



Bierton Traffic Calming Consultation Report

Summary of the Statutory Public Consultation undertaken from August to September 2022

Author: Andrew Cooper

Approved by: Highways Development Management

Date: September 2023

OVERVIEW

A statutory public consultation took place between the 30th August and 26th September 2022 in respect of a proposed traffic-calming scheme along the A418 Aylesbury Road, Bierton. This consultation was undertaken as a requirement of the obligations set out within the section 106 agreement relevant to the planning permission for the Kingsbrook development.

Barratt, David Wilson Homes (BDW) have previously undertaken informal consultations with Bierton Parish Council and Buckinghamshire Council (BC). The consultation plans presented as part of the formal consultation were a result of those discussions. The formal consultation sought to engage the wider public along with statutory consultees on the location and type of traffic-calming proposed.

The proposed traffic-calming scheme covers the section of the A418 Aylesbury Road through Bierton. The consultation therefore included a letter drop to frontages affected by the proposals, advertisement on site notices, a citizen space web page, and individual emails to statutory consultees. A public exhibition was also held at Jubilee Hall, Bierton on the 8th September 2022.

Consultation responses were directed via email to highwaysdm.av@buckinghamshire.gov.uk and there were in the region of 90 responses via email. Responses were received from:

- Residents of both Bierton and Kingsbrook and users of the A418.
- Bierton Parish Council.
- Arriva Bus UK / Buckinghamshire Council's Passenger Transport Team.
- Thames Valley Police.
- The British Horse Society.
- Buckinghamshire Council's Head of Highways.
- Buckinghamshire Council's Network Safety Team.
- Buckinghamshire Council's Parking Services Team.

- Buckinghamshire Council's Transport Strategy Team.
- Buckinghamshire Council's Highway Asset Management Team.
- Buckinghamshire Council's Highway Structures Team.
- Councillor Julie Ward, Aston Clinton and Bierton.

Several consultation responses raised issues which are considered to be outside of the scope of the traffic-calming consultation. These issues are summarised below:

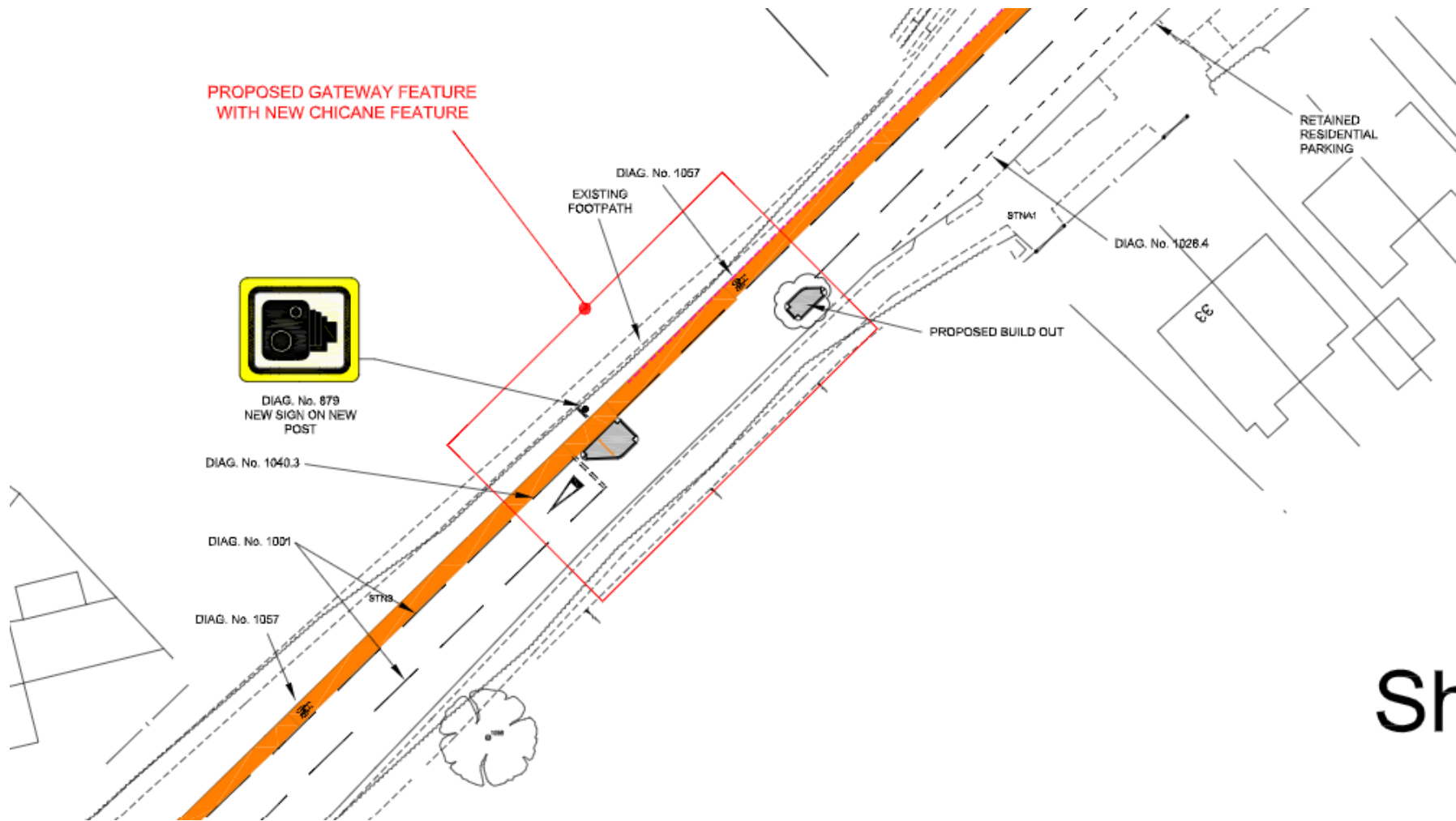
- A 20mph speed limit should be introduced along the A418 through Bierton.
- Additional speed cameras and enforcement is required.
- A 7.5 tonne weight limit should be implemented along the A418 through Bierton.
- Traffic-calming measures are required along Mike Griffin Way and Bellingham Way.
- The southern section of the Eastern Link Road (ELR) to the A41 is required before the implementation of traffic-calming through Bierton.

