2. The site is within walking distance of the Old Town.
3. There is an existing footpath into town.

Disadvantages:

1. The land may be Green Belt.
2. Ownership – the land may need to be purchased.
3. The existing footpath may need to be decommissioned (or could run alongside the car park).
4. The exit from the site is on to a high volume, fast flowing road.



2.3 Wilton Park

The Wilton Park Development Brief – Supplementary Planning Document by South Bucks District Council (SBDC) was issued in March 2015. It states under Opportunities point 5.47 that “Consideration could be given to providing car parking spaces to help relieve parking issues elsewhere in Beaconsfield as part of a comprehensive car parking management plan”. The distance from the roundabout at the Eastern end of London End to the closest part of the site is 450m but the distance to the car park could be much more depending on the arrangement on site.



Discussions should be held with SBDC and Inland Homes to provide the required parking.

Advantages:

1. The site could provide parking for a large number of cars (depending on the plans).
2. There is an existing footpath into town.

Disadvantages:

1. There is currently no commitment to provide any parking on site to relieve the parking in Beaconsfield.
2. The distance to the car park could require a considerable walk and may necessitate a rapid shuttle bus into town (depending where the car park is located).

2.4 Land on the Southern side of the A40 behind York House

Beaconsfield is surrounded on the Southern side by land which is part of the Hall Barn estate, part of which could be used to relieve the parking in Beaconsfield. This site is on the Southern side of the A40 adjacent to the M40, behind York House and opposite Wyevalley. The entrance (assuming it is by York House) would be about 500m from the central roundabout by St Mary's church. Good sign-posting should encourage drivers to use the site.



Advantages:

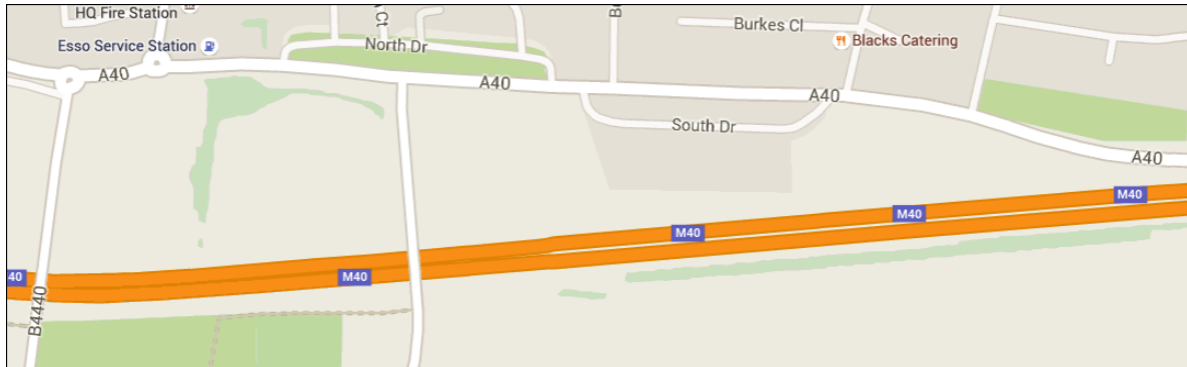
1. There could be space to park a large number of cars.
2. The site is within a reasonable walking distance of the Old Town.
3. There is an existing footpath into town.

Disadvantages:

1. The land would need to be purchased.
2. The land is Green Belt.
3. The footpath into town is on the opposite side of the A40.

2.5 Land between the A40 and M40 towards Holtspur

There is land between the A40 and M40 going towards Holtspur part of which could be used to relieve the parking in Beaconsfield. The entrance would be between 1,100m and 1,800m from the central roundabout by St Mary's church, depending where the site and entrance were situated. Good sign-posting should encourage drivers to use the site.



Advantages:

1. There could be space to park a large number of cars.
2. There is an existing footpath into town.

Disadvantages:

1. The land would need to be purchased.
2. The land is Green Belt.
3. The distance to the car park would require a considerable walk into the Old Town or depend on a rapid shuttle bus being introduced.
4. The footpath into town is on the opposite side of the A40.

2.6 The Parkway Strip North of the A40 next to Walkwood Rise

On the Northern side of the A40 beyond the land owned by Wyevalley garden centre is a 2.6 acre strip of land owned by the Town Council. The entrance to the site would be from Walkwood Rise about 1,400m from the central roundabout by St Mary's church, though a footpath at the other end of the site would reduce the distance on foot to 1,200m. Good sign-posting should encourage drivers to use the site.



Advantages:

1. The site could provide parking for up to 400 cars.
2. The site is owned by the Town Council.
3. There is an existing footpath into town.

Disadvantages:

1. The land is Green Belt/Green Space.
2. The distance to the car park would require a considerable walk into the Old Town or depend on a rapid shuttle bus being introduced.

