

# **A4010 & A4129 Safety Improvement Works Consultation Response Summary Paper**

## **Executive Summary**

Following completion of the public consultation, the 13 schemes listed below will be taken forward to construction:

- Site 2: St Teresa's School Frontage
- Site 3: Monks Risborough School Frontage
- Site 4: Bradenham Bends
- Site 5: Wycombe Road Zebra Crossing
- Site 6: Longwick Road Entry Feature
- Site 7a: Longwick Road Zebra Crossing
- Site 7b: Aylesbury Road Pedestrian Crossing signage only
- Site 9: Monks Risborough Entry Feature with repositioned VAS sign
- Site 10: Princes Risborough Entry Feature with repositioned VAS sign
- Site 13: Bradenham Road Pedestrian Refuge
- Site 14: Bradenham Road Bus Shelter with revised hard standing construction
- Site 15: Aylesbury Road Zebra Crossing
- Site 16: New Road pedestrian refuge and signage

## **Introduction**

The A4010 & A4129 Safety Improvement works have been developed in partnership with the A4010 & A4129 Petitioners Group. This group consists of Wycombe District Council, Bradenham Parish Council, West Wycombe Paris Council, Princes Risborough Town Council and Buckinghamshire County Council. These measures are all designed to improve safety along the A4010 & A4129 where they may be used as HS2 construction routes.

Consideration has been given to the Chilterns AONB design guidance throughout the feasibility and detailed design stage with a number of changes made to the measures to ensure they are sympathetic to the environment whilst achieving the required road safety standards. Key changes to measures include removing Vehicle Activated Signs from proposal within the AONB and promoting a minimum number of VAS purely in the urban area of Princes Risborough, greatly reducing the amount of red high friction surfacing, upgrading lighting to ensure it is appropriate.

## **Overview of responses by site**

This document sets out the responses and changes that have been made during design and consultation for the following sites.

- Site 1a: West Wycombe Entry Feature (North)
- Site 1b: West Wycombe Entry Feature (South)
- Site 2: St Teresa's School Frontage
- Site 3: Monks Risborough School Frontage
- Site 4: Bradenham Bends
- Site 5: Wycombe Road Zebra Crossing
- Site 6: Longwick Road Entry Feature
- Site 7a: Longwick Road Zebra Crossing
- Site 7b: Aylesbury Road Pedestrian Crossing
- Site 8: West Wycombe Footway Improvements
- Site 9: Monks Risborough Entry Feature
- Site 10: Princes Risborough Entry Feature
- Site 11: Wycombe Road Footway Widening
- Site 12: West Wycombe Rail Bridge signage
- Site 13: Bradenham Road Pedestrian Refuge

- Site 14: Bradenham Road Bus Shelter
- Site 15: Aylesbury Road Zebra Crossing
- Site 16: New Road pedestrian refuge and signage
- Site 17a: Saunderton Entry Feature (North)
- Site 17b: Saunderton Entry Feature (South)
- Site 18: Bradenham Wood Lane Junction

**Site 1a: West Wycombe Entry Feature (North) - Removed from Scope of Project**

Response	Comments
#001	<i>I don't think this will make cars go any slower</i>
#002	<i>The Chilterns Conservation Board recommends deleting the proposed dragon's teeth and red surfacing at this location and a solution that is more sympathetic to the rural AONB location. Here the Council has a statutory duty under Section 85 of the Countryside and Rights of Way Act 2000 to have regard to conserving and enhancing the natural beauty of the Chilterns AONB. The Chilterns Conservation Board worked with our County Councils, including Bucks CC, to jointly develop advice in a document "Environmental Guidelines for the Management of Highways in the Chilterns", available online here <a href="https://www.chilternsaonb.org/uploads/files/ConservationBoard/Environmental_Guidelines_Highways.pdf">https://www.chilternsaonb.org/uploads/files/ConservationBoard/Environmental_Guidelines_Highways.pdf</a>. This explains that part of the attraction of the Chilterns is the network of ancient lanes and holloways, and that the informality and apparent 'naturalness' of these roads is fundamental to their appeal. The special rural character of a section of road can often depend upon small features, and changes to these can greatly alter perceptions of the area. Signing should be kept to a minimum and should be located to reduce clutter. Paragraph 84 explains that "Coloured surfaces are visually intrusive and should not be used unless there are overriding safety considerations, which cannot be addressed in any other way. Where a coloured surface is considered essential, buff should be preferred to red. Wherever possible all road, footway and cycleway surfaces should be black."</i>
#003	<i>None of these site require any extra safety measures. if they did they would have already been funded by BCC. Rather than a few isolated site which do not benefit all the residents along the A4010, the funding should be spend on speed reduction on all site. that is what will prevent the risk to residents and safe lives.</i>
#004	<i>Feeder road cannot speed to the A4010 when crossing the conflicting traffic</i>
<b>BCC Response</b>	
<p>The purpose of each entry feature is to supplement the existing signage at the 50mph to 40mph change in speed limit on the northern entry to West Wycombe in order to encourage slower speeds in advance of the skew bridge, through the village and enhance road safety generally. HS2 construction traffic HGV's and cars will increase overall traffic flows on the A4010 making it more difficult to cross the road, increasing severance and road safety risks.</p> <p>The impact on the Chilterns Area of Outstanding Natural Beauty (AONB) has been considered throughout the design process with the extent of the red coloured High Friction Surfacing (HFS) and dragon's teeth length originally proposed significantly reduced. At this site the HFS was shortened from 40m down to 5m, and dragons teeth down from 50m to 30m with the reduced line markings to be applied with a low profile thermoplastic to reduce noise and vibration characteristics of the slowing traffic.</p> <p>Following review of the cost estimates received through a competitive tender process and consideration of the consultation responses with the A4010 &amp; A4129 Petitioners Group and Chilterns AONB it is proposed that Site 1a will now no longer be delivered as part of the project.</p>	

**Site 1b: West Wycombe Entry Feature (South) - Removed from Scope of Project**

<b>Response</b>	<b>Comments</b>
#001	<i>The Chilterns Conservation Board recommends deleting the proposed dragon's teeth and red surfacing at this location and a solution that is more sympathetic to the rural AONB location. Here the Council has a statutory duty under Section 85 of the Countryside and Rights of Way Act 2000 to have regard to conserving and enhancing the natural beauty of the Chilterns AONB. The Chilterns Conservation Board worked with our County Councils, including Bucks CC, to jointly develop advice in a document "Environmental Guidelines for the Management of Highways in the Chilterns", available online here <a href="https://www.chilternsaonb.org/uploads/files/ConservationBoard/Environmental_Guidelines_Highways.pdf">https://www.chilternsaonb.org/uploads/files/ConservationBoard/Environmental_Guidelines_Highways.pdf</a>. This explains that part of the attraction of the Chilterns is the network of ancient lanes and holloways, and that the informality and apparent 'naturalness' of these roads is fundamental to their appeal. The special rural character of a section of road can often depend upon small features, and changes to these can greatly alter perceptions of the area. Signing should be kept to a minimum and should be located to reduce clutter. Paragraph 84 explains that "Coloured surfaces are visually intrusive and should not be used unless there are overriding safety considerations, which cannot be addressed in any other way. Where a coloured surface is considered essential, buff should be preferred to red. Wherever possible all road, footway and cycleway surfaces should be black."</i>
#002	<i>None of these site require any extra safety measures. if they did they would have already been funded by BCC. Rather than a few isolated site which do not benefit all the residents along the A4010, the funding should be spend on speed reduction on all site. that is what will prevent the risk to residents and safe lives.</i>
<b>BCC Response</b>	
<p>The purpose of each entry feature is to supplement the existing signage at the 50mph to 40mph change in speed limit on the northern entry to West Wycombe in order to encourage slower speeds in advance of the skew bridge, through the village and enhance road safety generally. HS2 construction traffic HGV's and cars will increase overall traffic flows on the A4010 making it more difficult to cross the road, increasing severance and road safety risks.</p> <p>The impact on the Chilterns Area of Outstanding Natural Beauty (AONB) has also been considered throughout the design process with the extent of the red coloured High Friction Surfacing (HFS) and dragon's teeth length originally proposed significantly reduced. At this site the HFS was shortened from 40m down to 5m, and dragons teeth down from 50m to 30m with the reduced line markings to be applied with a low profile thermoplastic to reduce noise and vibration characteristics of the slowing traffic.</p> <p>Following review of the cost estimates received through a competitive tender process and consideration of the consultation responses with the A4010 &amp; A4129 Petitioners Group and Chilterns AONB it is proposed that Site 1b will now no longer be delivered as part of the project.</p>	