This Report provides a summary of the consultation responses. The full consultation responses can be found as an appendices of the "Bierton Traffic Calming Cabinet Report". In addition, as several objections were received, Highways Development Management has liaised with the scheme designer to discuss the scheme objections and identify potential alternative measures aimed at addressing these objections. The scheme designer has provided additional scheme drawings to include potential alternative measures which are presented within this Report.

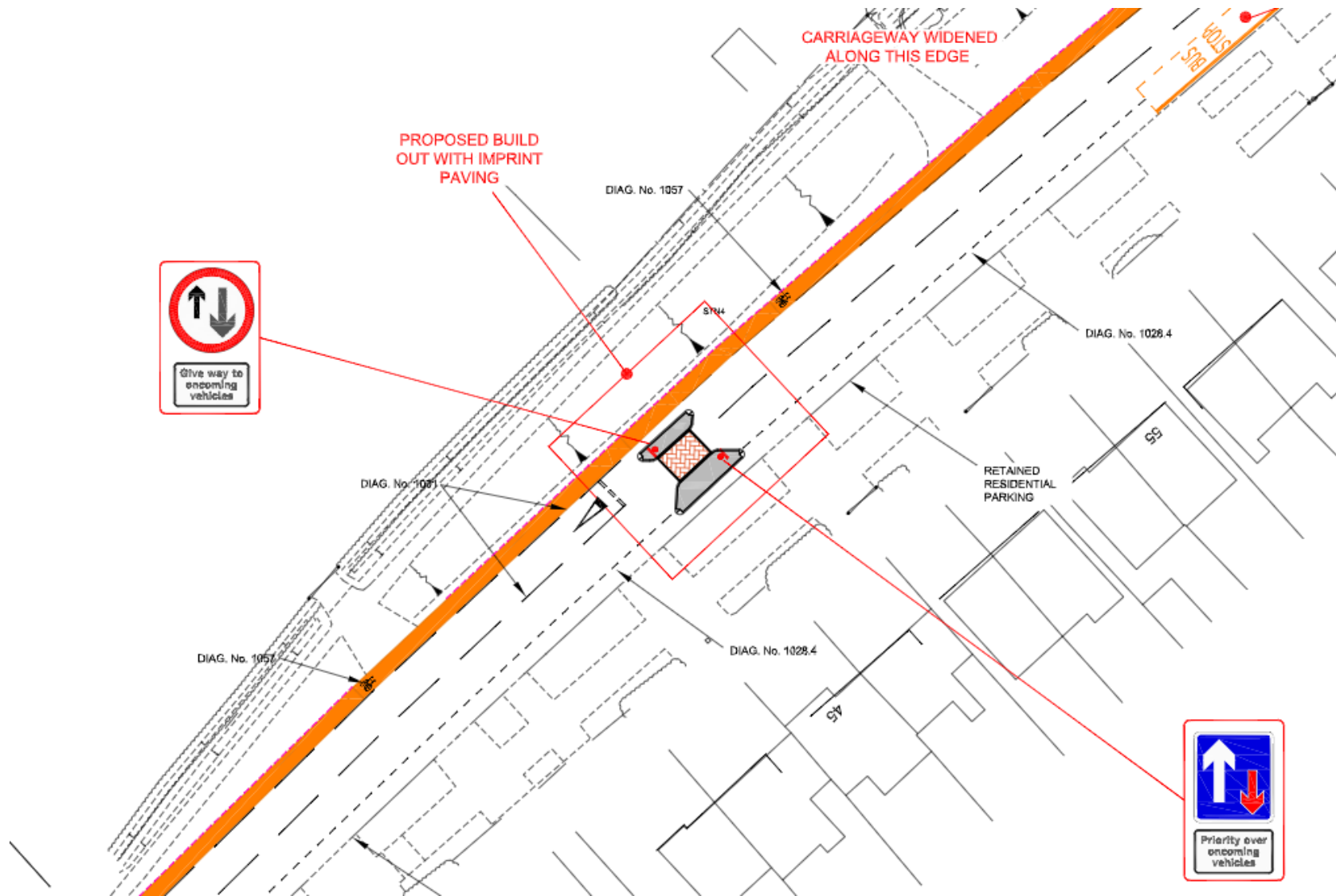
Overall Feedback

Total Feedback	Objection	Full Support	Part Support
91	32	0	59

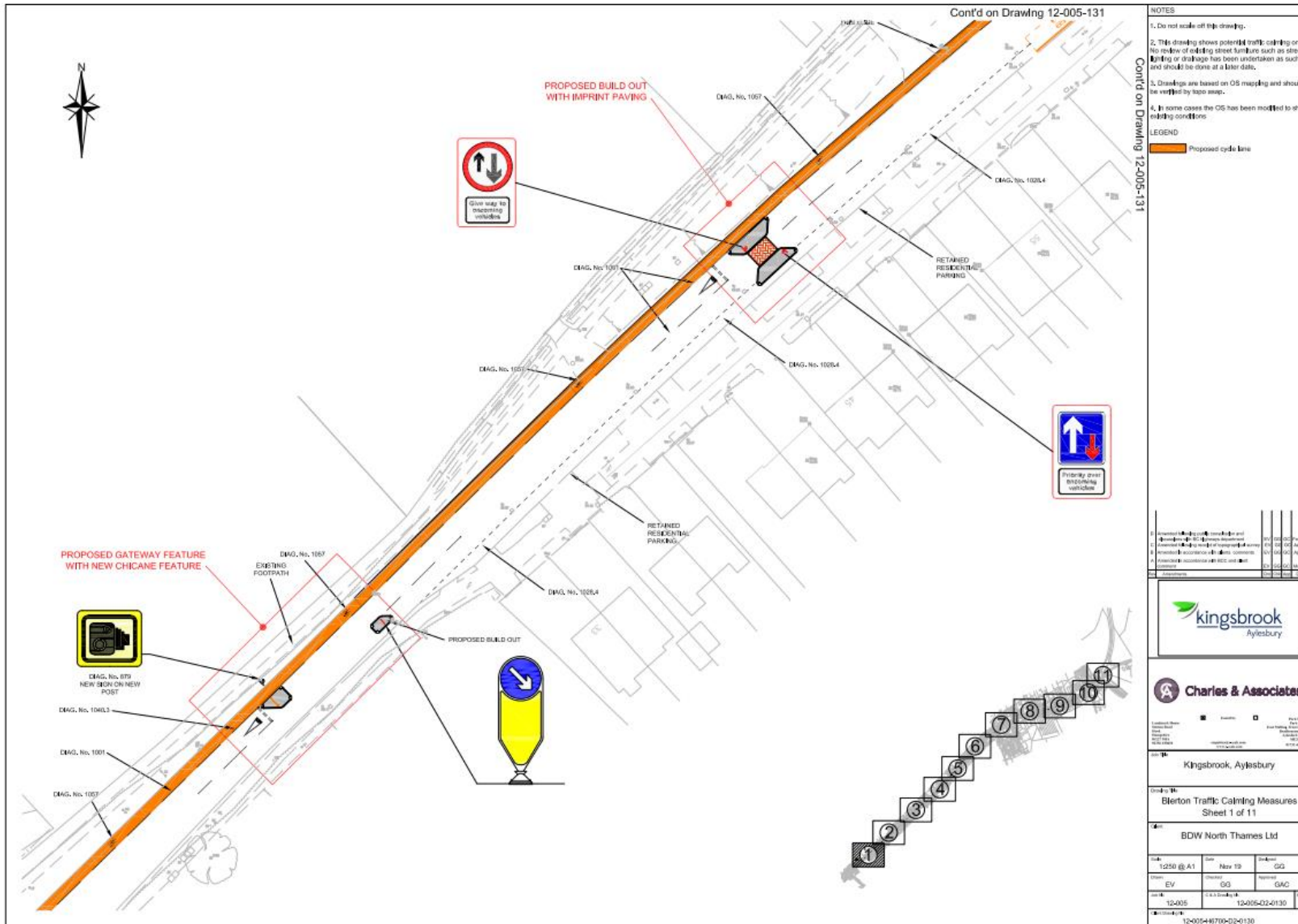
Sheet 1 of 11: Proposed Gateway Feature with Chicane



Sheet 1 of 11: Proposed Build Out with Imprint Paving



Sheet 1 of 11: Alternative Proposal – Reduced Road Markings



NOTES

1. Do not scale off this drawing.
