Category/Location	Concern/Objection	Response	Further Action
Cock Lane	The scheme proposals make no mention of Cock Lane. The signal timings currently only allow a small number of vehicles to exit and the junction is often congested and blocked by vehicles coming on or off the London Road (A40).	The better coordination of signals and optimisation of timings will improve conditions for Cock Lane meaning that more vehicles will be able to exit the junction.	Extra attention will be paid to the Cock Lane junction during the signal validation and testing phase of the project to ensure that the expected improvements are realised.
Cock Lane	Regular junction blocking occurs at the Cock Lane exit to the A40 a yellow box junction is needed to deter drivers from causing a blockage.	Noted	Yellow box junction to be demarcated across all 4 lanes of the A40 at the Cock Lane junction to deter motorists from blocking this junction.
Cock Lane	Provision of advanced warning or sight line over Cock Lane railway bridge to prevent single carriageway blocking.	A signal detector to prevent vehicles from blocking the railway bridge on Cock Lane is recognised, however this is outside of the scope of this project and funding is being sought from developer negotiations.	Continue negotiations with developers to secure monies to introduce measure to prevent vehicles blocking railway bridge.
Cock Lane	Remove unused bus stop on approach to Cock Lane junction inbound to widen carriageway.	The highway is constrained at this point due to the culverting of the River Wye. Due to project timescales highway widening is not feasible.	No further action.
Cock Lane	Longer green time for Cock Lane to match Hammersley Lane	Hammersley Lane is the more suitable route to Tyler's Green and therefore has additional green time to reflect its priority. Our strategy is not to promote Cock Lane as a route to Tyler's Green.	No further action.
Construction	Provide information on roadworks and how these will be programmed.	The construction programme is being developed currently and will be shared on the project website and to those signed up to project bulletins in due course.	Share project construction programme and advance warning of traffic delays.
Construction	Can the works be done quickly and/or at night?	The works will be undertaken as quickly as possible and where feasible night time working will be undertaken to minimise congestion.	Share project construction programme and advance warning of traffic delays.
Gomm Road	Gomm Road does not have a right turn lane.	Changes to the Gomm Road junction propose the addition of a right turn and straight ahead lane. This should increase junction capacity providing opportunity for vehicles to choose lane dependent on time of day and congestion.	No further action.
Gomm Road	Move signal heads so that lights can be seen from Gomm Road	Signal heads are going to be relocated through the junction changes.	No further action.
Gomm Road	Move bus stop to prevent junction blocking caused by stopped buses.	Bus stop to be relocated eastbound to provide additional space for users to pass.	No further action.
Gordon Road	The new pedestrian crossing at Gordon Road will increase delays and cause blocking at the roundabout.	The Gordon Road crossing is being provided on a recognised pedestrian desire line. It is also being introduced to create artificial gaps in the traffic through a feedback mechanism detecting traffic on the A40, Gordon Road and at Princes Gate, these measure will help improve flow on the A40. The crossing is located 15m (3 car lengths) into Gordon Road to ensure that approaching traffic has enough space to queue before impacting on the roundabout. A traffic sensor will also be located on the roundabout to detect when vehicles are stationary on the roundabout to prevent the red signal on the crossing from being called to maintain flow on the A40.	No further action.
Gordon Road	Put lane markings on outbound approach to Gordon Road roundabout to increase compliance. Lane 1 left turn arrow and lane 2 straight ahead.	Noted	Scheme drawings to be amended.

Hatter's Lane	Consideration should be given to signalisation of Hatter's Lane roundabout.	The Hatter's lane junction needs to be roundabout to provide U-turn capability for vehicles emerging from Citigrove junction (DFS) that can only turn left out of this junction and to avoid additional congestion and delays as vehicles would be required to turn at Gordon Road instead. In addition signalisation of Hatter's Lane junction would require additional land take and recorded collision data from the last 5 years does not corroborate the need for signalisation.	No further action.
Hatter's Lane	Provision of pedestrian crossing points at Hatter's Lane and Pinions Road.	Uncontrolled pedestrian crossings are being provided at these locations.	No further action.
Hatter's Lane	Is a zebra crossing on Hatter's Lane sensible?	A zebra crossing is not proposed for Hatter's Lane.	No further action.