## Site 2: St Teresa's School Frontage - Confirmed to be taken forward

Response	Comments
#001	<i>Changing landscape</i>
#002	<i>None of these sites require any extra safety measures. if they did they would have already been funded by BCC. Rather than a few isolated sites which do not benefit all the residents along the A4010, the funding should be spend on speed reduction on all site. that is what will prevent the risk to residents and safe lives.</i>
#003	<i>The position of this crossing is highly dangerous. No amount of flashing beacons will reduce the danger. It needs to be repositioned further away from the roundabout up the A4010 further towards Monks Risborough. Twenty or thirty metres would suffice. Right on top of a busy roundabout which itself is difficult enough to navigate at the best of times, is frankly madness. I'm amazed nobody has died in the time we've been living here. I suspect instead there are more rear end shunts between vehicles. Please consider relocating it in addition to making it more prominent.</i>
#004	<i>This cross is too close to the roundabout so should be moved up a little.</i>
<b>BCC Response</b>	
<p>The purpose of the measures outside the school are to encourage slower speeds and draw attention to drivers of the presence of the school and potential for parents and children walking alongside and crossing the A4010. The school uses the King George V playing fields on the opposite side of the A4010 and therefore there is a frequent movement of school children crossing the road. HS2 construction traffic HGV's and cars will increase overall traffic flows on the A4010 making it more difficult to cross the road, increasing severance and road safety risks.</p> <p>The position of the existing zebra crossing is on key pedestrian desire line at this location facilitating access to the school, town centre, residential properties and supermarket. Repositioning of the crossing would increase the probability of pedestrian/vehicle conflicts outside of the formal crossing facility. To further mitigate the severance resulting from increased construction traffic in the area, improvements to the carriageway will be made with new HFS to help vehicle stop more quickly. This will work together with a minor reduction of landscaping on the outer edge of roundabout to improve visibility for drivers negotiating the roundabout and also on the approach to the zebra crossing.</p> <p>Further improvements to the existing crossing will include upgrading of the Belisha beacons with LED lights which will better highlight the facility for drivers.</p> <p>Following review of the cost estimates received through a competitive tender process and consideration of the consultation responses with the A4010 &amp; A4129 Petitioners Group it is proposed that Site 2 will be delivered as part of the project.</p>	

**Site 3: Monks Risborough School Frontage - Confirmed to be taken forward**

<b>Comments</b>	
#001	<i>This needs a solution that is more sympathetic to this rural AONB location. The proposed yellow backed signage will be more visually intrusive than the existing signage, and adds clutter. No details have been provided on the design of the updated lighting. The new Chilterns AONB Management Plan 2019-24 contains a new policy DP8 on lighting: "Keep skies dark at night by only using light where and when needed. All new lighting should be the minimum required and meet or exceed guidance for intrinsically dark zones." AONBs are intrinsically dark environments (Zone E1 in the Institute of Lighting Professionals guidance) requiring restrictions and control of lighting. Light pollution of all types should be first prevented, by avoiding light where it is not needed, and where it is, by designing lighting to mitigate harm, through shading, height of fixings, beam orientation, LUX, colour temperature in Kelvin and the proposed hours of use. For example, downward pointing, shielded, operated on timer, and with a 'warm white' colour temperature of 2700-Kelvin maximum. The colour and design of lamp posts also needs care, we recommend pale green not grey lamp posts. The Council has a statutory duty under Section 85 of the Countryside and Rights of Way Act 2000 to have regard to conserving and enhancing the natural beauty of the Chilterns AONB. The Chilterns Conservation Board worked with our County Councils, including Bucks CC, to jointly develop advice in a document "Environmental Guidelines for the Management of Highways in the Chilterns", available online here <a href="https://www.chilternsaonb.org/uploads/files/ConservationBoard/Environmental_Guidelines_Highways.pdf">https://www.chilternsaonb.org/uploads/files/ConservationBoard/Environmental_Guidelines_Highways.pdf</a></i>
#002	<i>None of these sites require any extra safety measures. if they did they would have already been funded by BCC. Rather than a few isolated sites which do not benefit all the residents along the A4010, the funding should be spend on speed reduction on all site. that is what will prevent the risk to residents and safe lives.</i>
<b>BCC Response</b>	
<p>The purpose of the measures outside the school are to encourage slower speeds and draw attention to drivers of the presence of the school and potential for parents / children walking alongside and crossing the A4010 with the reapplication of the buff coloured HFS and carriageway relining.</p> <p>This reinforced with the addition of the yellow backed signage on approach the crossing is within an existing residential area. In consideration of the AONB guidelines no new lighting columns will be added as the scheme will replace an existing low pressure sodium lantern with an orientated dark skies compliant LED (warm white) street lantern to illuminate the crossing point adjacent to Monks Risborough School. Additionally all new static sign posts will be painted with a shade of green as advised by CCB in accordance with the AONB guidelines to minimise the visual impact.</p> <p>The introduction of these features is a key overriding safety improvement to improve the safety of the crossing following with a significant crash history.</p> <p>Following review of the cost estimates received through a competitive tender process and consideration of the consultation responses with the A4010 &amp; A4129 Petitioners Group it is proposed that Site 3 is will be delivered as part of the project.</p>	

#### Site 4: Bradenham Bends - Confirmed to be taken forward

Comments	
#001	<i>The Chilterns Conservation Board recommends deleting the yellow backed signs and solar LED road studs, and finding a solution that is more sympathetic to the rural AONB location. The proposed yellow backed signs are visually intrusive and add clutter. The LED studs will cause light pollution. Here the Council has a statutory duty under Section 85 of the Countryside and Rights of Way Act 2000 to have regard to conserving and enhancing the natural beauty of the Chilterns AONB. The Chilterns Conservation Board worked with our County Councils, including Bucks CC, to jointly develop advice in a document "Environmental Guidelines for the Management of Highways in the Chilterns", available online here <a href="https://www.chilternsaonb.org/uploads/files/ConservationBoard/Environmental_Guidelines_Highways.pdf">https://www.chilternsaonb.org/uploads/files/ConservationBoard/Environmental_Guidelines_Highways.pdf</a>. This explains that part of the attraction of the Chilterns is the network of ancient lanes and holloways, and that the informality and apparent 'naturalness' of these roads is fundamental to their appeal. The special rural character of a section of road can often depend upon small features, and changes to these can greatly alter perceptions of the area. Signage should be kept to a minimum and should be located to reduce clutter.</i>
#002	<i>None of these sites require any extra safety measures. if they did they would have already been funded by BCC. Rather than a few isolated sites which do not benefit all the residents along the A4010, the funding should be spend on speed reduction on all site. that is what will prevent the risk to residents and safe lives.</i>
#003	<i>paint does not stop the noticeable speeding on A4010</i>
BCC Response	
<p>The scheme proposes to improve safety through this section of the A4010 by warning drivers of the double bend at this location with new static signage displaying a double bend signs on both approaches and replacement of existing road studs.</p> <p>The impact on the Chilterns Area of Outstanding Natural Beauty (AONB) has been considered throughout the design process with the removal of the Vehicle Activated Signs (VAS) and additional dragon's teeth lining from the original proposals which would have led to an increased visual impact in the area.</p> <p>In accordance with Page 23 Section 71 of the guidelines no additional street lighting will be used throughout this location, instead solar powered road studs which deliver light output in the natural line of sight to drivers will replace existing retro reflective studs to increase forward visibility to drivers with minimal impact to the AONB (Page 23 Section 77). Additionally all new static sign posts will be painted with a shade of green as advised by Chiltern Conservation Board (CCB) in accordance with Page 23 Section 73 of the AONB guidelines to minimise the visual impact.</p> <p>The overriding safety concern in this area will require minimal signage, edging lining road markings and road studs to assist drivers in the day and night time by reducing erratic driving behaviour and sudden braking along the winding section of this route.</p> <p>Following review of the cost estimates received through a competitive tender process and consideration of the consultation responses with the A4010 &amp; A4129 Petitioners Group and Chilterns AONB it is proposed that Site 4 <u>with the revised scope</u> will be delivered as part of the project.</p>	

