

Category/Location	Concern/Objection Raw	Response	Action
Advanced Stop Lines	Advanced stop line for cyclists at traffic lights is a big no for me as it would increase frustration from motorists who wants to leave the area as quickly as possible, especially during peak hours and it would increase risks for cyclists especially as the speed limit on this road is 40mph. Cyclists should benefit from a shared footpath/cycleway like the one on Cressex Link, they should use the toucan crossing, but advanced stop line should not be proposed due to the reason given above.	We have considered this carefully and having undertaken a second stage Road Safety Audit agree with this recommendation to remove the Advanced Stop lines for cyclists	The proposal to remove the Advanced Stop Lines for cyclists has been accepted and the design updated accordingly
Advanced Stop Lines	You have put an area on the road in front of the queuing traffic where cyclists can go to the front -which I absolutely do NOT support. Traffic gets very heavy there, and cyclists should not be holding up the traffic, or risking their lives in rush hour. Although I feel there will be increased traffic at all times after the new businesses open. Please keep the cyclists off the roads!	We have considered this carefully and having undertaken a second stage Road Safety Audit agree with this recommendation to remove the Advanced Stop lines for cyclists	The proposal to remove the Advanced Stop Lines for cyclists has been accepted and the design updated accordingly
Advanced Stop Lines	And why add those 'advanced cyclist stop' sections on road if you want to take cyclists off road?!? BC really are setting themselves up for MORE complaints and objections from motorists about the scheme - for very little benefit to users! The same mistakes were made with Cressex /Link Road junction scheme! *faceslap*	We have considered this carefully and having undertaken a second stage Road Safety Audit agree with this recommendation to remove the Advanced Stop lines for cyclists	The proposal to remove the Advanced Stop Lines for cyclists has been accepted and the design updated accordingly
Advanced Stop Lines	I agree everything with the proposal expect for: - New advanced stop lines for cyclists in this proposal because it would be no use, I have never seen a cyclist on the road on this part of John Hall Way and it would cause danger if cyclists use the road continuing towards the Handy Cross roundabout as the speed limit is 40mph and it would be more risky for cyclists.	We have considered this carefully and having undertaken a second stage Road Safety Audit agree with this recommendation to remove the Advanced Stop lines for cyclists	The proposal to remove the Advanced Stop Lines for cyclists has been accepted and the design updated accordingly
Advanced Stop Lines	Advanced cycle stop lines only server to cause driver frustration.	We have considered this carefully and having undertaken a second stage Road Safety Audit agree with this recommendation to remove the Advanced Stop lines for cyclists	The proposal to remove the Advanced Stop Lines for cyclists has been accepted and the design updated accordingly
Construction disruption	Also what is the plan for minimal disruption for us during the roadworks as there will be a lot of noise and disruption.	Temporary Traffic Management will be put in place during the works to minimise any disruption to residents and businesses. Works are planned to take place during working hours with road closures only planned during the short road resurfacing phase which is planned to take place over several weekends during night-time.	In advance of the construction, Notices will be sent out to surrounding residents and businesses with details of the working hours and traffic management plans
Construction disruption	It appears the plans are almost finalised when will work take place, mornings, evenings? How will you manage traffic while changes take place? How much noise pollution will we have to put up with whilst work is taking place?	Temporary Traffic Management will be put in place during the works to minimise any disruption to residents and businesses. Works are planned to take place during working hours with road closures only planned during the short road resurfacing phase which is planned to take place over several weekends during night-time.	In advance of the construction, Notices will be sent out to surrounding residents and businesses with details of the working hours and traffic management plans
Construction disruption	The project looks to be beneficial in the longterm however the timing could not be worse for local businesses like mine which are suffering from the pandemic. Just as we are re-opening, we are now faced with 6 months of disruption and likely reduction in business due to roadworks! I would like it to ideally be delayed by 6 months, failing that I would like to see a more detailed program which addresses the concerns of the businesses on crest road to understand how you are going to maintain access at all times for our customers.	Temporary Traffic Management will be put in place during the works to minimise any disruption to residents and businesses. Works are planned to take place during working hours with road closures only planned during the short road resurfacing phase which is planned to take place over several weekends during night-time.	In advance of the construction, Notices will be sent out to surrounding residents and businesses with details of the working hours and traffic management plans
Construction disruption	The Acovns are properties for older people. it would be nice if you could communicate night time working hours so that we know	Temporary Traffic Management will be put in place during the works to minimise any disruption to residents and businesses. Works are planned to take place during working hours with road closures only planned during the short road resurfacing phase which is planned to take place over several weekends during night-time.	In advance of the construction, Notices will be sent out to surrounding residents and businesses with details of the working hours and traffic management plans
Construction disruption	The noise level is my great concern. When the work is carried out, the apple tree near the proposed new junction needs cutting down, it over hangs in my garden causing a mess.	Temporary Traffic Management will be put in place during the works to minimise any disruption to residents and businesses. Works are planned to take place during working hours with road closures only planned during the short road resurfacing phase which is planned to take place over several weekends during night-time.	In advance of the construction, Notices will be sent out to surrounding residents and businesses with details of the working hours and traffic management plans
Cressex development	Absolutely ridiculous that anyone in Wycombe council could deem that having a 3rd Aldi and a 4th McDonalds is what this town needs. It's becoming a slum with no prospects. What's different in Wycombe compared to the likes of Slough and Uxbridge? They've actually got better shops in the surrounding area! A nice little outlet village, Costco, IKEA not a million miles away. Wycombe will now be dominated by cheap supermarkets and fast food restaurants. Just what we need NOT!	A separate Public Consultation is being held by Aldi/McDonalds (www.aldiconsultation.co.uk/crestroad) providing the opportunity for all concerned parties to give formal feedback on the development proposals	A separate Public Consultation carried out by Aldi/McDonalds in August/September is considering the findings and public opinion in relation to their development proposals – this is subject to planning approval as the next stage