Micklefield Road	The scheme does not address the queuing and safety concerns at the Micklefield junction arising from motorists mounting the pavement.	Due to the need to complete the project according to the scheme's funding rules the Micklefield widening was not part of the original scope of the project. However, a design has been produced for the widening of Micklefield Road and provision of a lengthened dual lane approach. Negotiations are ongoing to seek acquisition of the land required and whilst this work may not be completed within the timescales of this project, it is our intention to continue to pursue these improvements and implement as soon as possible.	Pursue acquisition of land on Micklefield Road with objective of introducing lane widening on approach to junction.
Micklefield Road	A large number of pedestrians and school children cross the Micklefield Road without a formal pedestrian crossing. Why is this scheme not providing a crossing on this arm of the junction?	Due to the need to complete the project according to the scheme's funding rules, the inclusion of a new crossing at Micklefield Road was not part of the original scope of the project. However, a design has been produced for the widening of this arm of the junction and inclusion of a staggered crossing. Negotiations are ongoing to seek acquisition of the land required and whilst this work may not be completed within the timescales of this project, it is our intention to continue to pursue these improvements and implement as soon as possible.	Pursue acquisition of land on Micklefield Road with objective of introducing pedestrian crossing.
Micklefield Road	CCTV should be installed at Micklefield to tackle queue jumpers and red light infringements.	Noted - CCTV installed at this location.	No further action.
Micklefield Road	Flooding identified outside Tyre Centre at Micklefield Junction.	Noted - drainage investigation planned as part of junction widening.	Investigate drainage as part of junction widening scheme.
Micklefield Road	A significant delay is caused by the lane designation from Ryemead Boulevard. Consideration should be given to changing the right lane to straight ahead and right and the left lane to left only.	The delays being caused to the left turners is because of the junction blocking from vehicles merging from two lanes to one eastbound. Nevertheless we have reviewed the transport modelling and agree with this recommendation to change the lane priority be a left only lane and a right and straight ahead lane.	The proposal to change priority on Ryemead Boulevard has been accepted and the design updated accordingly.
Micklefield Road	Have you considered a roundabout at the Micklefield Junction?	The preferred junction treatment on the A40 is through signal control to provide additional traffic management and adaptation to changing traffic conditions. Roundabouts take up more space than traffic lights and due to the traffic imbalance at the Micklefield Road junction would not work efficiently at peak times.	No further action.
Objectives	Proposals will not result in improvements to air quality.	Atmospheric dispersion modelling has not been undertaken for this project and so we are unable to quantify the expected air quality benefits of the project proposals, however anecdotal evidence suggests that reductions in queueing and smoothing of traffic flows will have some positive effect on air quality.	Pre and post scheme air quality monitoring will be undertaken to determine the impact and changes in air quality arising from implementation of the scheme.

Objectives	Junction changes and proposals will not result in the benefits suggested and the scheme objectives will not be met.	Detailed micro simulation transport modelling (VISSIM) has been undertaken to test and optimise the scheme proposals. The results from this modelling indicate that the interventions are effective in meeting project's objectives and provide both journey time savings as well as improving the reliability of journeys.	Pre and post scheme journey time monitoring (journey times and traffic counts) will be undertaken to determine the impact and changes in traffic and congestion arising from implementation of the scheme.
Objectives	The scheme does not go far enough and the problems of capacity and back blocking will still occur.	Due to scheme budget, funding rule and programme constraints the project has identified measures that can be delivered within the highway boundary and therefore concentrated on maximising capacity within the limited room available. Detailed VISSIM modelling has been undertaken for the scheme proposals and the results provide confirmation that the interventions are effective in meeting the project's objectives. Through a combination of new technologies including the application of SCOOT, CCTV, traffic detectors and ANPR the will enable the corridor signals will be able to adapt to changing traffic conditions as well as provide information to the traffic control centre so interventions or traffic plans can be introduced to further react to conditions.	No further action.
Objectives	Aside from the morning peak journey time saving (14 minutes), the journey time savings are negligible.	Whilst it is acknowledged that journey time savings are relatively small from an individual's perspective, these are actually very significant when the number of users of the A40 are taken into account.	No further action.