## Site 5: Wycombe Road Zebra Crossing

Comments	
#001	<i>None of these sites require any extra safety measures. if they did they would have already been funded by BCC. Rather than a few isolated sites which do not benefit all the residents along the A4010, the funding should be spend on speed reduction on all site. that is what will prevent the risk to residents and safe lives.</i>
#002	<i>Really concerned that the addition of so many new crossings in and around the main road through Risborough will lead to an increase in the already dreadful traffic gridlock. We can rarely get out onto the main road as it is without additional crossings. People only have to walk a short distance to reach a crossing at present</i>
#003	<i>It is in the wrong location, it needs to be further towards the top end of Princes Risborough. The traffic is severely congested morning and evening and the location so close to the other two existing crossings will only make it worse and still leaves the furthest end of Princes Risborough without a safe place to cross.</i>
#004	<i>Traffic flow through PR is already tedious during peak times due to the proliferation of road crossings and traffic lights unphased with each other. Might be beneficial when PR relief road built. Great idea if you wished to discourage people to moving in to PR but I'm keen to have an increased vibrant population.</i>
#005	<i>I'm slightly concerned about where the zebra crossing is going. Is it going to be outside of Rectory court? This seems awkward for road users pulling in or out of the road. I am happy with the idea of new traffic islands but not 100% happy with the idea of the zebra crossing as I don't know exactly where you are proposing.</i>
#006	<i>This is in the wrong place as there are 22 properties in Rectory Court and it is difficult to see along the road because of a high wall and hedge you have to be edge out onto the road and to have a zebra crossing so close will make it very dangerous.</i>
BCC Response	
<p>HS2 construction traffic HGV's and cars will increase overall traffic flows on the A4010 making it more difficult to cross the road in the future, increasing severance and road safety risks and this zebra crossing will help address this concern for pedestrian. The new crossing has been consulted with the relevant Thames Valley Police Traffic Management representatives who carried out a site visit. We have formally received no objection to the proposal.</p> <p>Whilst there are two existing pelican crossings and a pedestrian refuge on the A4010 Bell Street, these are located closer to the town and not on the pedestrian desire line for pedestrians walking to and from the railway station, school and the Wycombe Road / Parkfield end of the town. These crossings and the new zebra crossing are all on demand and dependent on pedestrian footfall only. The refuge will also act as a traffic calming measure in advance of the approach the junction and town centre. The new zebra crossing needs to be located between Rectory Court and Culverton Hill to be sufficiently positioned on a straight section of road with the necessary forward visibility to drivers from either direction. The position of the zebra crossing will also not restrict vehicles entering and leaving existing road junctions in the area. Additionally the new LED Belisha beacons will have limited visual impact on residential properties next to the crossing.</p> <p>In addition to the crossing , two new traffic islands incorporating knockdown bollards and high mast beacons will be installed either side of the B4444 Station Road to reinforce the carriageway delineation to drivers and will adjust their speed accordingly through the bend.</p> <p>Following review of the cost estimates received through a competitive tender process and consideration of the consultation responses with the A4010 &amp; A4129 Petitioners Group it is proposed that Site 5 is will be delivered as part of the project.</p>	



**Site 6: Longwick Road Entry Feature - Confirmed to be taken forward**

<b>Comments</b>	
#001	None of these sites require any extra safety measures. if they did they would have already been funded by BCC. Rather than a few isolated sites which do not benefit all the residents along the A4010, the funding should be spend on speed reduction on all site. that is what will prevent the risk to residents and safe lives.
<b>BCC Response</b>	
<p>The purpose of each entry feature is to supplement the existing signage at the 40mph/30mph change in speed limit on the southern entry to Princes Risborough in order to encourage slower speeds in advance of the residential area of the town and enhance road safety generally. HS2 construction traffic HGV's and cars will increase overall traffic flows on the A4010 making it more difficult to cross the road, increasing severance and road safety risks.</p> <p>The impact on the Chilterns Area of Outstanding Natural Beauty (AONB) has also been considered throughout the design process with the extent of coloured High Friction Surfacing (HFS) and dragon's teeth length originally proposed significantly reduced. At this site the HFS was shortened from 40m down to 5m, and dragons teeth down from 50m to 30m with the reduced line markings to be applied with a low profile thermoplastic to reduce noise and vibration characteristics of the slowing traffic.</p> <p>Following review of the cost estimates received through a competitive tender process and consideration of the consultation responses with the A4010 &amp; A4129 Petitioners Group it is proposed that Site 6 with the revised scope will be delivered as part of the project.</p>	

**Site 7a: Longwick Road Zebra Crossing - Confirmed to be taken forward**

<b>Comments</b>	
#001	None of these sites require any extra safety measures. if they did they would have already been funded by BCC. Rather than a few isolated sites which do not benefit all the residents along the A4010, the funding should be spend on speed reduction on all site. that is what will prevent the risk to residents and safe lives.
<b>BCC Response</b>	
<p>The purpose of each entry feature is to supplement the existing zebra crossing at this location with new yellow backed signage on approach and upgrading of the existing Belisha beacons with LED lights. Road markings will also be recovered.</p> <p>Following review of the cost estimates received through a competitive tender process and consideration of the consultation responses with the A4010 &amp; A4129 Petitioners Group it is proposed that Site 7a will be delivered as part of the project.</p>	

**Site 7b: Aylesbury Road Pedestrian Crossing - Confirmed to be taken forward**

<b>Comments</b>	
#001	Existing Zebra Crossing should be changed to Pedestrian Activated Traffic Lights. Currently there are two crossings on the A4010 Wycombe Road and two on the A4010 Aylesbury Road, all four are Pedestrian Operated Traffic Lights. This section of A4010 (New Road) has the most traffic through the town and crossing on the existing Zebra can be hazardous due to traffic failing to stop.
#002	None of these sites require any extra safety measures. if they did they would have already been funded by BCC. Rather than a few isolated sites which do not benefit all the residents along the A4010, the funding should be spend on speed reduction on all site. that is what will prevent the risk to residents and safe lives.
#003	Speed of traffic
#004	Would cause issues with parking as people have a habit of parking across her drive
<b>BCC Response</b>	
<p>The purpose of each entry feature is to supplement the existing zebra crossing at this location with new yellow backed signage on approaches. Road markings will also be recovered.</p> <p>Following review of the cost estimates received through a competitive tender process and consideration of the consultation responses with the A4010 &amp; A4129 Petitioners Group it is proposed that Site 7b(i) will be delivered as part of the project.</p>	