Cressex development	We do not need another cheap fast food restaurant to further fuel obesity and unhealthy food choices in the area nor does the town need another supermarket. It would be irresponsible of BCC to continue to encourage further issues by supporting this type of development. There is an existing McDonalds situated not 2 minutes walk at Asda and already the local area is littered with rubbish from this location. With regards to Aldi the town has enough of them already and the proposed site is right next to an Asda superstore and just around the corner from the recently built Waitrose. Why can't you be more creative and use the site for some good for the whole of the community rather than just developing more big box prefab buildings that add no value to the area but bring increased traffic, poor air quality and litter. I do not support the proposed Aldi/McDonalds plan. You have a chance to do something that can add value or legacy to the area that needs improving please use it wisely!	A separate Public Consultation is being held by Aldi/McDonalds (www.aldiconsultation.co.uk/crestroad) providing the opportunity for all concerned parties to give formal feedback on the development proposals	A separate Public Consultation carried out by Aldi/McDonalds in August/September is considering the findings and public opinion in relation to their development proposals – this is subject to planning approval as the next stage
Cressex development	Not sure there is a need for another fast food outlet (MacDonalds) as the Government wants to cut the advertising on unhealthy food and obesity in the country. The addition of an Aldi store in the area is a very welcome idea from my point of view.	A separate Public Consultation is being held by Aldi/McDonalds (www.aldiconsultation.co.uk/crestroad) providing the opportunity for all concerned parties to give formal feedback on the development proposals	A separate Public Consultation carried out by Aldi/McDonalds in August/September is considering the findings and public opinion in relation to their development proposals – this is subject to planning approval as the next stage
Cressex development	While of course i'm in favour of development in line with increased traffic, these proposals again look as if they were planned by someone who has never walked, cycled or driven around these roads. In summary, i can't wait for a new Aldi and McDonalds so chavs can hang out in the car park, throw litter everywhere and do burnout races along John Hall Way before sitting at the lights.	A separate Public Consultation is being held by Aldi/McDonalds (www.aldiconsultation.co.uk/crestroad) providing the opportunity for all concerned parties to give formal feedback on the development proposals	A separate Public Consultation carried out by Aldi/McDonalds in August/September is considering the findings and public opinion in relation to their development proposals – this is subject to planning approval as the next stage
Cressex development	Why McD and Aldi when we already have these shops in town, or three in the case of McD. Surely there are different shops that we don't have already that could take the site on and would bring more business to the area.	A separate Public Consultation is being held by Aldi/McDonalds (www.aldiconsultation.co.uk/crestroad) providing the opportunity for all concerned parties to give formal feedback on the development proposals	A separate Public Consultation carried out by Aldi/McDonalds in August/September is considering the findings and public opinion in relation to their development proposals – this is subject to planning approval as the next stage
Cressex development	McDonalds and Aldi is definitely not needed here there are enough of them in the town already. What is needed is a food hub like in Milton Keynes with a range of restaurants and hotels to encourage people to the area and provide more jobs that just a McDonalds and Aldi would and provide a place close to the M40 that is nice to eat, stay, sit and relax, five guys, turtle bay, cabanna etc would all be better and the food healthier too!	A separate Public Consultation is being held by Aldi/McDonalds (www.aldiconsultation.co.uk/crestroad) providing the opportunity for all concerned parties to give formal feedback on the development proposals	A separate Public Consultation carried out by Aldi/McDonalds in August/September is considering the findings and public opinion in relation to their development proposals – this is subject to planning approval as the next stage
Cressex development	I have two reservations regarding the project. Firstly, the increase in traffic on an already heavily used John Hall Way. This road has already witnessed a massive traffic increase in recent years. There have been 'improvements' and 'upgrades' over the last several years, which only cause traffic increase and the relevant dangers and pollution's that come with it ie speeding vehicles, discarded litter, road grime, noise and air pollution. The residents of property adjoining the road suffering enormously, whereas other roads in the area have had traffic relieved at the expense of John Hall Way eg Cressex Road. My second reservation is the parking situation in Lansdowne Way and adjoining roads. These residential roads that connect to John Hall Way are used for car parking by people using the nearby retail outlets, cinema etc. and commuting from the Cressex Hub (to name a few), irrespective of the public car parks in the area. This causes unnecessary nuisance and inconvenience to residents, and in some cases danger to other road users and pedestrians. Could the installation of some sort of restricted or residents parking scheme be implemented in this area because this situation will only get worse with the new developments. Along with the parking nuisance will come the litter problem which accompanies any fast food establishment, with people eating their take- away meals in cars and depositing their rubbish in the street. This happens quite regularly and in attempt to keep the locality tidy the residents clear it up	A separate Public Consultation is being held by Aldi/McDonalds (www.aldiconsultation.co.uk/crestroad) providing the opportunity for all concerned parties to give formal feedback on the development proposals	A separate Public Consultation carried out by Aldi/McDonalds in August/September is considering the findings and public opinion in relation to their development proposals – this is subject to planning approval as the next stage
Cressex development	This whole project for the Cressex Estate is flawed. It seems every time there is a spare piece of land in High Wycombe, the Council decide to allow another Lidl or Aldi to be built. There is no knowing what the demand for supermarkets will be as the Corona virus crisis develops. If Lidl and Aldi disappear as quickly as they have appeared, this will be a major disaster for High Wycombe. Allowing Aldi to open a supermarket at Cressex could easily cause Asda to close down, creating another Cressex Island wasteland. This land is a brown field site and could be put to better use with more imagination. At the very least it could be used for solving the housing shortage, instead of destroying more green belt land to do so. The Council should not rush in to spending millions on this project until we have a better idea as to how the future will pan out.	A separate Public Consultation is being held by Aldi/McDonalds (www.aldiconsultation.co.uk/crestroad) providing the opportunity for all concerned parties to give formal feedback on the development proposals	A separate Public Consultation carried out by Aldi/McDonalds in August/September is considering the findings and public opinion in relation to their development proposals – this is subject to planning approval as the next stage
Cressex development	I doubt the aim of "reduced future congestion" will work if (yet) another Aldi and McDonalds are built on the Island, which will lead to increased traffic levels overall.	A separate Public Consultation is being held by Aldi/McDonalds (www.aldiconsultation.co.uk/crestroad) providing the opportunity for all concerned parties to give formal feedback on the development proposals	A separate Public Consultation carried out by Aldi/McDonalds in August/September is considering the findings and public opinion in relation to their development proposals – this is subject to planning approval as the next stage
Cressex development	I have questions on propose why doesnt it go to a planning committee and residents given the opportunity to speak as if approval is by the cabinet member alone it isnt a democratic process for those concerned.	A separate Public Consultation is being held by Aldi/McDonalds (www.aldiconsultation.co.uk/crestroad) providing the opportunity for all concerned parties to give formal feedback on the development proposals	A separate Public Consultation carried out by Aldi/McDonalds in August/September is considering the findings and public opinion in relation to their development proposals – this is subject to planning approval as the next stage