2.7 On the West side of Windsor End towards the Hall Barn wall

On the West side of Windsor End is a strip of land between the road and a footpath next to a wall. The capacity for cars parked along the road could be increased by developing the strip to accommodate cars at say 45 degrees. The strip would be from 135m to 225m from the central roundabout by St Mary's church.



Advantages:

1. The site could provide parking for about an extra 12 cars.
2. The site is within easy walking distance of the Old Town.
3. There is an existing footpath into town.

Disadvantages:

1. The land may need to be purchased.
2. The land may be Green Belt.
3. The site would need to be levelled.

2.8 The Rugby club

In the past an area at the Rugby Club had been cleared by BOTRA but has since overgrown. Maybe the site could also be used for those parking cars prior to boarding coaches for outings, rather than assembling "Opposite the Greyhound". The site would be maybe 300m from the central roundabout by St Mary's church.

Advantages:

1. The site could provide parking for 40+ cars.
2. The site is within walking distance of the Old Town.
3. The site is owned by the Town Council.
4. There is an existing footpath into town.

Disadvantages:

1. The land is Green Belt.

2.9 Summary for the Old Town

Within the four ends of the Old Town there is already a major issue with the lack of parking spaces and this will progressively get worse over the years.

It is important that one or more of the above alternatives should be progressed to alleviate the problems of parking in the Old Town.

However drivers are currently parking free-of-charge in the Old Town. Encouragement would be required to divert drivers from always parking in the Old Town, such as good signage (for out-of-town visitors) or free/low cost parking (for regular workers in the town). Over time a relief car park must be welcomed and used.

3. New Town

The following car parking capacity issues were identified in the in the report 'Parking issues in the New Town' version 1 dated 8 May 2015:

1. Limited spare capacity in the Council car parks.
2. Limited spare capacity in Beaconsfield station car park.
3. Limited spare capacity for parking in streets without parking regulations.

Please refer to the report on parking issues in the New Town for additional issues which are not related to the capacity of the car parks.

It is important that each of these parking issues should be addressed to alleviate the problems of parking in the New Town.

3.1 Capacity in the Council car parks

There are currently six car parks available to the public in the New Town, as follows:

Location	Spaces
- Altons (at the rear of Cardain House)	167
- Penncroft (at the rear of Marks & Spencers)	96
- Warwick Road	30
- Waitrose	218 with 2-hour free parking
- Sainsbury's	298 with 2-hour free parking
- Beaconsfield station	655
Total	1,464

Council car parks are available for costs of £1.20 for one hour, £2.40 for three hours or £4.50 for up to 12 hours. Season ticket may also be purchased.

All these car parks are mostly full from 09:00 to 17:00 Monday to Saturday. Often it is necessary to search for a parking space within a car park or wait for a space to become available. It is becoming increasingly difficult to park and this will start to stifle the business and activities within the New Town unless further parking is provided.

Solution:

Members of the South Buckingham District Council have advised that after the May election they will consider the provision of a new multi-storey car park in Beaconsfield New Town. This is likely to be located within the current Waitrose car park or possibly Altons (at the rear of Cardain House). It is vital to the prosperity of the New Town that such a car park should be developed in the near future.

3.2 Capacity in Beaconsfield station car park

Chiltern Railways commissioned the construction of multi-storey car park decks in 2002 and 2007, but the car park is now virtually full during weekdays. The number of passengers boarding in Beaconsfield is increasing and will continue to do so, particularly with the new Oxford connection coming on-line in 2016. Unless further parking is provided by Chiltern Railways the overflow from the station car park will increasingly fill the Council car parks in the middle of the New Town and swamp the available parking.

Solution:

Chiltern Railways prepared a feasibility study/ business case to extend the existing decks of the multi-storey car park at Beaconsfield station and reported at the end of May 2015. Several alternatives were considered: to extend the existing decks, add an extra deck and to completely rebuild the decked part of the car park. None of these options was found to be viable. It is therefore even more important for South Buckingham District Council to provide an additional car park, since it must additionally cater for the growth in passengers travelling from Beaconsfield station.

3.3 Parking in the streets without parking regulation

Drivers wishing to avoid paying a daily parking charge park in the streets where there are no parking restrictions. The vehicles are mostly owned by those travelling by train or workers from the town who are prepared to walk a considerable distance to avoid paying £6.50 per day at the station or £4.50 per day in town. About 380 vehicles are parked for this reason during the week at distances from town (and the station) currently ranging from about 500 to 1,100 metres (and increasing).

There are only a few roads without any parking regulation. There are unused parking spaces in the streets beyond the current limit of about 1,100 metres but further parking restrictions are likely to be introduced next year which would reduce the long-term parking by a further 35-50 spaces. The availability of unused spaces is reaching the limit and becoming ever further from the town and there will soon be no extra spaces within a realistic walking distance of the town.