**Site 8: West Wycombe Footway Improvements - Removed from Scope of Project**

<b>Comments</b>	
#001	<i>The Chilterns Conservation Board is concerned that the vegetation helps soften and screen the bridge, so care should be taken not to undertake radical vegetation clearance that would expose it (no details have been given on how much clearance is proposed).</i>
#002	<i>None of these sites require any extra safety measures. if they did they would have already been funded by BCC. Rather than a few isolated sites which do not benefit all the residents along the A4010, the funding should be spend on speed reduction on all site. that is what will prevent the risk to residents and safe lives.</i>
<b>BCC Response</b>	
<p>This bridge is arched and skewed; the road narrow and an S bend. Tall HGV's use the centre of the road to avoid hitting the bridge and there is a risk of head on collisions and tail end shunts. A public footpath emerges onto the A4010 beneath the bridge and pedestrians cross the road at this point. It was proposed to paint the public footpath fencing white and cutback/remove the bushes that obscure visibility for pedestrians emerging onto the A4010 from the public footpath.</p> <p>It should be noted that the AONB guidance states that 'Maintenance of the existing rights of way network is the main priority,' and clearly asserts that walking should be encouraged within the Chilterns. Future maintenance is the consideration of the council' Rights of Way team.</p> <p>However following review of the cost estimates received through a competitive tender process and consideration of the consultation responses with the A4010 &amp; A4129 Petitioners Group and Chilterns AONB it is proposed that Site 8 will now no longer be delivered as part of the project.</p>	

## Site 9: Monks Risborough Entry Feature - Confirmed to be taken forward

Comments	
#001	<i>The Chilterns Conservation Board recommends deleting the proposed dragon's teeth and red surfacing and Vehicle Activated Sign at this location and finding a solution that is more sympathetic to the rural AONB location. Here the Council has a statutory duty under Section 85 of the Countryside and Rights of Way Act 2000 to have regard to conserving and enhancing the natural beauty of the Chilterns AONB. The Chilterns Conservation Board worked with our County Councils, including Bucks CC, to jointly develop advice in a document "Environmental Guidelines for the Management of Highways in the Chilterns", available online here <a href="https://www.chilternsaonb.org/uploads/files/ConservationBoard/Environmental_Guidelines_Highways.pdf">https://www.chilternsaonb.org/uploads/files/ConservationBoard/Environmental_Guidelines_Highways.pdf</a>. This explains that part of the attraction of the Chilterns is the network of ancient lanes and holloways, and that the informality and apparent 'naturalness' of these roads is fundamental to their appeal. The special rural character of a section of road can often depend upon small features, and changes to these can greatly alter perceptions of the area. Signing should be kept to a minimum and should be located to reduce clutter. Paragraph 84 explains that "Coloured surfaces are visually intrusive and should not be used unless there are overriding safety considerations, which cannot be addressed in any other way. Where a coloured surface is considered essential, buff should be preferred to red. Wherever possible all road, footway and cycleway surfaces should be black." Although we appreciate need to keep families safe near the school, the sign does not need to be a flashing VAS, which will be an urbanising detractor to the AONB.</i>
#002	<i>None of these sites require any extra safety measures. if they did they would have already been funded by BCC. Rather than a few isolated sites which do not benefit all the residents along the A4010, the funding should be spend on speed reduction on all site. that is what will prevent the risk to residents and safe lives.</i>
BCC Response	
<p>The purpose of the entry feature is to supplement the existing signage at the 40mph to 30mph change in speed limit on the southern entry to Monks Risborough in order to encourage slower speeds in advance of the school and residential area of the village and enhance road safety. HS2 construction traffic HGV's and cars will increase overall traffic flows on the A4010 making it more difficult to cross the road, increasing severance and road safety risks.</p> <p>The impact on the Chilterns Area of Outstanding Natural Beauty (AONB) has been considered throughout the design process with the extent of coloured High Friction Surfacing (HFS) and dragon's teeth length originally proposed significantly reduced. At this site the HFS was shortened from 40m down to 5m, and dragons teeth down from 50m to 30m with the reduced line markings to be applied with a low profile thermoplastic to reduce noise and vibration characteristics of the slowing traffic. Additionally the proposed VAS sign will be positioned further towards the school and urban area to minimise the visual impact on the AONB. It should be noted that this measure is on the edge of the AONB as the A4010 enters an urban area, in the last 5 years there have been two serious road incidents in this area.</p> <p>Following review of the cost estimates received through a competitive tender process and consideration of the consultation responses with the A4010 &amp; A4129 Petitioners Group and Chilterns AONB it is proposed that Site 9 <u>with the revised scope</u> will be delivered as part of the project.</p>	

## Site 10: Princes Risborough Entry Feature - Confirmed to be taken forward

Comments	
#001	<p><i>The Chilterns Conservation Board recommends moving the proposed dragon's teeth, red surfacing and Vehicle Activated Sign further northwards into the built-up area of Princes Risborough outside the AONB. As proposed they are in the AONB and the flashing VAS would be an urbanising detractor to the AONB, adding clutter and blocking visibility for walkers, riders and cyclists using the Ridgeway National Trail. No details have been provided on the design of the updated LED street light. The new Chilterns AONB Management Plan 2019-24 contains a new policy DP8 on lighting: "Keep skies dark at night by only using light where and when needed. All new lighting should be the minimum required and meet or exceed guidance for intrinsically dark zones." AONBs are intrinsically dark environments (Zone E1 in the Institute of Lighting Professionals guidance) requiring restrictions and control of lighting. Light pollution of all types should be first prevented, by avoiding light where it is not needed, and where it is, by designing lighting to mitigate harm, through shading, height of fixings, beam orientation, LUX, colour temperature in Kelvin and the proposed hours of use. For example, downward pointing, shielded, operated on timer, and with a 'warm white' colour temperature of 2700-Kelvin maximum. The colour and design of lamp posts also needs care, we recommend pale green not grey lamp posts. The Council has a statutory duty under Section 85 of the Countryside and Rights of Way Act 2000 to have regard to conserving and enhancing the natural beauty of the Chilterns AONB. The Chilterns Conservation Board worked with our County Councils, including Bucks CC, to jointly develop advice in a document "Environmental Guidelines for the Management of Highways in the Chilterns", available online here <a href="https://www.chilternsaonb.org/uploads/files/ConservationBoard/Environmental_Guidelines_Highways.pdf">https://www.chilternsaonb.org/uploads/files/ConservationBoard/Environmental_Guidelines_Highways.pdf</a>. This explains that part of the attraction of the Chilterns is the network of ancient lanes and holloways, and that the informality and apparent 'naturalness' of these roads is fundamental to their appeal. The special rural character of a section of road can often depend upon small features, and changes to these can greatly alter perceptions of the area. Signage should be kept to a minimum and should be located to reduce clutter. Paragraph 84 explains that "Coloured surfaces are visually intrusive and should not be used unless there are overriding safety considerations, which cannot be addressed in any other way. Where a coloured surface is considered essential, buff should be preferred to red. Wherever possible all road, footway and cycleway surfaces should be black."</i></p>
#002	<p><i>None of these sites require any extra safety measures. if they did they would have already been funded by BCC. Rather than a few isolated sites which do not benefit all the residents along the A4010, the funding should be spend on speed reduction on all site. that is what will prevent the risk to residents and safe lives.</i></p>
#003	<p><i>Indiscriminate slow down signs are less effective than ones showing my speed with red or green mph</i></p>
#004	<p><i>Better impact if the speed limit change and signs were moved further south.</i></p>
BCC Response	
<p>The purpose of this entry feature is to supplement the existing signage at the 50mph to 30mph change in speed limit on the southern entry to Princes Risborough in order to encourage slower speeds in advance of the school and residential area of the village and enhance road safety generally. HS2 construction traffic HGV's and cars will increase overall traffic flows on the A4010 making it more difficult to cross the road, increasing severance and road safety risks.</p> <p>The impact on the Chilterns Area of Outstanding Natural Beauty (AONB) has been considered throughout the design process with the extent of coloured High Friction Surfacing (HFS) and dragon's teeth length originally proposed significantly reduced. At this site the HFS was shortened from 40m down to 5m, and dragons teeth down from 50m to 30m with the reduced line markings to be applied with a low profile thermoplastic to reduce noise and vibration characteristics of the slowing traffic. Additionally the proposed VAS sign will be repositioned further inside the urban area to minimise the visual impact on the AONB and increase awareness for drivers entering the southern part of Princes Risborough. No new lighting columns will be added as the scheme will replace an existing low pressure sodium lantern with an orientated dark skies compliant LED (warm white) street lantern to illuminate the entry point to Princes Risborough. Additionally all new static sign posts will be painted with a shade of green as advised by CCB in accordance with the AONB guidelines to minimise the visual impact.</p> <p>Following review of the cost estimates received through a competitive tender process and consideration of the consultation responses with the A4010 &amp; A4129 Petitioners Group and Chilterns AONB it is proposed that Site 10 <u>with the revised scope</u> will be delivered as part of the project.</p>	