2. This drawing shows potential traffic calming only. No review of existing street furniture such as street lighting or drainage has been undertaken as such and should be done at a later date.
3. Drawings are based on OS mapping and should be verified by topo map.
4. In some cases the OS has been modified to show existing conditions.

LEGEND

Proposed cycle lane

Approved by Kingsbrook and Charles & Associates	12/05/22	12/05/22	12/05/22
Approved by Kingsbrook and Charles & Associates	12/05/22	12/05/22	12/05/22
Approved by Kingsbrook and Charles & Associates	12/05/22	12/05/22	12/05/22
Approved by Kingsbrook and Charles & Associates	12/05/22	12/05/22	12/05/22

kingsbrook
Aylesbury

Charles & Associates

Kingsbrook, Aylesbury

Drawn by: Bierton Traffic Calming Measures Sheet 1 of 11

BDW North Thames Ltd

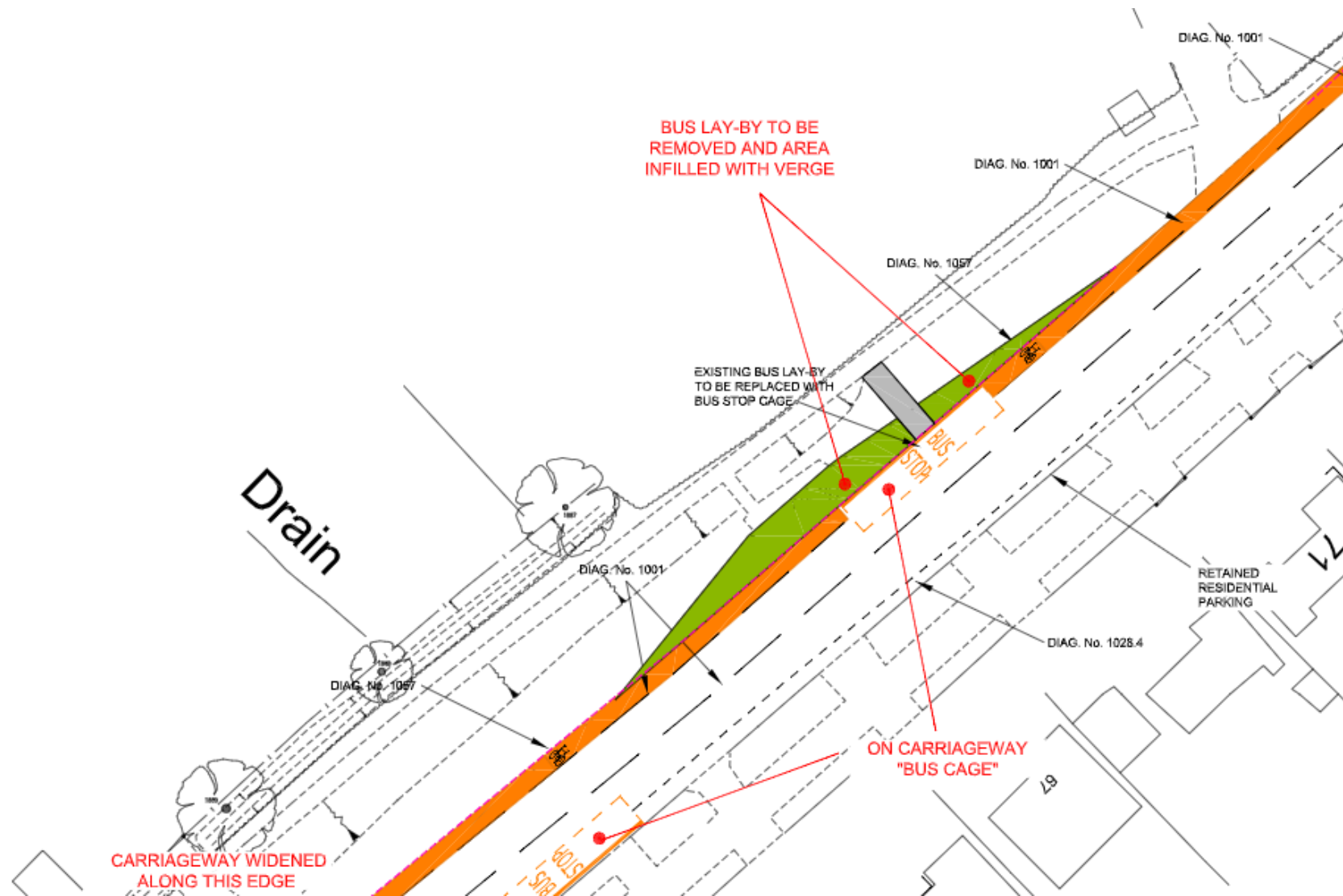
1250 @ A1	Nov 19	GG
EV	GG	GAC
12405	12405-02-0130	D