Cressex development	What will the commerce units look like? are there plans for offices to be built or are they storage units?	A separate Public Consultation is being held by Aldi/McDonalds (www.aldiconsultation.co.uk/crestroad) providing the opportunity for all concerned parties to give formal feedback on the development proposals	A separate Public Consultation carried out by Aldi/McDonalds in August/September is considering the findings and public opinion in relation to their development proposals – this is subject to planning approval as the next stage

Cressex development	We don't need another Aldi, and we certainly don't need a fourth McDonalds in the town. There's already one in Asda, right next door to this new proposal.	A separate Public Consultation is being held by Aldi/McDonalds (www.aldiconsultation.co.uk/crestroad) providing the opportunity for all concerned parties to give formal feedback on the development proposals	A separate Public Consultation carried out by Aldi/McDonalds in August/September is considering the findings and public opinion in relation to their development proposals – this is subject to planning approval as the next stage
Cressex development	Very much against the Drive through McDondals. The mess up here is already disgusting	A separate Public Consultation is being held by Aldi/McDonalds (www.aldiconsultation.co.uk/crestroad) providing the opportunity for all concerned parties to give formal feedback on the development proposals	A separate Public Consultation carried out by Aldi/McDonalds in August/September is considering the findings and public opinion in relation to their development proposals – this is subject to planning approval as the next stage
Cressex development	I am not in support at all for development of Drive through McDonalds and ALDI. We already have 2 large supermarket in the area and a McDonadals. There is no mention of road development leading off the Handy Cross roundabout and the impact of more traffic it is already a nightmare trying to exit or entry to the housing estate.	A separate Public Consultation is being held by Aldi/McDonalds (www.aldiconsultation.co.uk/crestroad) providing the opportunity for all concerned parties to give formal feedback on the development proposals	A separate Public Consultation carried out by Aldi/McDonalds in August/September is considering the findings and public opinion in relation to their development proposals – this is subject to planning approval as the next stage
Cressex development	Do we really need another supermarket and fats food shop, what are you all thinking. W e hear all government talk about obesity and your putting another McDondals there is one in ASDA AT THE Turnpike, there is a fish and chip, indian, pizza and chicken shop, also another supermarket we have som many, rather you transform the shop next to cinema that build new stuff	A separate Public Consultation is being held by Aldi/McDonalds (www.aldiconsultation.co.uk/crestroad) providing the opportunity for all concerned parties to give formal feedback on the development proposals	A separate Public Consultation carried out by Aldi/McDonalds in August/September is considering the findings and public opinion in relation to their development proposals – this is subject to planning approval as the next stage
Cressex development	Aldi already have two other sies in wycome, we don't need a third stor particularly as ASDA is a stonethrow away + they already have McDonalds facilities. The drive through restaurant will see an increase in traffic + litter + food boxes left behind.	A separate Public Consultation is being held by Aldi/McDonalds (www.aldiconsultation.co.uk/crestroad) providing the opportunity for all concerned parties to give formal feedback on the development proposals	A separate Public Consultation carried out by Aldi/McDonalds in August/September is considering the findings and public opinion in relation to their development proposals – this is subject to planning approval as the next stage
Cycle path	The cycleway and footpath improvements are token, they are for almost no-one.	For improved safety the proposed new cyclist and pedestrian shared use cycleway has been designed as wide as possible within the carriageway constraints. The width is 3 metres on the south eastern side of JHW, and although narrower on the south western side of JHW there is very good visibility to see a long way ahead	A Stage 2 Road Safety Audit has been carried out and the design will be updated to take into account any recommendations
Cycle path	In relation to the cycleway shared with the footpath, I agree with the proposal as the road limit is 40mph and it would be a danger to the cyclists to use the road as this road is built for traffic that is heading to/from Handy Cross Roundabout.	Noted	No further action
Cycle path	How do the cycleways work? It confuses me that it looks like you intend for the cyclists to share the footpath with pedestrians, which I fully support.	Noted	No further action
Cycle path	My reservations are to do with the proposed shared use cycle and pedestrian route on the south side of John Hall Way. - What studies have been done to confirm that this provision will be suitable for the cyclists who may use it? Are the cyclists who use the existing cycle routes in Holmers Farm Way and the Handy Cross roundabout local commuters travelling to and from work or college, or cyclists on longer rides? The latter are likely to be cycling faster than commuters, and will be reluctant to use a shared use path as this will involve slowing down because of the crossing points and the pedestrians on the path. A dedicated cycle lane would be preferable in this case - both for the cyclists and pedestrians. - As it is only on one side of the road, cyclists will be travelling in both directions. This does not seem safe. It would be better to have separate provision for cyclists on both sides of John Hall Way. - Will the access roads to the proposed Aldi and MacDonaldis cut across the shared use path, or be routed southwards towards Crest Road? The latter would certainly be safer.	For improved safety the proposed new cyclist and pedestrian shared use cycleway has been designed as wide as possible within the carriageway constraints. The width is 3 metres on the south eastern side of JHW, and although narrower on the south western side of JHW there is very good visibility to see a long way ahead	A Stage 2 Road Safety Audit has been carried out and the design will be updated to take into account any recommendations
Cycle path	Great to use 'intelligent' lights. But it would be far better to add a dedicated cycle way alongside the pedestrian path on south side of crest way. Cyclists will not use if having to share with pedestrians for safety reasons and you will be pushing them back onto road!! PLEASE look at examples in Holland etc.	For improved safety the proposed new cyclist and pedestrian shared use cycleway has been designed as wide as possible within the carriageway constraints. The width is 3 metres on the south eastern side of JHW, and although narrower on the south western side of JHW there is very good visibility to see a long way ahead	A Stage 2 Road Safety Audit has been carried out and the design will be updated to take into account any recommendations
Cycle path	I can't see that anyone would cycle to/from the handy cross roundabout given the volume and type of traffic on it and adjoining motorway and A404 dual carriageway. That seems crazy. People wouldn't visit Aldi/Asda/John Lewis by bicycle as you can't carry many groceries! Cycle visits to shops tend to be smaller shops like Tesco Express in cressex. If the reason for doing this is health and fitness as is implied in the documentation then why put a McDonalds on the site???	For improved safety the proposed new cyclist and pedestrian shared use cycleway has been designed as wide as possible within the carriageway constraints. The width is 3 metres on the south eastern side of JHW, and although narrower on the south western side of JHW there is very good visibility to see a long way ahead	A Stage 2 Road Safety Audit has been carried out and the design will be updated to take into account any recommendations