**Site 11: Wycombe Road Footway Widening - Removed from Scope of Project**

Comments	
#001	<i>Needs segregated cycle provision</i>
#002	<i>None of these sites require any extra safety measures. if they did they would have already been funded by BCC. Rather than a few isolated sites which do not benefit all the residents along the A4010, the funding should be spend on speed reduction on all site. that is what will prevent the risk to residents and safe lives.</i>
#003	<i>The footpath is wide enough for the amount of people walking.</i>
<b>BCC Response</b>	
<p>This footway connects the Lower Icknield Way to the Upper Icknield Way and runs along the east side of the A4010 Wycombe Road very close to the edge of the road. It is used by local people and also ramblers and cyclists walking the ridgeway national trail. The footway is approx. 1m wide along, except a very short length at the southern end, where it has been reconstructed and widened as part of the Culverton Cross Roads improvement. It was proposed that the footway is widened by approximately 0.8m along the entire length. Unfortunately there is not sufficient highway land or funding available to provide a segregated footpath/cycleway/bridleway at this location.</p> <p>However to mitigate some of the concerns raised by the local community through a separate engagement process, Transport for Buckinghamshire prior to the A4010 &amp; A4129 consultation added white edge lining road markings, as part of resurfacing the road, which has improved driver awareness and positioning of the vehicles away from the footway. This has resulted in positive feedback. Therefore the scheme was determined to provide limited footway improvements within the restricted funding available from HS2 and deemed a low priority measure by the A4010 Petitioner Group.</p> <p>As a result following review of the cost estimates received through a competitive tender process and consideration of the consultation responses with the A4010 &amp; A4129 Petitioners Group it is proposed that Site 11 will now no longer be delivered as part of the project.</p>	

**Site 12: West Wycombe Rail Bridge signage - Removed from Scope of Project**

Comments	
#001	<i>Yes to the signs and no to the painting.</i>
#002	<i>The Chilterns Conservation Board is concerned about the visual appearance of the proposals, and suggests deleting the yellow backing on the signs. No details are given on the colour or design of proposed bridge abutment painting. This needs a solution that is sympathetic to the rural AONB location, the Bradenham Valley is an exceptionally beautiful and sensitive place. The Council has a statutory duty under Section 85 of the Countryside and Rights of Way Act 2000 to have regard to conserving and enhancing the natural beauty of the Chilterns AONB. The Chilterns Conservation Board worked with our County Councils, including Bucks CC, to jointly develop advice in a document "Environmental Guidelines for the Management of Highways in the Chilterns", available online here <a href="https://www.chilternsaonb.org/uploads/files/ConservationBoard/Environmental_Guidelines_Highways.pdf">https://www.chilternsaonb.org/uploads/files/ConservationBoard/Environmental_Guidelines_Highways.pdf</a>. This explains that part of the attraction of the Chilterns is the network of ancient lanes and holloways, and that the informality and apparent 'naturalness' of these roads is fundamental to their appeal. The special rural character of a section of road can often depend upon small features, and changes to these can greatly alter perceptions of the area.</i>
#003	<i>None of these sites require any extra safety measures. if they did they would have already been funded by BCC. Rather than a few isolated sites which do not benefit all the residents along the A4010, the funding should be spend on speed reduction on all site. that is what will prevent the risk to residents and safe lives.</i>
<b>BCC Response</b>	
<p>This bridge is arched and skewed; the road narrow and an S bend. Tall HGV's use the centre of the road to avoid hitting the bridge and there is a risk of head on collisions and tail end shunts. It is proposed to replace the existing bridge and pedestrian warning signs on both approaches with yellow backed signs to supplement the recently updated signage on the bridge by TfB. Repainting the existing bridge abutment walls white to provide a visual presence to assist drivers and provide contrast for pedestrians walking through this section.</p> <p>Following review of the cost estimates received through a competitive tender process and consideration of the consultation responses with the A4010 &amp; A4129 Petitioners Group and Chilterns AONB it is proposed that Site 12 will now no longer be delivered as part of the project.</p>	

### Site 13: Bradenham Road Pedestrian Refuge - Confirmed to be taken forward

Comments	
#001	<i>(Note that your consultation software is displaying the site 12 proposals for this question again, not site 13 proposals. I am responding here on the West Wycombe pedestrian refuge south of Bradenham Road railway bridge and residential properties, A4010 Bradenham Road, West Wycombe). While the Chilterns Conservation Board welcomes a pedestrian refuge island, this is not wide enough for cyclists and horse riders as well as walkers, and if it requires high mast beacon and bollards we do not consider it worthwhile as it is not sympathetic to the rural AONB location. Here the Council has a statutory duty under Section 85 of the Countryside and Rights of Way Act 2000 to have regard to conserving and enhancing the natural beauty of the Chilterns AONB. The Chilterns Conservation Board worked with our County Councils, including Bucks CC, to jointly develop advice in a document "Environmental Guidelines for the Management of Highways in the Chilterns", available online here <a href="https://www.chilternsaonb.org/uploads/files/ConservationBoard/Environmental_Guidelines_Highways.pdf">https://www.chilternsaonb.org/uploads/files/ConservationBoard/Environmental_Guidelines_Highways.pdf</a>. This explains that part of the attraction of the Chilterns is the network of ancient lanes and holloways, and that the informality and apparent 'naturalness' of these roads is fundamental to their appeal. The special rural character of a section of road can often depend upon small features, and changes to these can greatly alter perceptions of the area.</i>
#002	<i>None of these sites require any extra safety measures. if they did they would have already been funded by BCC. Rather than a few isolated sites which do not benefit all the residents along the A4010, the funding should be spend on speed reduction on all site. that is what will prevent the risk to residents and safe lives.</i>
#003	<i>Close to the bend</i>
BCC Response	
<p>The pedestrian refuge will assist pedestrians crossing the road en-route to and from the residential properties by the skew bridge and West Wycombe village as is key priority for the Petitioners Group. It will also act as a traffic calming measure in advance of the West Wycombe village speed limit. HS2 construction traffic HGV's and cars will increase overall traffic flows on the A4010 making it more difficult to cross the road, increasing severance and road safety risks. By maintaining the sustainable travel routes for local residents the impact of short car journeys will be limited with the AONB.</p> <p>The proposed refuge has been sited where a public footpath across the fields joins the A4010 from the southwest, which previously continued northeast across the fields to the railway line. However the north eastern length has been stopped up and diverted. The footway on the west side of the A4010 also stops at this point, but continues on the eastern side to Pedestal roundabout and West Wycombe.</p> <p>The impact on the Chilterns Area of Outstanding Natural Beauty (AONB) has been considered throughout the design process however the installation of a 1.8m wide pedestrian refuge requires necessary safety measures to be incorporated to ensure the safety of pedestrians using this facility. Therefore the refuge will utilise non illuminated/retro reflective knockdown bollards and focused LED illuminated directional signage to advise drivers of the road layout on approach and reduce speeds accordingly. Additionally all new posts will be painted with a shade of green as advised by CCB in accordance with the AONB guidelines to minimise the visual impact.</p> <p>It should also be noted that the AONB guidance states that 'Maintenance of the existing rights of way network is the main priority,' and clearly asserts that walking should be encouraged within the Chilterns. This measure is specifically to encourage walking and assist pedestrians walking to the local school in West Wycombe.</p> <p>Following review of the cost estimates received through a competitive tender process and consideration of the consultation responses with the A4010 &amp; A4129 Petitioners Group and Chilterns AONB it is proposed that Site 13 <u>with the revised scope</u> will be delivered as part of the project.</p>	