12405440700-02-0130

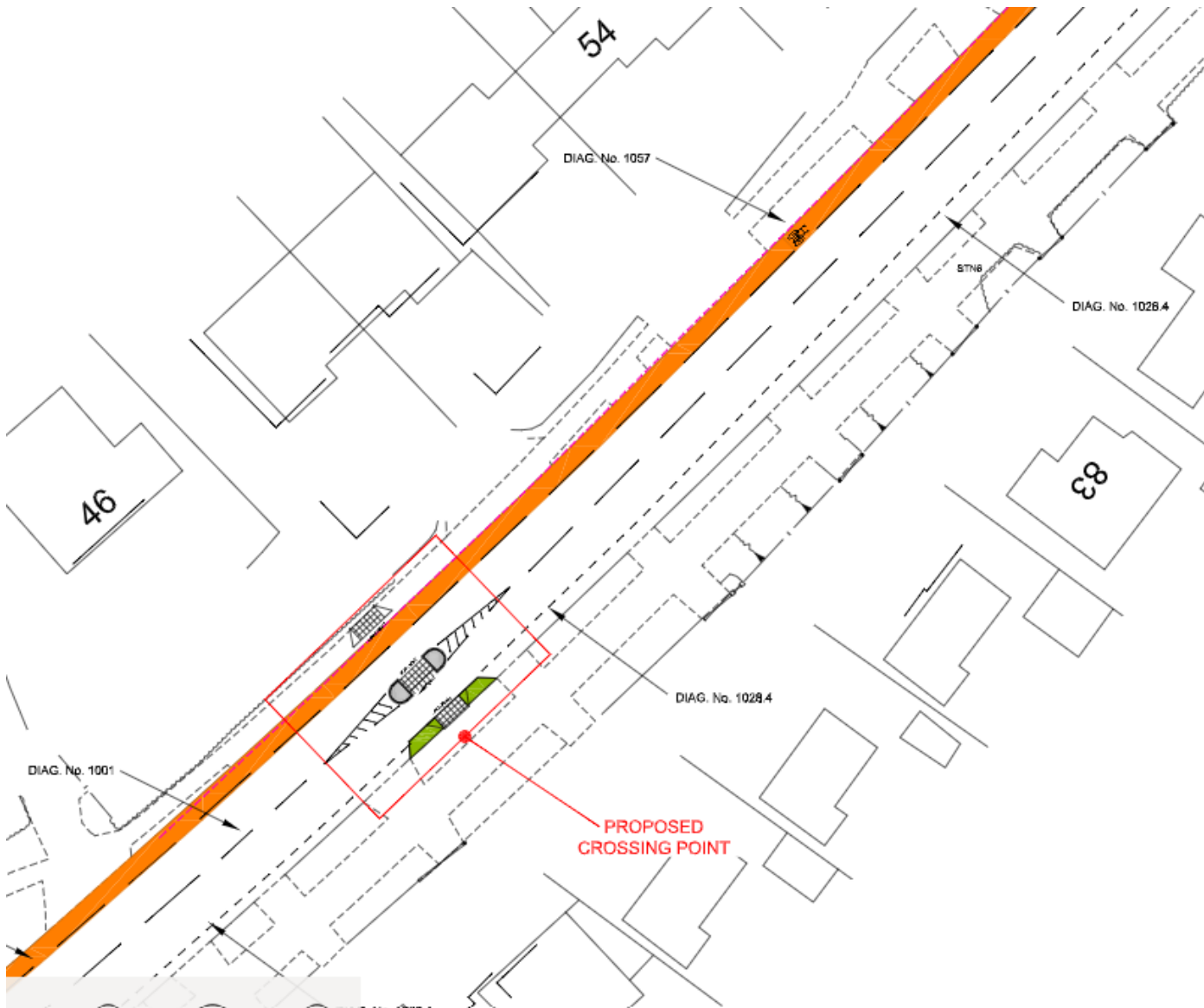
Sheet 1 of 11				
Total Feedback	Objection	Full Support	Part Support	Summary of Feedback
7	4	0	3	<ol style="list-style-type: none"> 1. Whilst additional speed camera signage is welcomed, additional speed cameras and enforcement is required. 2. The unusual priority give-way arrangement could increase the likelihood of loss of control incidents, particularly if vehicles race for a gap. 3. The priority feature looks tight for delivery vehicles and buses to negotiate the narrowing when moving from rest. 4. The imprint paving will create a noise disturbance with little speed reduction. These areas should be raised or given the visual impression of being vertically-raised. 5. Does there need to be a chicane directly after the mini-roundabouts, as well as the proposed build-out outside number 45 Aylesbury Road? 6. The overall concept does little to change the environment from a direct A road to the intended local function. 7. There is an opportunity to review and remove existing road markings.
Highways Development Management / Designer Recommendation				<ol style="list-style-type: none"> 1. Additional speed cameras and enforcement was not part of the original scheme brief and is unlikely to assist in traffic management to deter vehicles using the route. 2. An Independent Road Safety Audit will be carried out as part of the detailed design and a second one once the works are complete at which stages these concerns will be considered. 3. Vehicle tracking will be undertaken as part of the detailed design to ensure larger vehicles can make the relevant movements. 4. The imprint paving should not generate significant additional noise and it is recognised throughout the industry that block paving (or the appearance of) does have a traffic-calming effect. Raised tables are not usually used along a bus route. 5. There needs to an appropriate amount of different measures to deter through-traffic from using the route.