Solution:

Drivers are currently walking up to 1,100m to find a free parking space which would take them up to 10 minutes each morning and evening. The maximum distance will continue to increase over time. Each driver will be forced to balance the maximum distance they are prepared to walk against paying the daily charge for parking in town.

However some drivers may not be able to afford the £4.50 cost of parking in a Council car park, particularly low-paid workers in the shops within the town. For those working in the town it would be wise to offer a reduced price season ticket in the Council car parks. This assumes that the availability of space in the Council car parks has been increased so that there is ample space available.

APPENDIX T4 – REDUCTION OF CONGESTION IN BEACONSFIELD

Prepared by Peter Sanders

Background

Appendix A shows a map of the New and Old Towns with the current areas of congestion highlighted.

For much of day the traffic in the centre of the New Town is very congested. The town acts as a focus for traffic flowing from the East (along Maxwell Road), from the North (along Penn Road and over the railway bridge), from the South (along Station Road) and from the West (along Gregories Road and Burkes Road). It is worst in the morning going South from Penn Road and in the evening going North up Station Road from the Old Town. The main reason is that a significant volume of traffic is flowing through the New Town via the Old Town to join the M40 motorway or to go East along the A40. In the morning between 07:30 and 09:00 it often takes 15 minutes to reach the motorway from the North of the town.

The congestion is exacerbated during term time with parents delivering their children to school, particularly the three school in Wattleton Road..

The Old Town is very congested between the large roundabout by the church and along London End to the Wilton Park roundabout (joining with the A355, the road between Amersham and Beaconsfield). In the mornings a high volume of traffic flows from Wycombe End (to the West) and Station Road (to the North). Similarly the A355 leading to the Wilton Park roundabout experiences high traffic volumes with tail-backs often extending to the turn to Coleshill (over a mile), particularly in the mornings. In the evenings the situation is reversed with congestion concentrated on the road from the Pyebush roundabout and along London End.

Relief road

Buckingham County Council is planning to build a relief road on the East side of town by 2020 (within 5 years). It will run from the Pyebush roadabout in the South to join the existing A355 near Maxwell Road in the North This will relieve the congestion on the Wilton Park roundabout.

Appendix B shows a map of the New and Old Towns with the relief road and the likely areas of congestion in the New Town highlighted.

The relief road will not of itself ease the congestion in the New Town. All the traffic from the North of the town will continue to go through the town and down Station Road or along Maxwell Road. Maxwell Road has traffic calming in place because of St Mary's school. Similarly traffic on the relief road bound for the North of Beaconsfield eg to Penn, is likely to be directed along Maxwell Road and into the centre of the town.

Current traffic volumes

The volume of traffic flowing over the railway bridge into the New Town was monitored on a typical busy morning. Similarly the volume of traffic flowing down Station Road into the Old Town and turning left along London End towards the M40 motorway or going East along the A40 was monitored. The purpose was to establish the percentage of traffic emanating from the North of the New Town which was going towards the M40 or A40, which could in the future use the relief road.

The findings were as follows:

Period	Volume over railway bridge	Percentage turning to M40/A40
07:15-08:30	930/hour	46%
08:30-10:00	730/hour	47%
11:00-11:30	600/hour	

The same information should be applicable in the evenings with drivers returning in the opposite direction from work.

So 46% of the traffic volume is likely to continue through the New and Old Towns, even after the relief road had been built. It would massively ease the congestion in the New and Old Towns if this volume could be redirected away from the towns.

Recommendations

In the past traffic flow along Ledborough Lane has been greater than hitherto because drivers now avoid the speed-humps. Also it is very dangerous to turn right on to the A355 across heavy, fast-moving traffic.

It is recommended that traffic from the Penn Road should be encouraged to go along Ledborough Lane. Thus diverted, the traffic would use the relief road and bypass the New and Old Towns. Potentially the traffic flow in the New Town could be reduced by 40% to eliminate much of the congestion.

Appendix C shows a map of the New and Old Towns demonstrating this target flow.

The following actions would be needed to encourage this flow:

- install a roundabout at the junction of the A355 and Ledborough Lane
- put signage in place to direct traffic along Ledborough Lane
- removed the speed-humps
- install a roundabout at the junction of Ledborough Lane with Penn Road (to facilitate a free flow of traffic going North).

As a result the towns would provide a more pleasant and safer environment for all residents, businesses, road users and pedestrians.

Other

A 20mph speed limit has been introduced in Wattelton Road near the schools. This is fully justified during those periods when school children are at risk from the traffic. At other times however it acts as a constraint to the flow of traffic, causing unnecessary congestion.

It is recommended that there should be a sign saying that the 20mph speed limit applies only when lights are flashing. This facility is being introduced at several locations in the country.