**Site 14: Bradenham Road Bus Shelter - Confirmed to be taken forward**

<b>Comments</b>	
#001	<i>No objection to moving the existing bus shelter backwards, but consider that the new hard standing and headwall will be urbanising features in the AONB. The Bradenham Valley is an exceptionally beautiful and sensitive place. The Council has a statutory duty under Section 85 of the Countryside and Rights of Way Act 2000 to have regard to conserving and enhancing the natural beauty of the Chilterns AONB. The Chilterns Conservation Board worked with our County Councils, including Bucks CC, to jointly develop advice in a document "Environmental Guidelines for the Management of Highways in the Chilterns", available online here <a href="https://www.chilternsaonb.org/uploads/files/ConservationBoard/Environmental_Guidelines_Highways.pdf">https://www.chilternsaonb.org/uploads/files/ConservationBoard/Environmental_Guidelines_Highways.pdf</a></i>
#002	<i>None of these sites require any extra safety measures. if they did they would have already been funded by BCC. Rather than a few isolated sites which do not benefit all the residents along the A4010, the funding should be spend on speed reduction on all site. that is what will prevent the risk to residents and safe lives.</i>
#003	<i>The bus stop is beautiful and admired by many. Moving the bus stop will not make the road safer the only way to make the road safer for pedestrians is to install a crossing. Also due to the drainage ditch there is no other position for the existing shelter to be moved to and we do not want an awful plastic shelter, this is a village and our lovely shelter should be left alone.</i>
<b>BCC Response</b>	
<p>It is proposed that the hardstanding either side of the bus shelter is extended to provide additional space. It is also proposed that the bus shelter is moved back from the edge of the carriageway by up to 0.5m to provide extra hardstanding to passengers. During the works the Council will liaise with the local stakeholders to temporarily relocate the top and ensure that all the items are removed safely and returned once works complete.</p> <p>The impact on the Chilterns Area of Outstanding Natural Beauty (AONB) has been considered throughout the design, following consultation it is proposed to construct the retaining headwall for the hardstanding with a treated wooden structure instead of concrete to minimise the urbanisation of the this feature in keeping with the AONB guidelines. In addition to this we have also requested that Openreach repaint the recently installed public utilities cabinet the approved shade of green acceptable to the CCB.</p> <p>Following review of the cost estimates received through a competitive tender process and consideration of the consultation responses with the A4010 &amp; A4129 Petitioners Group and Chilterns AONB it is proposed that Site 14 <u>with the revised scope</u> will be delivered as part of the project.</p>	



# **Site 15: Aylesbury Road Zebra Crossing - Confirmed to be taken forward**

Comments	
#001	<i>The two existing crossings on the A4010 Aylesbury Road are Pedestrian Operated Traffic Lights. This crossing should be also.</i>
#002	<i>Needs cycle provision at the island</i>
#003	<i>None of these sites require any extra safety measures. if they did they would have already been funded by BCC. Rather than a few isolated sites which do not benefit all the residents along the A4010, the funding should be spend on speed reduction on all site. that is what will prevent the risk to residents and safe lives.</i>
#004	<i>Additional zebra crossings will worsen the already horrendous traffic grid lock throughout Risborough at rush hour times</i>
#005	<i>This is not the correct location, there is still no crossing to service the area of Princes Risborough close to the Icknield Way. The crossings are too close together and will cause additional traffic disruption during rush hour</i>
#006	<i>If meant to refer to Site 15 this is a terrible proposal as the new zebra crossing is 100m from existing zebra crossing (St Teresa's school) which has proposed upgraded in your Site 2 plans.</i>
#007	<i>How many crossing do you need? There is 2 other crossing already that people can use within a short distance.</i>
BCC Response	
<p>HS2 construction traffic HGV's and cars will increase overall traffic flows on the A4010 making it more difficult to cross the road in the future, increasing severance and road safety risks and this zebra crossing will help address this concern for pedestrian. The new crossing has been consulted with the relevant Thames Valley Police Traffic Management representatives who carried out a site visit. We have formally received no objection to the proposal.</p> <p>The new crossing will assist pedestrians crossing the road opposite the northern entrance to the King George V playing field and is situated on a general pedestrian desire line between the housing on both sides of Aylesbury Road to and from the local schools. The new crossing will also act as a traffic calming measure in advance of the gradient down to St Teresa's School adjacent to the Tesco roundabout.</p> <p>Existing crossings and this new zebra crossing are all on demand and dependent on pedestrian footfall only, minimising the impact to traffic flows</p> <p>The new zebra crossing needs to be located adjacent to Robinson Close and the playing field entrance and sufficiently positioned on a straight section of road with the necessary forward visibility to drivers from either direction. The position of the zebra crossing will also not restrict vehicles entering and leaving existing access points to residential properties. Additionally the new LED Belisha beacons will have limited visual impact on the residential properties next to the crossing.</p> <p>Following review of the cost estimates received through a competitive tender process and consideration of the consultation responses with the A4010 &amp; A4129 Petitioners Group it is proposed that Site 15 will be delivered as part of the project.</p>	

**Site 16: New Road pedestrian refuge and signage - Confirmed to be taken forward**

<b>Comments</b>	
#001	<i>None of these sites require any extra safety measures. if they did they would have already been funded by BCC. Rather than a few isolated sites which do not benefit all the residents along the A4010, the funding should be spend on speed reduction on all site. that is what will prevent the risk to residents and safe lives.</i>
#002	<i>It's in very dangerous place. Should be nearer bus top. It would be easy to move the footpath in field as well . This means the elderly and mums with children catching bus could also use a safer Crossing . When the grass verge is uncut it's not possible to see cars coming round bend . And cars could not see pedestrians . If nearer buss top better for all.</i>
<b>BCC Response</b>	
<p>HS2 construction traffic HGV's and cars will increase overall traffic flows on the A4010 making it more difficult to cross the road, increasing severance and road safety risks</p> <p>The pedestrian refuge will assist pedestrians crossing north of Turn Pike roundabout and is situated on a general pedestrian desire line between the housing on both sides of New Road and the business park and schools further afield. The refuge will also act as a traffic calming measure to and from Cressex business park and on approach to the gradient.</p> <p>The installation of a 1.8m wide pedestrian refuge requires necessary safety measures to be incorporated to ensure the safety of pedestrians using this facility. Therefore the refuge will utilise non illuminated/reflective knockdown bollards and a LED illuminated high mast beacons to advise drivers of the road layout on approach and reduce speeds accordingly.</p> <p>The refuge will be positioned to avoid conflict with adjacent driveways and alterations to the existing dropped kerbs to the adjacent properties.</p> <p>Following review of the cost estimates received through a competitive tender process and consideration of the consultation responses with the A4010 &amp; A4129 Petitioners Group it is proposed that Site 16 will be delivered as part of the project.</p>	