Other	This is a waste of tax payers' money, the money should be used for other purposes.	Funding for this project is being provided from a DfT grant specifically for this project and therefore can not be allocated to other uses. Highway maintenance is a high political priority of the County Council and a significant budget allocation has been focussed on this area over recent years.	No further action.
Other	The council doesn't maintain existing infrastructure, how does it expect to keep all this new equipment serviced and working.	This scheme will use LED lighting and installation of NAL type signal sockets to reduce future maintenance costs. Also works will be combined with wider maintenance and resurfacing programmes to maximise cost efficiencies.	No further action.
Other	Sierra Road signals has an abnormal signal stage during the night that needs addressing.	Passed to ITS traffic signals team.	ITS team to determine signal malfunction.
Other	Clear drains at the bottom of Cock Lane and retail park.	Drains will be cleared where civils works are being undertaken as part of the project. Other issues identified will be passed to the area maintenance team to address.	No further action.
Planning	The proposals do not address the traffic that will be generated from the 1000s of homes arising from the Reserve sites.	The approach to the scheme development has been to maximise the traffic capacity of the A40 to reduce journey times and improve journey time reliability. Whilst the scheme is not directly addressing future Reserve site traffic (as this is not possible within the funding rules and highway land constraints available) the expected traffic arising has been tested in the future scheme scenario, and the proposals are found to be effective. This is largely because the traffic from the Reserve sites is only a small proportion of the expected background traffic growth that the project is addressing (only an extra 4-5% from current levels). Furthermore the Reserve sites will be required to demonstrate that they can mitigate their own traffic impacts as part of the planning process and therefore will be required to make improvements as necessary.	No further action.

Sustainable Transport	The scheme does not provide any benefits to cyclists.	Advanced stop lines are being provided at signalised junctions to offer protection and advantage to cyclists. The scheme's objective was to provide journey time savings for all traffic and whilst limited measures are being introduced targeted towards cycling the coordination of signals and junction changes should also benefit cyclists. Alternative more cycle friendly alternative routes to the A40 are available such and are being targeted for improvement including the development of the Bourne End to High Wycombe disused railway route.	No further action.
Sustainable Transport	The scheme proposals do not highlight any improvements for pedestrians.	All pedestrian crossings are being upgraded to Puffin/Toucan style crossings to align with current standards. New formal pedestrian crossings are proposed at the junction with Gordon Road and are also being explored at Micklefield Road (subject to land acquisition).	No further action.
Sustainable Transport	Why aren't all the bus lanes being removed and why are some being added?	This project's objective is to seek improvements to journey time and reliability for all vehicles and therefore the removal of bus lanes is not considered a sustainable option. Bus lanes are being optimised to make best use of highway capacity for all traffic involving the removal of certain sections and flipping from inbound to outbound where it has been identified that the bus lanes will be more effective.	No further action.
Sustainable Transport	Need to improve coordination of buses and use of integrated ticketing to ensure that service timing is improved.	We have worked with the two main bus companies in High Wycombe to better coordinate their scheduled timetables along the A40 / London Road. This is for the scheduled times and given the effect of traffic at peak times this won't always mean the buses are able to keep an even interval between them. The biggest problem for bus service timing is traffic congestion, which should be improved as a result of implementing this project. There is joint ticket acceptance currently on the services from Bourne End & Flackwell Heath to High Wycombe and also Chesham & Amersham to High Wycombe. We are in discussions for a Wycombe-wide joint bus ticket and hope to launch this in the Autumn.	No further action.
Sustainable Transport	Provide a pedestrian crossing on the Rayners Avenue arm of the junction.	Junction modelling has identified that the provision of a crossing on Rayners Avenue will be detrimental to traffic flows on the A40 and in addition the footways on Rayners Avenue do not have sufficient width to provide an acceptable standard crossing pavement width.	No further action.