	<p>6. The combination of the change of traffic signals timings and the multiple different traffic-calming features should add up to making this the less preferred route.</p> <p>7. <i>The scheme designer has prepared an alternative scheme drawing to include reduced road marking arounds the new traffic-calming features and a Keep Left bollard. Road marking requirements for new traffic calming features are to be minimised throughout the scheme.</i></p>
Local Ward Members Recommendation	That the alternative proposal is accepted.

Sheet 2 of 11: Proposed On Carriageway Bus Stops

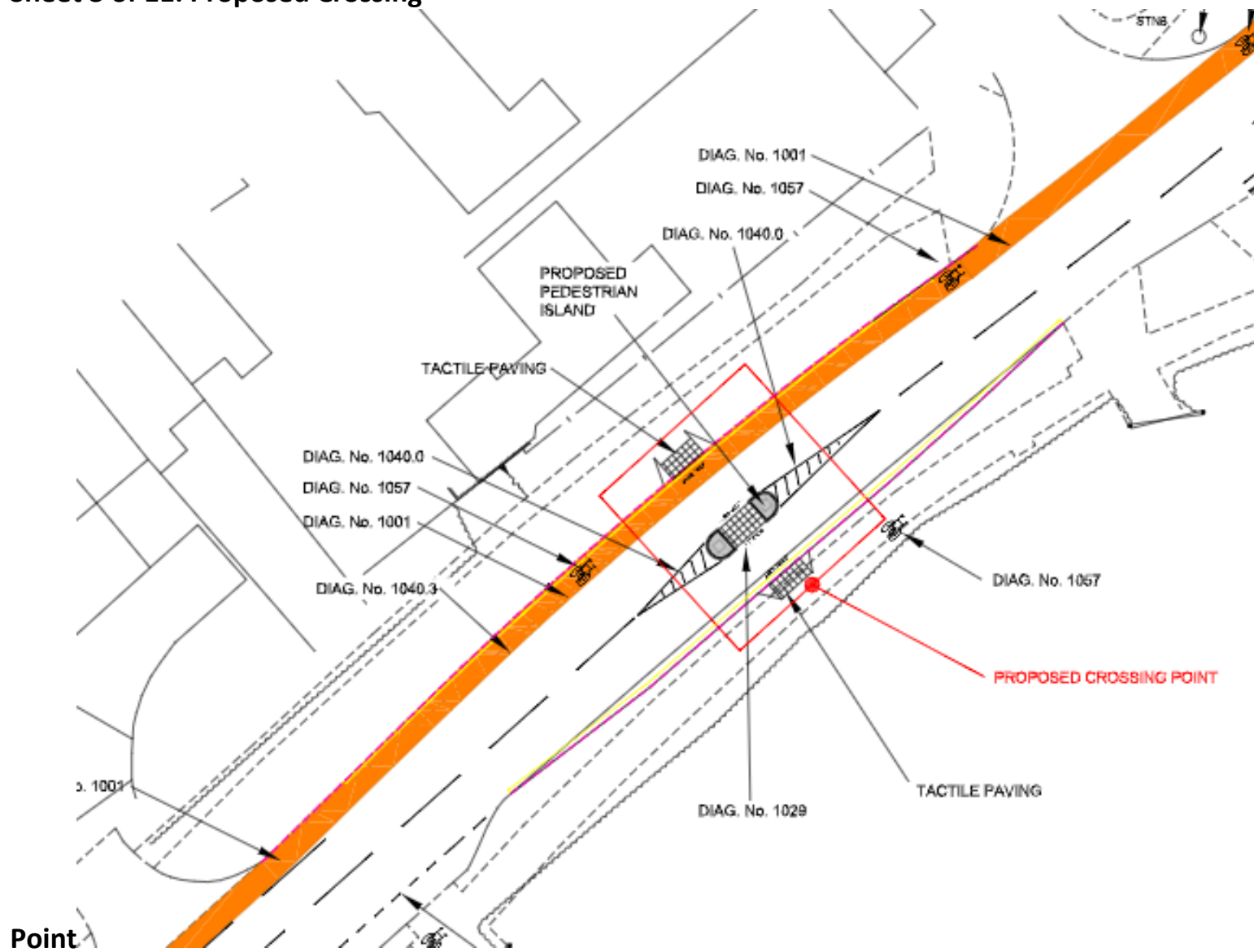


Sheet 2 of 11: Proposed Crossing Point

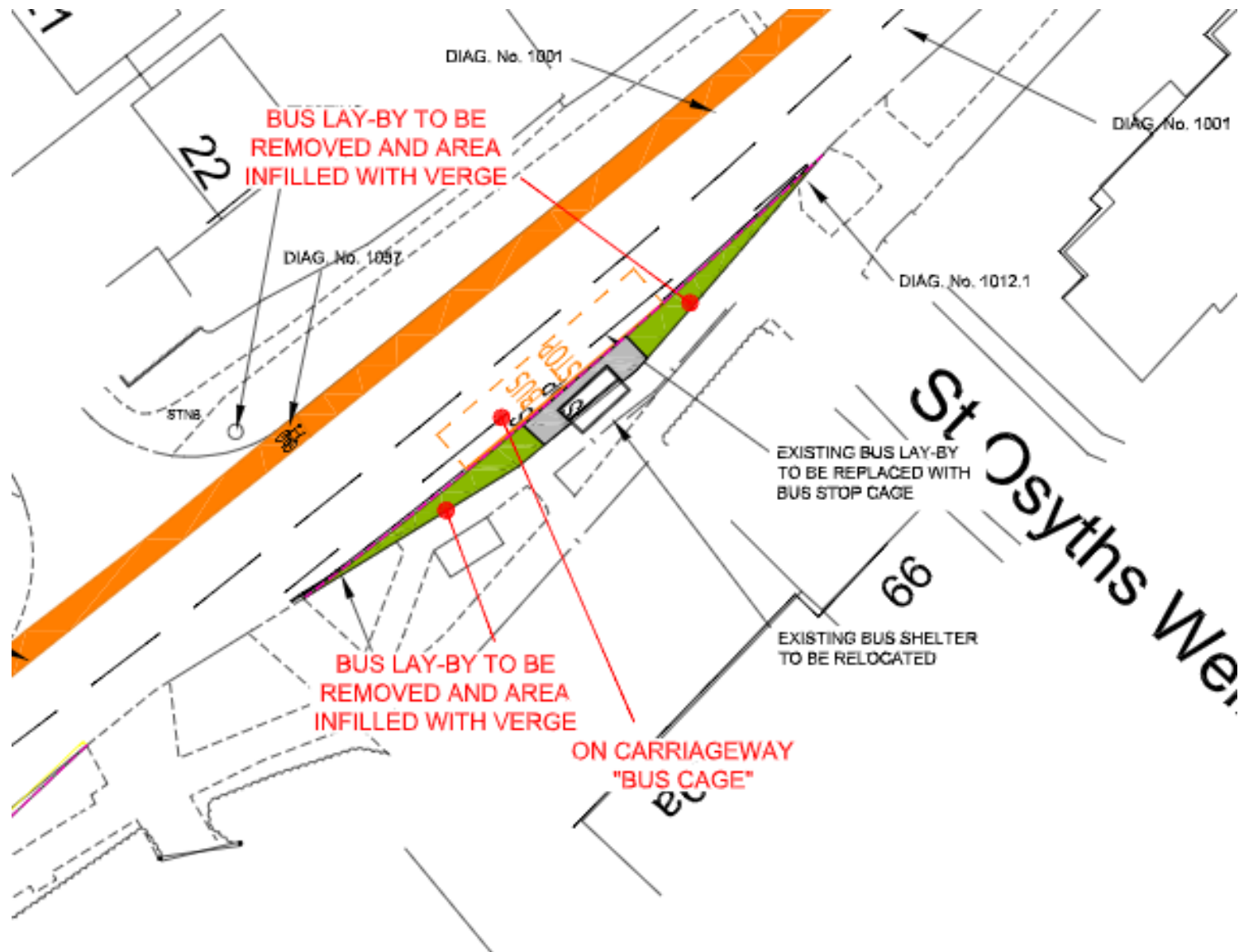


Sheet 2 of 11				
Total Feedback	Objection	Full Support	Part Support	Summary of Feedback
1	0	0	1	<ol style="list-style-type: none"> 1. Whilst there is no objection to the removal of this particular bus stop lay-by, there are several comments that the removal of bus stop lay-bys will be an ineffective traffic-calming measure. 2. There are no objections to the proposed crossing point. However, there is concern that the refuge is too narrow to accommodate pedestrians with pushchairs and wheelchairs, and this applies to all the proposed pedestrian refuge crossing points.
Highways Development Management / Designer Recommendation				<ol style="list-style-type: none"> 1. It is considered that putting the bus cages on the carriageway will provide two functions. The first is to give priority to the buses and secondly when the bus is stopped in the cage it will give additional de facto traffic-calming. 2. The proposed pedestrian refuge is 2m wide with 3m running lanes which is appropriate and provides a reduced carriageway width for traffic-calming which is achievable with the existing road alignment. The proposed design is similar to the existing pedestrian refuge near to the Rowsham Road Junction.
Local Ward Members Recommendation				That the original proposal is accepted.