## Site 17a: Saunderton Entry Feature (North) - Removed from Scope of Project

Comments	
#001	<p><i>The Chilterns Conservation Board recommends deleting the proposed dragon's teeth, red surfacing and yellow backed signs at this location and finding a solution that is more sympathetic to the rural AONB location. Here the Council has a statutory duty under Section 85 of the Countryside and Rights of Way Act 2000 to have regard to conserving and enhancing the natural beauty of the Chilterns AONB. The Chilterns Conservation Board worked with our County Councils, including Bucks CC, to jointly develop advice in a document "Environmental Guidelines for the Management of Highways in the Chilterns", available online here <a href="https://www.chilternsaonb.org/uploads/files/ConservationBoard/Environmental_Guidelines_Highways.pdf">https://www.chilternsaonb.org/uploads/files/ConservationBoard/Environmental_Guidelines_Highways.pdf</a>. This explains that part of the attraction of the Chilterns is the network of ancient lanes and holloways, and that the informality and apparent 'naturalness' of these roads is fundamental to their appeal. The special rural character of a section of road can often depend upon small features, and changes to these can greatly alter perceptions of the area. Paragraph 84 explains that "Coloured surfaces are visually intrusive and should not be used unless there are overriding safety considerations, which cannot be addressed in any other way. Where a coloured surface is considered essential, buff should be preferred to red. Wherever possible all road, footway and cycleway surfaces should be black." Signage should be kept to a minimum and should be located to reduce clutter. The Government's newly revised advice in the Traffic Signs Manual (see <a href="https://www.gov.uk/government/publications/traffic-signs-manual">https://www.gov.uk/government/publications/traffic-signs-manual</a>) warns against blighting the landscape with roadside signs.</i></p>
#002	<p><i>It's in very dangerous place. Should be nearer buss top. It would be easy to move the footpath in field as well . This means the elderly and mums with children catching bus could also use a safer Crossing . When the grass verge is uncut it's not possible to see cars coming round bend . And cars could not see pedestrians . If nearer buss top better for all.</i></p>
#003	<p><i>Change in the speed limit, positioning of the bus stop is dangerous</i></p>
#004	<p><i>I would like to comment on the A4010 Safety Improvement proposed in Saunderton. Site 17a and 17b are good measures as most drivers are unaware of the change in speed limit.</i></p> <p><i>However, the positioning of the bus stop opposite the Golden Cross pub and the pedestrian refuge island nearby needs to be reviewed. When school children being dropped off by school buses at the bus stop, most of them do not use the pedestrian refuge island to cross the busy A4010 road as the island is positioned at the opposite direction to where they are going (the residential houses are located away from the refuge island). Children often run cross the busy A4010 road dangerously without using the refuge island. Hence, the refuge island is not being used as intended.</i></p> <p><i>As the bus stops at the Golden Cross pub are designated stops for school buses, perhaps warning signage of school children crossing can be an option too.</i></p>
<b>BCC Response</b>	
<p>The purpose of each entry feature is to supplement the existing signage at the 50mph/40mph change in speed limit on the northern entry to Saunderton in order to encourage slower speeds in advance of travelling through the village and enhance road safety generally.</p> <p>HS2 construction traffic HGV's and cars will increase overall traffic flows on the A4010 making it more difficult to cross the road, increasing severance and road safety risks. Unfortunately rerouting of the footway is outside the scope and funding available to the whole project.</p> <p>The impact on the Chilterns Area of Outstanding Natural Beauty (AONB) has also been considered throughout the design process with the extent of coloured High Friction Surfacing (HFS) and dragon's teeth length originally proposed significantly reduced. At this site the HFS was shortened from 40m down to 5m, and dragons teeth down from 50m to 30m with the reduced line markings to be applied with a low profile thermoplastic to reduce noise and vibration characteristics of the slowing traffic.</p> <p>Following review of the cost estimates received through a competitive tender process and consideration of the consultation responses with the A4010 &amp; A4129 Petitioners Group and Chilterns AONB it is proposed that Site 17a will now no longer be delivered as part of the project.</p>	

## Site 17b: Saunderton Entry Feature (South) - Removed from Scope of Project

Comments	
#001	<p><i>The Chilterns Conservation Board recommends deleting the proposed dragon's teeth, red surfacing and yellow backed signs at this location and finding a solution that is more sympathetic to the rural AONB location. Here the Council has a statutory duty under Section 85 of the Countryside and Rights of Way Act 2000 to have regard to conserving and enhancing the natural beauty of the Chilterns AONB. The Chilterns Conservation Board worked with our County Councils, including Bucks CC, to jointly develop advice in a document "Environmental Guidelines for the Management of Highways in the Chilterns", available online here <a href="https://www.chilternsaonb.org/uploads/files/ConservationBoard/Environmental_Guidelines_Highways.pdf">https://www.chilternsaonb.org/uploads/files/ConservationBoard/Environmental_Guidelines_Highways.pdf</a>. This explains that part of the attraction of the Chilterns is the network of ancient lanes and holloways, and that the informality and apparent 'naturalness' of these roads is fundamental to their appeal. The special rural character of a section of road can often depend upon small features, and changes to these can greatly alter perceptions of the area. Paragraph 84 explains that "Coloured surfaces are visually intrusive and should not be used unless there are overriding safety considerations, which cannot be addressed in any other way. Where a coloured surface is considered essential, buff should be preferred to red. Wherever possible all road, footway and cycleway surfaces should be black." Signage should be kept to a minimum and should be located to reduce clutter. The Government's newly revised advice in the Traffic Signs Manual (see <a href="https://www.gov.uk/government/publications/traffic-signs-manual">https://www.gov.uk/government/publications/traffic-signs-manual</a>) warns against blighting the landscape with roadside signs.</i></p>
#002	<p><i>It's in very dangerous place. Should be nearer buss top. It would be easy to move the footpath in field as well . This means the elderly and mums with children catching bus could also use a safer Crossing . When the grass verge is uncut it's not possible to see cars coming round bend . And cars could not see pedestrians . If nearer buss top better for all.</i></p>
#003	<p><i>Change in the speed limit, positioning of the bus stop is dangerous</i></p>
#004	<p><i>Thank you for your correspondence on 24th May 2019. We welcome your proposals as they should help to alleviate Risks at such a hazardous location.</i></p> <p><i>In addition to your improvements, we feel a 30mph limit on the A4010 would be safer, reduce noise/air pollution adding an extra 15 seconds to the journey time through the ½ mile restriction. There is a much greater pedestrian use of the area since the local population has increased by some 400 people with possibly another 1,200 after developments at Haw Lane and The Clare Foundation. On a personal level we have no footway across to the existing pedestrian crossing other than walking across some 100 metres of unknown council verge. Extending the footway from outside The Golden Cross Public House to the drive in at Westwood would be a huge benefit particularly so now we are in our seventies. Although probably not within the project's remit. The bus stops are poorly sited - when a bus is stationery the road is effectively blocked causing some drivers to overtake on the 'wrong' side of the pedestrian refuge at speeds of 50-60 mph.</i></p>
BCC Response	
<p>The purpose of each entry feature is to supplement the existing signage at the 50mph/40mph change in speed limit on the northern entry to Saunderton in order to encourage slower speeds in advance of travelling through the village and enhance road safety generally.</p> <p>HS2 construction traffic HGV's and cars will increase overall traffic flows on the A4010 making it more difficult to cross the road, increasing severance and road safety risks. Unfortunately rerouting of the footway is outside the scope and funding available to the whole project.</p> <p>The impact on the Chilterns Area of Outstanding Natural Beauty (AONB) has also been considered throughout the design process with the extent of coloured High Friction Surfacing (HFS) and dragon's teeth length originally proposed significantly reduced. At this site the HFS was shortened from 40m down to 5m, and dragons teeth down from 50m to 30m with the reduced line markings to be applied with a low profile thermoplastic to reduce noise and vibration characteristics of the slowing traffic.</p> <p>Following review of the cost estimates received through a competitive tender process and consideration of the consultation responses with the A4010 &amp; A4129 Petitioners Group and Chilterns AONB it is proposed that Site 17a will now no longer be delivered as part of the project.</p>	