Cycle path	Why are pedestrians and cyclists expected to share the path? Even if your own artist's impression you have a cyclist approaching two pedestrians with no room to pass. Nearer the lights there's another cyclist who is either going to encounter the same pedestrians and oncoming cyclist, or come up behind a mother pushing a small child in a pram. It doesn't take much common sense to realise these are both problems. Pedestrians (and therefore cyclists in this plan) have a long meandering path in order to cross the junction for no apparent reason. The proposals, as they stand, are neither pedestrian nor cyclist friendly.	For improved safety the proposed new cyclist and pedestrian shared use cycleway has been designed as wide as possible within the carriageway constraints. The width is 3 metres on the south eastern side of JHW, and although narrower on the south western side of JHW there is very good visibility to see a long way ahead	A Stage 2 Road Safety Audit has been carried out and the design will be updated to take into account any recommendations
Cycle path	Secondly whilst I support a cycle path from Handy Cross roundabout, looking at the proposals a cyclist travelling westbound will need to wait at two toucan crossings in order to cross Crest Road. If the council is really committed to approving cycling take up, you should align the two crossings and have a segment of the traffic light sequence that allows cyclists to wait once only. Else you will only encourage cyclists to use the main road to save time.	For improved safety the proposed new cyclist and pedestrian shared use cycleway has been designed as wide as possible within the carriageway constraints. The width is 3 metres on the south eastern side of JHW, and although narrower on the south western side of JHW there is very good visibility to see a long way ahead	A Stage 2 Road Safety Audit has been carried out and the design will be updated to take into account any recommendations
Cycle path	Can highway infrastructure design please come into the 21st century and actually promote 'active transportation' rather than waste money paying lip service to it? Projected demand for cycling/walking will always be low and projected car volumes always get higher unless we start engineering local roads and connections making usability and maximise movement of people the priority instead of this 1960's idea of maximising volume and speed of cars on/through a road. Please use new government guidance, and Bucks councils own 'vision' for more sustainable transport designs... https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/904088/cycle-infrastructure-design-ltn-1-20.pdf	For improved safety the proposed new cyclist and pedestrian shared use cycleway has been designed as wide as possible within the carriageway constraints. The width is 3 metres on the south eastern side of JHW, and although narrower on the south western side of JHW there is very good visibility to see a long way ahead	A Stage 2 Road Safety Audit has been carried out and the design will be updated to take into account any recommendations
Cycle path	The traffic along John Hall Way consists of articulated lorries, trade vehicles and private cars. The nature of the businesses now(and as proposed) on the Cressex island (supermarkets, household goods, entertainment) mean that vehicles are essential for carrying goods, shopping, etc. There will be no demand for using cycles because people who shop at supermarkets can't carry trolley loads of goods on pedal bikes! This will not be a conducive area for walking and cycling! I accept that the Council are trying to connect the cycleway between Handy Cross and Homers Farm Way/Link Road. If they insist on doing this, perhaps they could do so by making a short cycle path around the south perimeter of the Holiday Inn connecting to Crest Road which will be a marginally preferable route to John Hall Way. I also note that residents wishing to cycle out from the nearby Gillfield Road/Lansdowne road estate (who maybe are the ones most likely to use cycles in this vicinity) will be unable to join the proposed cycleway without emerging from the uncontrolled exit from the estate into John Hall Way and crossing 4 lanes of busy traffic! So they won't use it. They'll either cut through using a footpath between Gillfield Close and Marlow Road if going east, or ride along the roads of the estate and emerge onto the Link Road if going west.	For improved safety the proposed new cyclist and pedestrian shared use cycleway has been designed as wide as possible within the carriageway constraints. The width is 3 metres on the south eastern side of JHW, and although narrower on the south western side of JHW there is very good visibility to see a long way ahead	A Stage 2 Road Safety Audit has been carried out and the design will be updated to take into account any recommendations
Cycle path	I do approve of the addition of new cycleways.	Noted	No further action
Cycle path	The money spent on cycleway on the link road cross, what a waste I have never seen a cyclist use. I have seen one on the road.	For improved safety the proposed new cyclist and pedestrian shared use cycleway has been designed as wide as possible within the carriageway constraints. The width is 3 metres on the south eastern side of JHW, and although narrower on the south western side of JHW there is very good visibility to see a long way ahead	A Stage 2 Road Safety Audit has been carried out and the design will be updated to take into account any recommendations
Cycle path	Fed up with bikes coming from behind on pavements. If I had moved over (eg to cross road) bike would have hit me/ bikewayds should be on road not footpath + you have the footway in between the cycleway. Go to Amsterdan and you will see the cycleway in nearest the road, not the footway	For improved safety the proposed new cyclist and pedestrian shared use cycleway has been designed as wide as possible within the carriageway constraints. The width is 3 metres on the south eastern side of JHW, and although narrower on the south western side of JHW there is very good visibility to see a long way ahead	A Stage 2 Road Safety Audit has been carried out and the design will be updated to take into account any recommendations
Design	The westbound route from Handy Cross roundabout needs to be two lanes throughout to the Cressex Road Roundabout	Junction modelling has identified that there is a need for 2 lanes on the exit of the junction to provide the necessary capacity to cope with future traffic growth.	No further action
Design	It would be useful if the scheme was extended a little. The pavement to the North side of Crest Road should be extended right round to Asda and a pedestrian crossing, Zebra or Pelican, introduced for access to Asda. Currently there is no pedestrian crossing to get to the Asda Island making access difficult when there is a lot of traffic.	Beyond the scope of the project.	No further action
Design	I think you'd be much better off sorting out the roads around the Turnpike roundabout in cressex. Where the Tesco Express is there are so many exits, entrances, crossing points there are many opportunities for the traffic to be blocked. This is where the money should be spent.	Beyond the scope of the project.	No further action
Design	The immediate reduction from a 2 lane carriageway to a 1 lane carriageway after the junction with Crest road when travelling west on John Hall Way will cause exactly the same problems as other places in Wycombe, e.g Queen Alexandra Road into Crendon St-London Rd junc with retail park in Wycombe Marsh-Oxford rd junc with Bridge St. Confrontation between road users, danger to Cyclists and Use of horns and shouting. Frequent low speed collisions blocking the road.	The provision of merge in turn lanes is a recognised approach to maximise highway and junction capacity within constrained environments.	No further action
General negative	I do not pass this way on the way home! If it helps others with their route to and from work and is value for money, I am all for it. If the road needs amending time and again after the improvement works, as in previous traffic 'improvements' initiated by WDC, then please save the tax payer's money and motorists the unnecessary disruption.	Noted	No further action
