

As promised, I now have a response from our Traffic Management Team for you following your enquiry regarding weight restrictions for Church Street Chesham.

"I acknowledge your enquiry concerning the proposal to invoke a goods vehicle weight limit for Church St, Chesham. This issue is raised every once in a while because of the concerns of potential damage to historic buildings through this location. The road is classified as the B 485, and as you know it is the through route from Great Missenden (A413) to Chesham to meet the A416. If a 7.5 tonne weight limit for goods vehicles was applied to this road there would necessarily need to be an exemption for access for deliveries, collections, utility purposes and to enable the access to goods vehicle operating depots within that area should they exist. The Police are the enforcement agency for this type of offence of non compliance but enforcement is highly labour intensive because of the need to prove the abuse, noting vehicles that pass through the restriction without stopping and dealing with the driver. Therefore there is little if any enforcement of goods vehicle weight restrictions these days because of the competing policing demands.

The issue of the lack of suitable alternative route is also of concern. If the restriction was implemented through Church Street it would mean that the diversion route for goods vehicles would need either to be south on the A413 to Amersham and on to Chesham via the A416. Alternatively, the north diversion route would be via the A413, through Wendover, to the A41, but both of these routes would create very long diversion routes and would need significant traffic signing. Currently there is no facility for those drivers who might miss or ignore the advanced signs in Great Missenden to turn around at the Chesham end approaching Chesham.

The same issues are relevant to Fullers Hill and Wey Lane, Chesham, although the Fullers Hill route is currently signed as a single track road and unsuitable for heavy goods vehicles, which is advisory information for drivers rather than statutory.

It is widely known that SatNav equipment plays a major part in the route decision making process of a drivers when in reality the software of this equipment does not provide sufficient information, particularly in relation to the suitability of a routes for

commercial vehicles. This leads to drivers taking less notice of traffic direction signing, which generally is far more reliable.

The Road Traffic Regulation Act requires that this type of traffic scheme be subject of a full consultation process and decision by the Cabinet Member for Transportation must be made as a result of the feedback and responses. This represents a significant amount of officer work for the organisation and would necessarily need to be planned and financed well in advance. And of course there is no guarantee that the proposals would successfully pass through the consultation process.

I appreciate that the comments above appear to be negative, but previous experience of introducing this type of traffic scheme is generally difficult because of the legal and practical constraints, particularly on a classified route. Presumably the proposals would need to be discuss at the Local Area Forum and finance initially provided to conduct a feasibility study and consultation process".

Kind regards

Ann-Marie Davies

Transport Localities Team Leader

Aylesbury Vale, Chesham & Chiltern Villages & The Missendens