## Site 18: Bradenham Wood Lane Junction - Removed from Scope of Project

Comments	
#001	<p>Question 23 does not ask for views about new solar powered LED road studs through the junction, as shown in the Consultation Plans document. The Chilterns Conservation Board has no objection to the refreshing of road markings and trimming of vegetation around the base of the sign, but does object to the solar powered LED road studs. These should be deleted from the proposal. The LED studs are unnecessary and will cause light pollution. The new Chilterns AONB Management Plan 2019-24 contains a new policy DP8 on lighting: "Keep skies dark at night by only using light where and when needed. All new lighting should be the minimum required and meet or exceed guidance for intrinsically dark zones." Here the Council has a statutory duty under Section 85 of the Countryside and Rights of Way Act 2000 to have regard to conserving and enhancing the natural beauty of the Chilterns AONB. The Chilterns Conservation Board worked with our County Councils, including Bucks CC, to jointly develop advice in a document "Environmental Guidelines for the Management of Highways in the Chilterns", available online here <a href="https://www.chilternsaonb.org/uploads/files/ConservationBoard/Environmental_Guidelines_Highways.pdf">https://www.chilternsaonb.org/uploads/files/ConservationBoard/Environmental_Guidelines_Highways.pdf</a>. This explains that part of the attraction of the Chilterns is the network of ancient lanes and holloways, and that the informality and apparent 'naturalness' of these roads is fundamental to their appeal. The special rural character of a section of road can often depend upon small features, and changes to these can greatly alter perceptions of the area. .</p>
#002	<p>It's in very dangerous place. Should be nearer buss top. It would be easy to move the footpath in field as well . This means the elderly and mums with children catching bus could also use a safer Crossing . When the grass verge is uncut it's not possible to see cars coming round bend . And cars could not see pedestrians . If nearer buss top better for all.</p>
#003	<p>I'd like to know how you improve safety of all these schools while Great Kimble School has no safety provision. Crossing a 50mph road on a blind hill is ridiculous and recently enforced due to badly planned roadworks by wdc</p>
BCC Response	
<p>The scheme proposed to improve safety at this junction of the A4010 by warning drivers of the junction with new static signage displaying a double bend signs on both approaches and replacement of existing road studs.</p> <p>The impact on the Chilterns Area of Outstanding Natural Beauty (AONB) has been considered throughout the design process In accordance with the AONB guidelines no additional street lighting will be used throughout this location, instead solar powered road studs which deliver light output in the natural line of sight to drivers will replace existing retro reflective studs to increase forward visibility to drivers with minimal impact to the AONB. Additionally all new static sign posts would be painted with a shade of green as advised by Chiltern Conservation Board (CCB) in accordance with the AONB guidelines to minimise the visual impact.</p> <p>The overriding safety concern was the recovery of the existing signage, road markings, and clearance of overgrown vegetation and replacement of road studs to assist drivers on approach to the junction.</p> <p>Following review of the cost estimates received through a competitive tender process and consideration of the consultation responses with the A4010 &amp; A4129 Petitioners Group and Chilterns AONB it is proposed that Site 18 will now no longer be delivered as part of the project.</p>	

## Summary

The following 13 sites will now be taken forward to construction incorporating changes outlined above in the detailed BCC responses.

- Site 2: St Teresa's School Frontage
- Site 3: Monks Risborough School
- Site 4: Bradenham Bends with solar LED road studs, lining and static signage.
- Site 5: Wycombe Road Zebra Crossing
- Site 6: Longwick Road Entry Feature
- Site 7a: Longwick Road Zebra Crossing
- Site 7b: Aylesbury Road Pedestrian Crossing signage only
- Site 9: Monks Risborough Entry Feature with repositioned VAS sign
- Site 10: Princes Risborough Entry Feature with repositioned VAS sign
- Site 13: Bradenham Road Pedestrian Refuge
- Site 14: Bradenham Road Bus Shelter with revised hard standing construction
- Site 15: Aylesbury Road Zebra Crossing
- Site 16: New Road pedestrian refuge and signage



## A4010 & A4129 Safety Improvement Works Consultation Response Summary Page

Site 1a	Consultation Response Summary
57 responses	Not going to slow traffic, Funding to be put on Speed Reduction. Request to remove Dragons teeth and red surfacing from scheme in line with AONB guidelines
<b>Support</b>	
Yes	88%
No	12%

Site 1b	Consultation Response Summary
48 responses	Request to remove Dragons teeth and red surfacing from scheme in line with AONB guidelines
<b>Support</b>	
Yes	94%
No	6%

Site 2	Consultation Response Summary
40 responses	Opposition to landscape changes on roundabout
<b>Support</b>	
Yes	88%
No	13%

Site 3	Consultation Response Summary
55 responses	Request to remove yellow backed signage from scheme in line with AONB guidelines. Consideration for dark skies compliant lighting.
<b>Support</b>	
Yes	93%
No	7%

Site 4	Consultation Response Summary
52 responses	Request to remove LED road studs from scheme in line with AONB guidelines. Funding to be put on Speed Reduction
<b>Support</b>	
Yes	92%
No	8%

Site 5	Consultation Response Summary
50 responses	Funding to be put on Speed Reduction, concerns about traffic jams and restricted access due to zebra crossing.
<b>Support</b>	
Yes	84%
No	16%

Site 6	Consultation Response Summary
47 responses	Funding to be put on Speed Reduction and interface with planned works
<b>Support</b>	
Yes	96%
No	4%

Site 7a	Consultation Response Summary
46 responses	Funding to be put on Speed Reduction and interface with planned works
<b>Support</b>	
Yes	93%
No	7%

Site 7b	Consultation Response Summary
55 responses	Funding to be put on Speed Reduction and concern about parking and effectiveness of signage
<b>Support</b>	
Yes	87%
No	13%

Site 8	Consultation Response Summary
49 responses	Request for no vegetation clearance, Funding to be put on Speed Reduction
<b>Support</b>	
Yes	94%
No	6%

Site 9	Consultation Response Summary
51 responses	Request to remove dragons teeth and red surfacing from scheme in line with AONB guidelines, Funding to be put on Speed Reduction
<b>Support</b>	
Yes	92%
No	8%

Site 10	Consultation Response Summary
50 responses	Request to remove dragons teeth and red surfacing from scheme in line with AONB guidelines Funding to be put on Speed Reduction, request to move Speed limit change point.
<b>Support</b>	
Yes	88%
No	12%

Site 11	Consultation Response Summary
47 responses	Opposing views to footpath widening, Requests for cycle lanes etc. Funding to be put on Speed Reduction
<b>Support</b>	
Yes	87%
No	13%

Site 12	Consultation Response Summary
45 responses	Request to yellow backing signs from scheme in line with AONB guidelines. Funding to be put on Speed Reduction
<b>Support</b>	
Yes	91%
No	9%

Site 13	Consultation Response Summary
47 responses	Position of crossing close to bend. Not wide enough for cyclists and horse riders as well as walkers, Funding to be put on Speed Reduction
<b>Support</b>	
Yes	91%
No	9%

Site 14	Consultation Response Summary
42 responses	Opposition to repositioning the bus shelter, Funding to be put on Speed Reduction
<b>Support</b>	
Yes	88%
No	12%

Site 15	Consultation Response Summary
44 responses	Opposition to proposed crossing, Funding to be put on Speed Reduction
<b>Support</b>	
Yes	77%
No	23%

Site 16	Consultation Response Summary
43 responses	Opposition to new pedestrian refuge, Funding to be put on Speed Reduction
<b>Support</b>	
Yes	91%
No	9%

Site 17a	Consultation Response Summary
46 responses	Request to remove dragons teeth and red surfacing from scheme in line with AONB guidelines, Funding to be put on Speed Reduction. position of bus stop (outside of scope)
<b>Support</b>	
Yes	89%
No	11%

Site 17b	Consultation Response Summary
47 responses	Request to remove dragons teeth and red surfacing from scheme in line with AONB guidelines, position of bus stop (outside of scope)
<b>Support</b>	
Yes	87%
No	13%

Site 18	Consultation Response Summary
44 responses	Request to remove solar powered LED lights from scheme in line with AONB guidelines. Funding to be put on Speed Reduction
<b>Support</b>	
Yes	89%
No	11%