General negative	Where is the vision? Simplify the plan and look further forward than a few years. Add trees, don't remove them. Use measures to slow traffic that are not traffic lights- Soon this town will have more traffic lights than people!	Beyond the scope of the project.	No further action
General positive	It looks like a great improvement.	Noted	No further action
General positive	I support the road improvements as it currently is in an incredibly poor state.	Noted	No further action
General positive	Think it will improve the landscape of the area and create more jobs.	Noted	No further action

General positive	Small improvements are positive but I don't believe the traffic difficulties experienced by all businesses on Cressex business park will be solved without a significant change to the Handy Cross roundabout including direct access onto the M40 motorway from a number of the roads leading onto the roundabout. The problem with adding additional businesses such as a McDonalds drive through and an Aldi supermarket add even more traffic to the Handy Cross roundabout that barely copes. I support the proposal but not the addition of businesses that will increase the traffic even further.	Noted	No further action
General positive	I use this road often at all times of day, I've never seen a cyclist and have not experienced bad delays at the existing roundabout, it works well.	Noted	No further action
General positive	I think this is a good scheme, and I especially like how it will open up redevelopment of the Cressex Island with retail stores. Particularly ALDI! It will also tidy up the area. It will also be easier for people in Marlow to access out of town stores without having to go through High Wycombe.	Noted	No further action
General positive	Good project- the lights at the Hughenden Avenue / Boulevard are intelligent ones- and they work a treat. I've been wanting something to be done with that wasteland that was once the Park and Ride, and I'm glad things are progressing, alongside this junction improvement. Not related to this junction but please install a sign on Marlow Road telling you about Handy Cross- it's not good for a local road to just hit a motorway junction with no warning.	Noted	No further action
General positive	It looks much safer, I walk there often and find the footpath too small	Noted	No further action
Lansdowne Way	I live on Lansdowne Way and already know that the traffic struggles trying to get out of our road. This system is not going to make getting out of our road any easier especially if you wish to turn right towards Asda. Traffic lights do not allow for free flowing traffic. Also having cyclists on the pavement would not encourage me to walk in fact quite the opposite, parts of that road are hilly and you do not want to be sharing a pavement with a bike going silly speeds downhill. I think residents of Lansdowne Way and the adjoining roads who have no option but to use this one junction to get into and out of the road should have been consulted about this before now.	The introduction of signals will provide the residents of Lansdowne Way with 'gaps' in the flow of traffic enabling more opportunities to exit/enter onto John Hall Way. Retaining the right hand turn from JHW into Crest Road will support this.	No further action
Lansdowne Way	How is this going to affect access to and from Lansdowne Way. We already struggle to turn right from our road. Increased traffic will be a nightmare. The amount of cars on this estate should not be underestimated.	The introduction of signals will provide the residents of Lansdowne Way with 'gaps' in the flow of traffic enabling more opportunities to exit/enter onto John Hall Way. Retaining the right hand turn from JHW into Crest Road will support this.	No further action
Lansdowne Way	Please can someone assure me that steps will be taken at this opportune time to ensure that residents of Lansdowne Way (and this includes elderly people at The Acorns) have better and safer access to their homes? I cannot see that replacing a roundabout with traffic lights is going to make it any safer for us. We take our lives in our hands every time we try and get in and out of Lansdowne way, having to go half way across the oncoming traffic to have any chance of exiting to the right on the same day we set out! This is such a dangerous junction in an area of young families and elderly residents.	The introduction of signals will provide the residents of Lansdowne Way with 'gaps' in the flow of traffic enabling more opportunities to exit/enter onto John Hall Way. Retaining the right hand turn from JHW into Crest Road will support this.	No further action
Lansdowne Way	Please ensure that any proposals for development and/or road signals include something to assist people turning right or left out of Lansdowne Way. Even now it is very busy and it will only get worse. Risk of people taking risks to get out and accidents. Also parking at the end of Lansdowne Way where it meets John Hall Way should also be prevented as this also increases risk of accidents.	The introduction of signals will provide the residents of Lansdowne Way with 'gaps' in the flow of traffic enabling more opportunities to exit/enter onto John Hall Way. Retaining the right hand turn from JHW into Crest Road will support this.	No further action
Lansdowne Way	It is critically important that the entry and exit to Lansdowne way are improved too. The crossing and any additional traffic will potentially make this more dangerous for residents. It's already very precarious exiting with the amount of traffic as it stands. In addition, the road conditions in the area are appalling and money should be funnelled towards improving this.	The introduction of signals will provide the residents of Lansdowne Way with 'gaps' in the flow of traffic enabling more opportunities to exit/enter onto John Hall Way. Retaining the right hand turn from JHW into Crest Road will support this.	No further action
Lansdowne Way	Additional traffic calming measures required on John hall way near other junctions e.g. Lansdowne. Reduce speed limit from 40 to 30 for cyclist and pedestrian safety.	The introduction of signals will provide the residents of Lansdowne Way with 'gaps' in the flow of traffic enabling more opportunities to exit/enter onto John Hall Way. Retaining the right hand turn from JHW into Crest Road will support this.	No further action
Lansdowne Way	I would like traffic lights to get out of landsdown way onto J.H Way. When John Lewis has a sale , and most business days its very difficult to get onto J.H Way	The introduction of signals will provide the residents of Lansdowne Way with 'gaps' in the flow of traffic enabling more opportunities to exit/enter onto John Hall Way. Retaining the right hand turn from JHW into Crest Road will support this.	No further action
Lansdowne Way	I have great concerns about access to/from Lansdowne which is already extremely dangerous. Any increase in traffic is not acceptable in terms of noise distress and safety of residents in landsdowne way.	The introduction of signals will provide the residents of Lansdowne Way with 'gaps' in the flow of traffic enabling more opportunities to exit/enter onto John Hall Way. Retaining the right hand turn from JHW into Crest Road will support this.	No further action
Lansdowne Way	Will traffic lights hinder exit from Lansdowne way.	The introduction of signals will provide the residents of Lansdowne Way with 'gaps' in the flow of traffic enabling more opportunities to exit/enter onto John Hall Way. Retaining the right hand turn from JHW into Crest Road will support this.	No further action
Lansdowne Way	It is hard to get out of Lansdowne way now, it will be harder with the traffic lights on crest road and J.H WAY. O.A.P walk in J.H Way for bus, cycleway and foot path will not be safe for O.A.P	The introduction of signals will provide the residents of Lansdowne Way with 'gaps' in the flow of traffic enabling more opportunities to exit/enter onto John Hall Way. Retaining the right hand turn from JHW into Crest Road will support this.	No further action
Maintenance	The trees within Cressex School reduced to allow more natural light on to a section of road that has seen a fatal accident in recent years. Similarly, road marking along the section from the Cressex Link & the Turnpike roundabout need to be improved and parking restrictions applied immediately south of the Turnpike roundabout.	Noted	Passed to TFB maintenance teams for attention.