Sustainable Transport	Assessment of the scheme on bus journey times and reliability.	The scheme was developed in close consultation and with the approval of our public transport teams. Whilst the effects of the scheme weren't assessed and modelled specifically, the real time bus journey time information from the bus services was used to identify where delays were being experienced and to identify potential improvements. The data confirmed that eastern sections of the A40 were proving most congested and unreliable for bus services. It was accepted that the short lengths of bus lane removal would provide benefit to the wider traffic and where sections were flipped to the other side of the road this was at their request to optimise the bus lane effectiveness.	No further action.

Traffic Management	The scheme does not address right turning traffic that causes back blocking.	A number of new dedicated right turn lanes are being introduced as part of the project (including to Wye Estate, Kings Road, Old Coach Drive, Shell Garage and Hyundai Offices, Ludlow Mews and Winchester Court) to help reduce congestion from traffic waiting to turn right.	Further work is being undertaken to determine the need and impact of providing a right turn lane to Laurel Drive.
Traffic Management	Introduce traffic signals that adapt to traffic levels.	A full Urban Traffic Management Corridor is proposed using SCOOT to manage traffic flows. This will make use of traffic detectors and ANPR cameras to ensure that traffic flows are managed optimally.	No further action.
Traffic Management	The highway layout rewards aggressive drivers with the frequency of signals and lane merges.	Poor and aggressive driver behaviour are regrettable, however the provision of merge in turn lanes is a recognised approach to maximise highway and junction capacity within constrained environments. As part of the changes proposed lane merges are being lengthened (at Micklefield Road and Hatter's Lane) to help reduce the conflicts associated with merges.	No further action.
Traffic Management	Right turning traffic into Tesco causes congestion.	Acknowledged, however insufficient width to provide additional right turn lane, therefore westbound traffic has been prioritised in this location and found to have the biggest overall traffic benefits.	No further action.
Traffic Management	Risk of head-on collisions between Gomm Road and Kings Road.	Noted - road safety audit also identified same concern.	New traffic island to be installed at the front of Kings Road right turn lane, to highlight presence of turning traffic.
Traffic Management	Why isn't a right turn lane being provided for Laurel Drive?	Initial observations indicated that the number of right turners did not justify a dedicated right turn lane. However, due to the strength of representation on this matter the project team will review this position and determine if any changes are required.	Further work is being undertaken to determine the need and impact of providing a right turn lane to Laurel Drive, the Project Board will be updated on the results and a decision will be taken on amendment of the scheme to follow.
Traffic Management	Remove the footway alongside the Rye and provide additional bus lane out of town.	Due to the project timescales and land ownership in this location this option is not feasible.	No further action.
Traffic Management	Residents exiting Chestnut Avenue rely on the signal crossing at Pinions Road, will this change with the Toucan, and what else can be done to help exit this junction?	The Toucan crossing upgrade will not affect the provision of a red signal for motorists exiting Chestnut Avenue. This scheme's objective is to provide improved journey times along the A40. Whilst proposals are not included to change the Chestnut Avenue junction it should provide an overall improvement to those exiting this junction for their journey time on the A40 and reliability of journeys along the corridor.	No further action.
Traffic Management	Install traffic islands at Chestnut Avenue and Bassetsbury Lane junctions.	Not identified as a priority through the scheme development.	No further action.
Traffic Management	M40 slip road is often congested at peak times, will the measures improve the situation here?	The corridor improvements will have an incidental improvement here through reduced congestion and improved journey times.	No further action.
Traffic Management	Not addressing delays on A40 caused by right turning traffic at Queens Road .	Insufficient highway width in this location to provide a dedicated right turn lane.	No further action.
Traffic Management	Re-sign the A40 as it is currently insufficient and needs updating for unfamiliar motorist.	It is acknowledged that some localised improvements for route continuity are required. Signs will be updated as required within proposed junction improvements.	Concerns passed to TfB to address missing signs and include in any future signage updates.
Traffic Management	Enforce the bus lanes.	CCTV is being installed along the corridor which will provide better coverage and future capability to enforce bus lane violations. It is however currently not BCC policy to carry out enforcement.	No further action.
Traffic Management	Consideration should be given to use of tidal flow to provide 2 lanes out of HW in the AM and 2 lanes into HW in the PM.	The use of tidal flow has been discounted for the A40 corridor due to the high cost, potential land take requirements, negative visual impacts of infrastructure and severance issues arising.	No further action.