Maintenance	Whatever happens the road at the junction is definitely in need of resurfacing.	Resurfacing of large section of John Hall Way and Crest Road to be undertaken as part of the scheme.	No further action
Traffic signals	How can you ensure that the introduction of new traffic signals at the junction of Crest Road and John Hall Way will not cause a traffic jam at the Handy Cross roundabout? This is the concern I have about creating a traffic signal at the Crest Road/ John Hall Way junction.	Modelling indicates the new intelligent signalised junction will control the traffic capacity of the roundabout and reduce congestion, particularly along John Hall Way and the Handy Cross roundabout. Overall traffic flow should improve, particularly at peak times.	Extra attention will be paid during signal validation and testing phase to ensure no impact on Handy Cross roundabout.
Traffic signals	Looks like the plan (as usual) is to throw lots of traffic lights in to slow traffic and increase long-term expense. Have Wycombe's road planners even driven around the area? I feel this endangers and enrages drivers, eg by giving them 2 lanes at the lights then narrowing almost immediately to 1.	Modelling indicates the new intelligent signalised junction will control the traffic capacity of the roundabout and reduce congestion, particularly along John Hall Way and the Handy Cross roundabout. Overall traffic flow should improve, particularly at peak times.	Extra attention will be paid during signal validation and testing phase to ensure no impact on Handy Cross roundabout.
Traffic signals	I fully support the traffic light option proposed by the Council as it would reduce peak time congestion for motorists but I disagree with adding a new lane from Handy Cross Roundabout John Hall Way going towards Sands/Aylesbury as it would create confusion and there is no problem with congestion from Handy Cross to Sands/Aylesbury on this part of John Hall Way, but I agree with adding a new lane from Crest Road to Handy Cross Roundabout.	Junction modelling has identified that there is a need for 2 lanes on the exit of the junction to provide the necessary capacity to cope with future traffic growth.	No further action
Traffic signals	The introduction of more traffic light will slow traffic flow even more than currently happens. The Crest Road junction should instead be made a one way exit for westbound traffic on John Hall Way, and no right turn for all eastbound traffic. This would avoid, or at least reduce the tailbacks that frequently occur on the Handy Cross roundabout for traffic joining the A4010. Traffic on Crest Road should travel west to turn right on to Holmers Farm Way and join John Hall Way at the Cressex Link roundabout. If the decision is made to install traffic lights the proposed Toucan crossing on Crest Road needs to be straight across all lanes and closer to the junction to minimise cost of installation and improve crossing time for pedestrians.	Modelling indicates the new intelligent signalised junction will control the traffic capacity of the roundabout and reduce congestion, particularly along John Hall Way and the Handy Cross roundabout. Overall traffic flow should improve, particularly at peak times.	Extra attention will be paid during signal validation and testing phase to ensure no impact on Handy Cross roundabout.
Traffic signals	I'm a long term (20+ years) resident of Lansdowne Way and a dog owner who regularly (daily) exercises the dog in this area and surrounding roads. At such I feel I have intimate knowledge of traffic issues in the area through personal observation. I have in the past brought traffic issues to the attention of my Bucks Councillor, specifically the lack of pedestrian crossing protection close to the Handy Cross roundabout both in the A4010 and Marlowe Road. That said, whilst I support the installation of a Zebra Pedestrian Crossing I feel that the proposal is ill placed to serve the needs of the largest volume of foot traffic which from my observations occurs at or near the junction of the A4010 and Lansdowne Way. In respect of the replacement of the roundabout with traffic lights, I would make the following comments. 1) The traffic flow east & west on the A4010 is rarely, if ever, impeded by the existence of this roundabout. 2) There can be a build up of traffic north on Crest Road but generally this clears relatively quickly and I can't say that my return journey from Asda has ever been seriously delayed by such a build up - other than when the Handy Cross roundabout has been grid-locked. 3) The existing roundabout allows continuous flow for traffic exiting the Handy Cross roundabout. Replacing this with Traffic Lights opens the possibility that at times of very high traffic flow the red light will cause traffic to back up onto the Handy Cross roundabout causing it to grid lock. You will be aware of the grid lock history of the Handy Cross and whilst its redesign has very significantly reduced the occurrence I have observed on many occasions since that it has been a very close thing - backing up from the A4010 will undoubtedly re-introduce the phenomenon. Exceptionally high east/west traffic flows occur at peak retail activity, particularly at John Lewis and Asda. I drew attention to this threat at the time of the proposed development of the Costco site on the Cressex Island. 4) Traffic turning right when exiting Lansdowne Way may well be impeded by traffic queues caused by these proposed traffic lights. This manoeuvre is already fraught with hazard due to the speed with which traffic exists the Handy Cross - I'm of the opinion that this proposal will make matters worse.	We have undertaken modelling which indicates no immediate concerns regarding traffic queuing back to the M40 J4 Handy Cross roundabout. The new intelligent signalised junction will control the traffic capacity of the roundabout and reduce congestion, particularly along John Hall Way and the Handy Cross roundabout. MOVA signals control has been applied to the design to improve efficiency - and future proofing has been included in the design to allow linking between the new Crest Road junction signals and the Handy Cross signals to ensure queuing traffic does not interfere with the operation of Handy Cross	Extra attention will be paid during signal validation and testing phase to ensure no impact on Handy Cross roundabout.
Traffic signals	I do not agree with the traffic lights on the junction of John Hall Way by NEXT. A roundabout would create a much better flow of traffic. How many traffic lights from the bottom of Marlow Hill to John Lewis for example? At least SEVEN already, within a mile. Stop start stop start. Roundabouts help traffic to flow. Please don't give us more traffic lights.	Modelling indicates the new intelligent signalised junction will control the traffic capacity of the roundabout and reduce congestion, particularly along John Hall Way and the Handy Cross roundabout. Overall traffic flow should improve, particularly at peak times.	Extra attention will be paid during signal validation and testing phase to ensure no impact on Handy Cross roundabout.
Traffic signals	Please, not more traffic lights. Surely roundabouts are the way to go to keep traffic moving. How many times have I sat at a red light when all around is clear? As a suggestion, at traffic lights, could we not have a left turn filter lane that is give way and not controlled by the lights?	Modelling indicates the new intelligent signalised junction will control the traffic capacity of the roundabout and reduce congestion, particularly along John Hall Way and the Handy Cross roundabout. Overall traffic flow should improve, particularly at peak times.	Extra attention will be paid during signal validation and testing phase to ensure no impact on Handy Cross roundabout.

Traffic signals	High Wycombe does not need another set of traffic lights, especially ones that are so close to Handy Cross roundabout. If traffic lights are implemented here, then the traffic flow from the roundabout will be slower and therefore more traffic building up on each of the entrances to Handy Cross roundabout which has traffic lights already! What needs to be done is the roundabout kept, but improve the other roundabouts that are in the area (mainly roundabouts at ASDA/TGI Fridays, Holmers Farm Way/Crest Rd and Holmers Farm Way/A4010). These would then encourage local residents to go different ways instead of the one way. A simple search is that researchers at Kansas State University found that average delays were 65% less at roundabouts than at signalised intersections. Therefore introducing a new signalised intersection would mean more delays in an already high traffic area. Furthermore, roundabouts are significantly safer, as cars approach the roundabout slower than they would at signals. In conclusion, the new plans to create a cycle way which can be extended to the roundabout and along the A4010 - however I do not support the introduction of new traffic signals at the junction of Crest Rd and John Hall Way	Modelling indicates the new intelligent signalised junction will control the traffic capacity of the roundabout and reduce congestion, particularly along John Hall Way and the Handy Cross roundabout. Overall traffic flow should improve, particularly at peak times.	Extra attention will be paid during signal validation and testing phase to ensure no impact on Handy Cross roundabout.
Traffic signals	Why fix something that isn't broken. The roundabout works perfectly well. The lights will cause traffic jams and chaos.	Modelling indicates the new intelligent signalised junction will control the traffic capacity of the roundabout and reduce congestion, particularly along John Hall Way and the Handy Cross roundabout. Overall traffic flow should improve, particularly at peak times.	Extra attention will be paid during signal validation and testing phase to ensure no impact on Handy Cross roundabout.
Traffic signals	Flow of traffic around the existing crest road roundabout is pretty good. There is little interruption to the main flow along John Hall Way from traffic turning into/out of crest road. It only backs up if Handy Cross has a problem with congestion. It works well as it stands. Traffic lights would constantly hold up traffic on John Hall Way and cause it to back up to the Cressex Link Road roundabout. If you want to do something effective that would cost a lot less, paint yellow crosshatch boxes in the Cressex Link Road roundabout to prevent traffic from blocking it.	Modelling indicates the new intelligent signalised junction will control the traffic capacity of the roundabout and reduce congestion, particularly along John Hall Way and the Handy Cross roundabout. Overall traffic flow should improve, particularly at peak times.	Extra attention will be paid during signal validation and testing phase to ensure no impact on Handy Cross roundabout.
Traffic signals	Additional lane from John Hall Way continuing straight (A4010). I am against an additional lane from John Hall Way continuing straight towards Booker as it would cause more congestion when two lanes turn into one lane and it would cause more hassle for drivers on both lanes when it changes to one lane after the traffic light	Junction modelling has identified that there is a need for 2 lanes on the exit of the junction to provide the necessary capacity to cope with future traffic growth.	No further action
Traffic signals	Whilst I understand the need to increase traffic flow at peak time the bottle neck on John Hall Way is getting onto Handy Cross roundabout. The traffic already queues back to the roundabout from Handy Cross (both Morning and Evening). This will make the situation worse getting past the roundabout/traffic lights as you already have queuing on the roundabout blocking traffic coming off Handy Cross or and blocking access to and from Crest Road. With two lanes from Crest Road this will give more priority to that road over the John Hall Way causing longer delays during rush hour for people coming from Sands/ Cressex Business park.	Modelling indicates the new intelligent signalised junction will control the traffic capacity of the roundabout and reduce congestion, particularly along John Hall Way and the Handy Cross roundabout. Overall traffic flow should improve, particularly at peak times.	Extra attention will be paid during signal validation and testing phase to ensure no impact on Handy Cross roundabout.
Traffic signals	Don't support the proposals for the following reasons: 1. Unless signals are linked/coordinated to Handy Cross signals, it is likely to cause more traffic congestion. In the evening rush hour, eastbound traffic is regularly backed up from Handy Cross over the junction and often back to the roundabout with the Cressex Link Road. 2. An additional westbound through lane on John Hall Way is proposed when the main traffic congestion is in the eastbound direction! It is very rare for congestion at this junction in the westbound direction. 3. A traffic-light controlled junction in such close proximity to Handy Cross is likely to disrupt Handy Cross. Eastbound traffic is more likely to back up than with the existing free-flowing roundabout.	Modelling indicates the new intelligent signalised junction will control the traffic capacity of the roundabout and reduce congestion, particularly along John Hall Way and the Handy Cross roundabout. Overall traffic flow should improve, particularly at peak times.	Extra attention will be paid during signal validation and testing phase to ensure no impact on Handy Cross roundabout.
Traffic signals	We have quite strong views regarding the development of this area of Handy Cross and the impact it will have on the Cressex Business Park traffic. We believe there is a bigger potential for this scheme to cause additional problems with the flow of traffic to and from Handy Cross roundabout and will do nothing to relieve the flow to and from the Cressex. There is no yellow box shown on the junction which then has the potential for vehicles to block the flow of traffic. It's suggested that if this goes ahead a yellow box and traffic cameras are installed to prevent this. With plans for the new hotel to be built in the same area, these developments will also have an adverse impact on the amount and flow of traffic in the area which will contribute to the already high levels of air pollution. It is also suggested that the air quality impact report is made available for the development in this area. We do not support the proposed developments or this new junction until the bigger issue of traffic flow is addressed in the area which affects businesses on the Cressex.	Modelling indicates the new intelligent signalised junction will control the traffic capacity of the roundabout and reduce congestion, particularly along John Hall Way and the Handy Cross roundabout. Overall traffic flow should improve, particularly at peak times.	Extra attention will be paid during signal validation and testing phase to ensure no impact on Handy Cross roundabout.
Traffic signals	Traffic lights have been proven to be an inefficient method for controlling traffic flow. They cause tail backs of stationary traffic creating unnecessary pollution. They introduce times of nil traffic flow when red lights are showing in both directions before turning green in one. They cause delays, anger, frustration and dangerous driving by those who jump the lights. Traffic roundabouts ensure that traffic is always flowing through the junction.	Modelling indicates the new intelligent signalised junction will control the traffic capacity of the roundabout and reduce congestion, particularly along John Hall Way and the Handy Cross roundabout. Overall traffic flow should improve, particularly at peak times.	Extra attention will be paid during signal validation and testing phase to ensure no impact on Handy Cross roundabout.
Traffic signals	Traffic lights will cost the Council Tax payers more (for installation and maintenance). I have yet to be convinced that "intelligent" traffic lights actually work efficiently. It is pointless to attempt to improve traffic flow eastwards as it will only increase the length of the queues already caused by the traffic lights at Handy X. I suspect traffic lights could increase levels of pollution and fuel consumption - there is still a huge number of older vehicles without engine stop/start technology (I've looked at some papers on this subject, which admittedly are not that conclusive).	Modelling indicates the new intelligent signalised junction will control the traffic capacity of the roundabout and reduce congestion, particularly along John Hall Way and the Handy Cross roundabout. Overall traffic flow should improve, particularly at peak times.	Extra attention will be paid during signal validation and testing phase to ensure no impact on Handy Cross roundabout.
Traffic signals	There is no information pertaining to the relationship of the new junction to Handycross Roundabout. Any regular traffic travelling east intending to go towards either Marlow or M40 north would generally take the right hand lane over the new junction to be in the correct lane for the Handycross Junction. However as there is no filter lane for traffic turning right into Crest Road, any vehicles doing so would cause the follow on traffic to stop and possibly try and turn back into the left hand lane to move around the stopped car. This could create a greater danger than the current roundabout - whilst cars turning right would still stop the traffic entering the roundabout from Crest Road would create less of a timing issue than oncoming traffic entering the junction from the east. The junction therefore possibly required a filter lane to prevent turning traffic from holding up other vehicles wanting to carry straight on but which require or want to be in the right hand lane to avoid changing lanes later on in high density traffic (ie traffic that may already be close having already been stopped at a red light)	The right hand lane is for right and straight ahead; the long approach to the Handy Cross roundabout provides opportunity for drivers to change lane.	No further action
Traffic signals	The current roundabout caters for different traffic demand throughout the day and from my experience, does not suffer any significant congestion as there are alternative routes available, either via Crest Road or via John Hall Way. Introducing a controlled system, albeit an intelligent one, takes away this natural means of dealing with variable traffic demand and is more likely to lead to hold-ups and congestion in this area. The real problem is the Handycross Roundabout - both the quantity of traffic on it, the lack of understanding of the lane system, particularly where you have to switch 2 or more lanes between 2 sets of lights, and its frequent tendency to become gridlocked. The proposed additional development on Crest Road by Aldi and McDonalds will make traffic levels much worse and I cannot see this scheme providing any sort of solution to that or the problems encountered on the Handycross Roundabout on a daily basis. The whole plan needs to be re-thought, not simply some changes to the Crest Road junction.	Modelling indicates the new intelligent signalised junction will control the traffic capacity of the roundabout and reduce congestion, particularly along John Hall Way and the Handy Cross roundabout. Overall traffic flow should improve, particularly at peak times.	Extra attention will be paid during signal validation and testing phase to ensure no impact on Handy Cross roundabout.
Traffic signals	Why is this council so obsessed with replacing perfectly good roundabouts with traffic lights? Does one of you have shares in the manufacturer? They are never an improvement. London Rd is now festooned with them and it's stop-start all the way along. They are bad for traffic and bad for the environment.	Modelling indicates the new intelligent signalised junction will control the traffic capacity of the roundabout and reduce congestion, particularly along John Hall Way and the Handy Cross roundabout. Overall traffic flow should improve, particularly at peak times.	Extra attention will be paid during signal validation and testing phase to ensure no impact on Handy Cross roundabout.
Traffic signals	Roundabout keep traffic moving on J.H Way. T.L will stop traffic and cause more fumes etc, also cyclist and pedestrian don't mix	Modelling indicates the new intelligent signalised junction will control the traffic capacity of the roundabout and reduce congestion, particularly along John Hall Way and the Handy Cross roundabout. Overall traffic flow should improve, particularly at peak times.	Extra attention will be paid during signal validation and testing phase to ensure no impact on Handy Cross roundabout.
Traffic signals	Commuters going to work and back will still cause problems on that junction, there is a lot of traffic out there.	Modelling indicates the new intelligent signalised junction will control the traffic capacity of the roundabout and reduce congestion, particularly along John Hall Way and the Handy Cross roundabout. Overall traffic flow should improve, particularly at peak times.	Extra attention will be paid during signal validation and testing phase to ensure no impact on Handy Cross roundabout.
Tree removal	The removal of trees 'for visibility' is ridiculous unless the trees are in the middle of the road!	To improve visibility of the signal heads and therefore improve junction safety it is necessary to remove the overcrowded conifer trees. A full ecological survey has been undertaken including surveying nesting birds and protected species including bats. A replacement planting plan is being developed to support the surrounding environment	A replacement planting plan is being developed to support the surrounding environment
Tree removal	Are you going to keep the tree line on the North Side of John Hall Way between NEXT and Holmers Farm Way/Cressex Link roundabout or like everything else I expect they will be ripped out. It would give the "site" some shielding and drown out some of the noise from extra traffic on the site.	Trees will not be removed in this section.	No further action
Tree removal	Removal of trees to improve sight lines seems unnecessary when the traffic lights will negate the need to give way on approach, as you have to now with the roundabout configuration. We should be increasing the amount of trees to help combat climate change, not reducing them. If these particular trees are overgrown they should be coppiced appropriately, not felled.	To improve visibility of the signal heads and therefore improve junction safety it is necessary to remove the overcrowded conifer trees. A full ecological survey has been undertaken including surveying nesting birds and protected species including bats. A replacement planting plan is being developed to support the surrounding environment	A replacement planting plan is being developed to support the surrounding environment
Tree removal	The road layout as planned, including the cutting down of trees, will urbanise the area and make it increasingly unattractive.	To improve visibility of the signal heads and therefore improve junction safety it is necessary to remove the overcrowded conifer trees. A full ecological survey has been undertaken including surveying nesting birds and protected species including bats. A replacement planting plan is being developed to support the surrounding environment	A replacement planting plan is being developed to support the surrounding environment
Tree removal	If the installation of traffic lights does proceed then surely the removal of trees will not be necessary as the line of sight from Crest Road eastwards will not be an issue as traffic from that direction will be controlled by the traffic lights: with ever increasing levels of pollution and CO2 the last thing we need to be doing is cutting down trees.	To improve visibility of the signal heads and therefore improve junction safety it is necessary to remove the overcrowded conifer trees. A full ecological survey has been undertaken including surveying nesting birds and protected species including bats. A replacement planting plan is being developed to support the surrounding environment	A replacement planting plan is being developed to support the surrounding environment
Value for money	The costs of these projects for next to no gain is practically criminal (see shared space town masterplan and the whole of the London Road).	The proposed scheme facilitates the development of the 'Cressex Island' site, thereby supporting economic growth and employment opportunities.	No further action