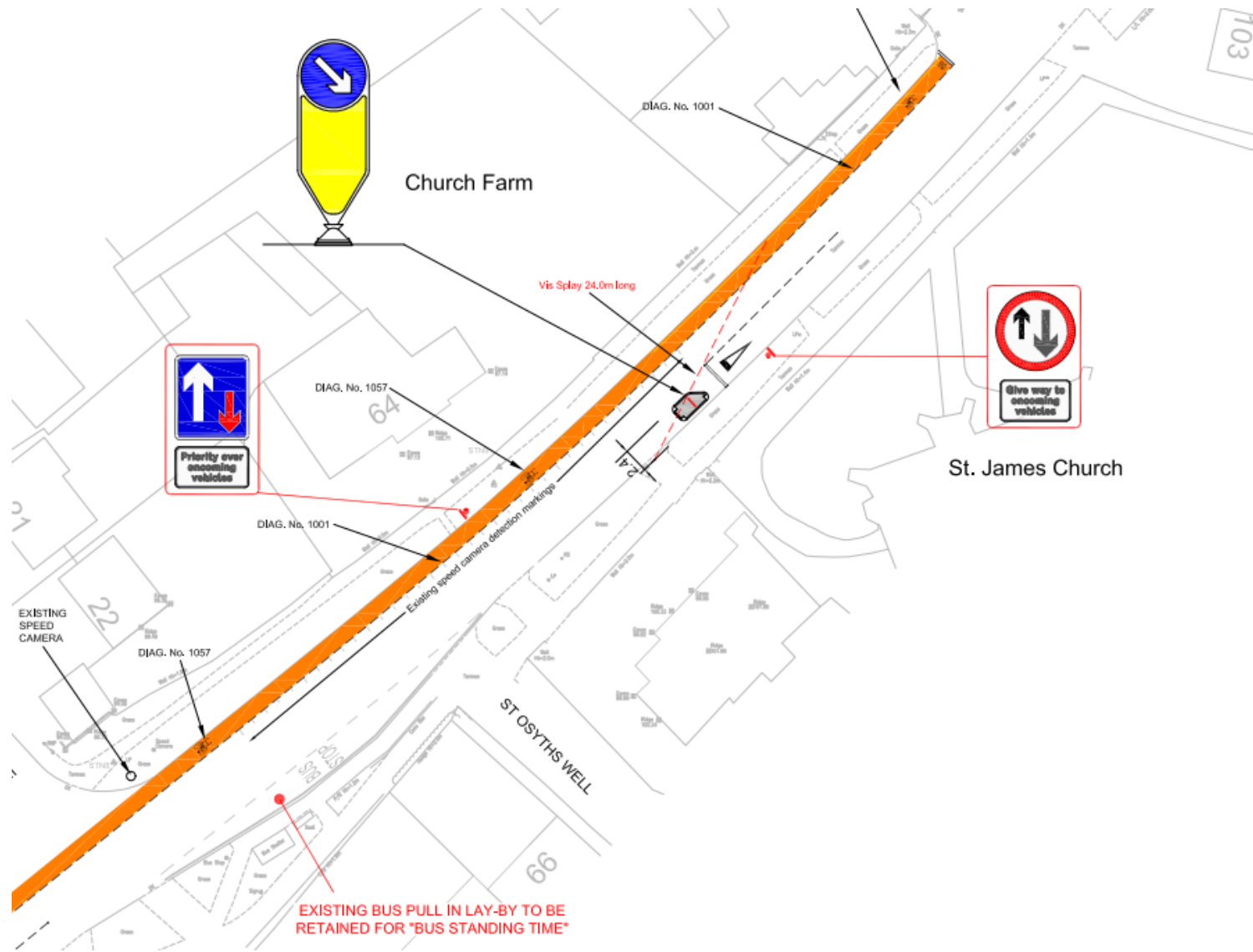
Sheet 3 of 11: Proposed Crossing



Sheet 3 of 11: Proposed On Carriageway Bus Stops

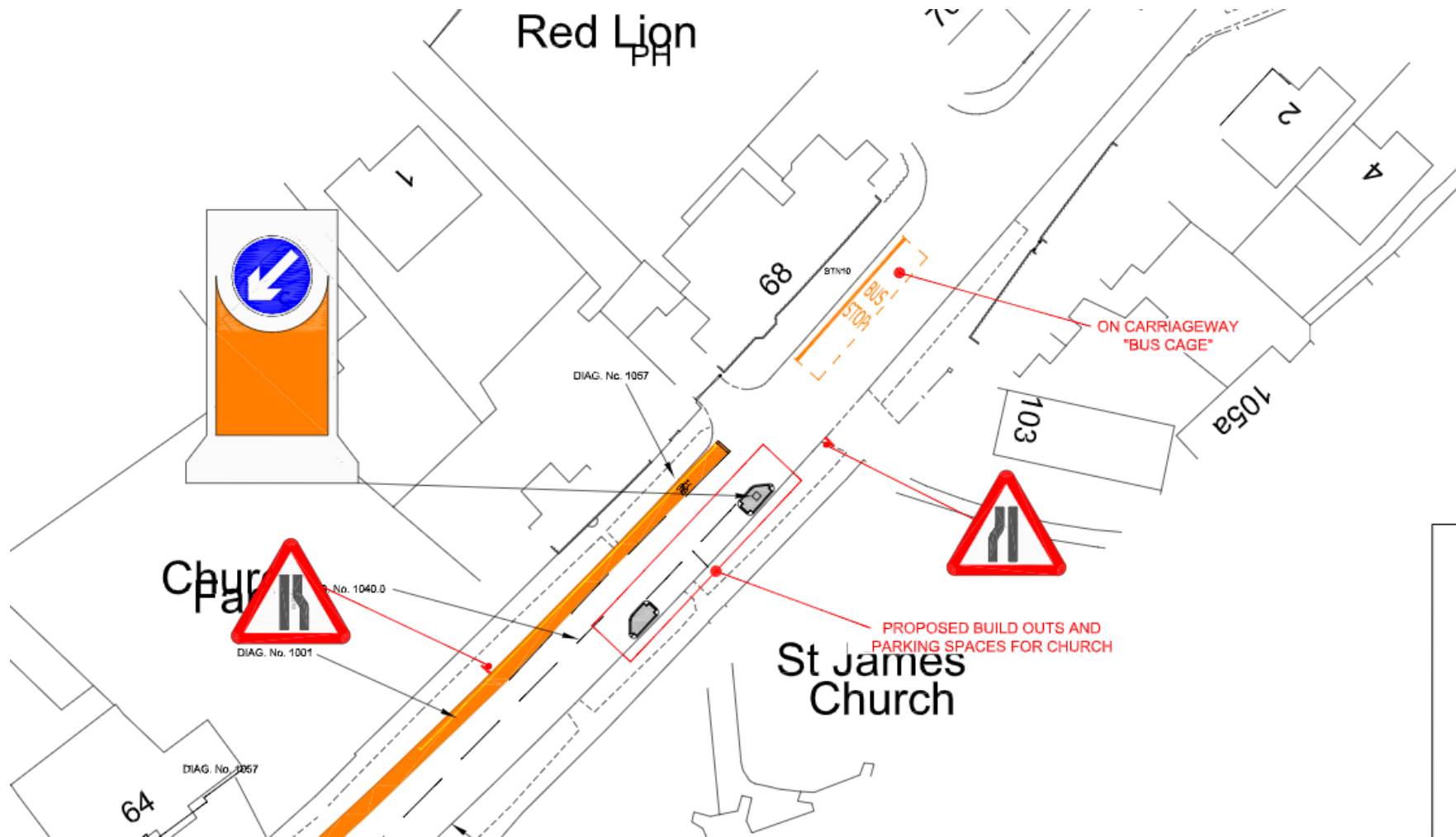


Sheet 3 of 11: Alternative Proposal – Retained Bus Lay-by

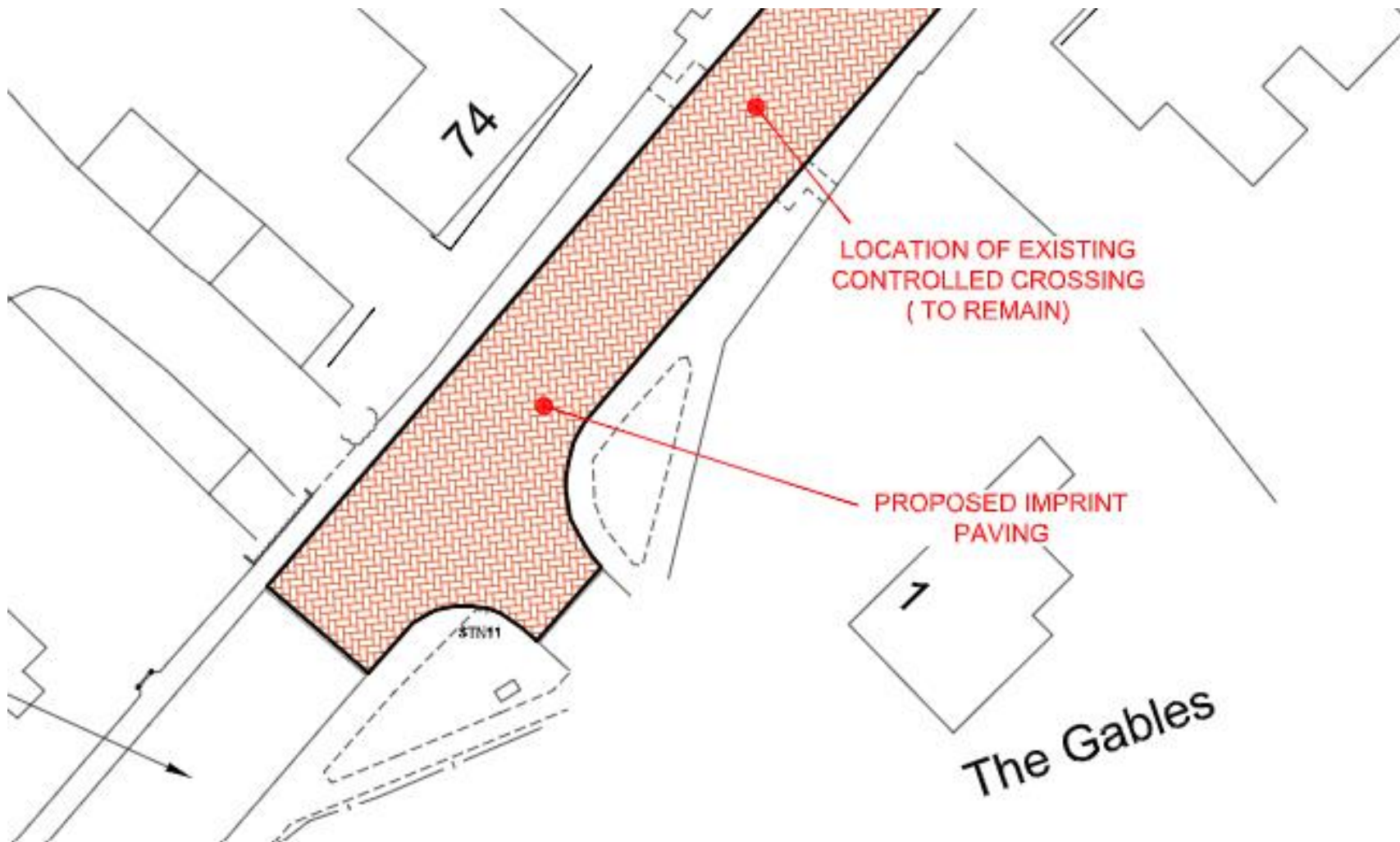


Sheet 3 of 11				
Total Feedback	Objection	Full Support	Part Support	Summary of Feedback
1	1	0	0	<ol style="list-style-type: none"> 1. There are no objections to the proposed crossing point. 2. Arriva Bus UK has raised an objection to the loss of this bus lay-by timing point, where buses may need to wait for several minutes, if they are ahead of schedule. Arriva may reconsider, if it can be demonstrated that there will be a reasonable reduction in traffic using the route. <i>Arriva Bus UK notes, 'We have worked closely with the Authority's Passenger Transport Team to identify suitable locations for buses to wait (as required by law) without impacting other road users, and the suggestion of knowingly using buses waiting time as a traffic-calming feature poses a serious risk to the safety of our drivers and passengers. Arriva would strongly and publicly object to the removal of the bus stop lay-bys in question.'</i>
Highways Development Management / Designer Recommendation				<ol style="list-style-type: none"> 1. Noted. 2. The overall traffic-calming scheme includes the traffic lights at the ELR Junction being reviewed in terms of a longer wait time for potential traffic heading through Bierton. This will discourage traffic from passing through Bierton and use the ELR and SLR through Kingsbrook as was originally intended. The traffic-calming effect was purely based upon buses stopping in bus cages to pick up and set down passengers as is very normal across the network. There would be no increased risk to drivers and passengers over and above the many sites across the network, especially as this scheme along with the later declassification of this road will make this a much quieter and thus safer route. <i>The scheme designer has however prepared an alternative scheme drawing to retain the existing bus lay-by. This alternative proposal also includes an additional give-way priority feature to offset the retained bus lay-by.</i>
Local Ward Members Recommendation				That the alternative proposal is accepted.

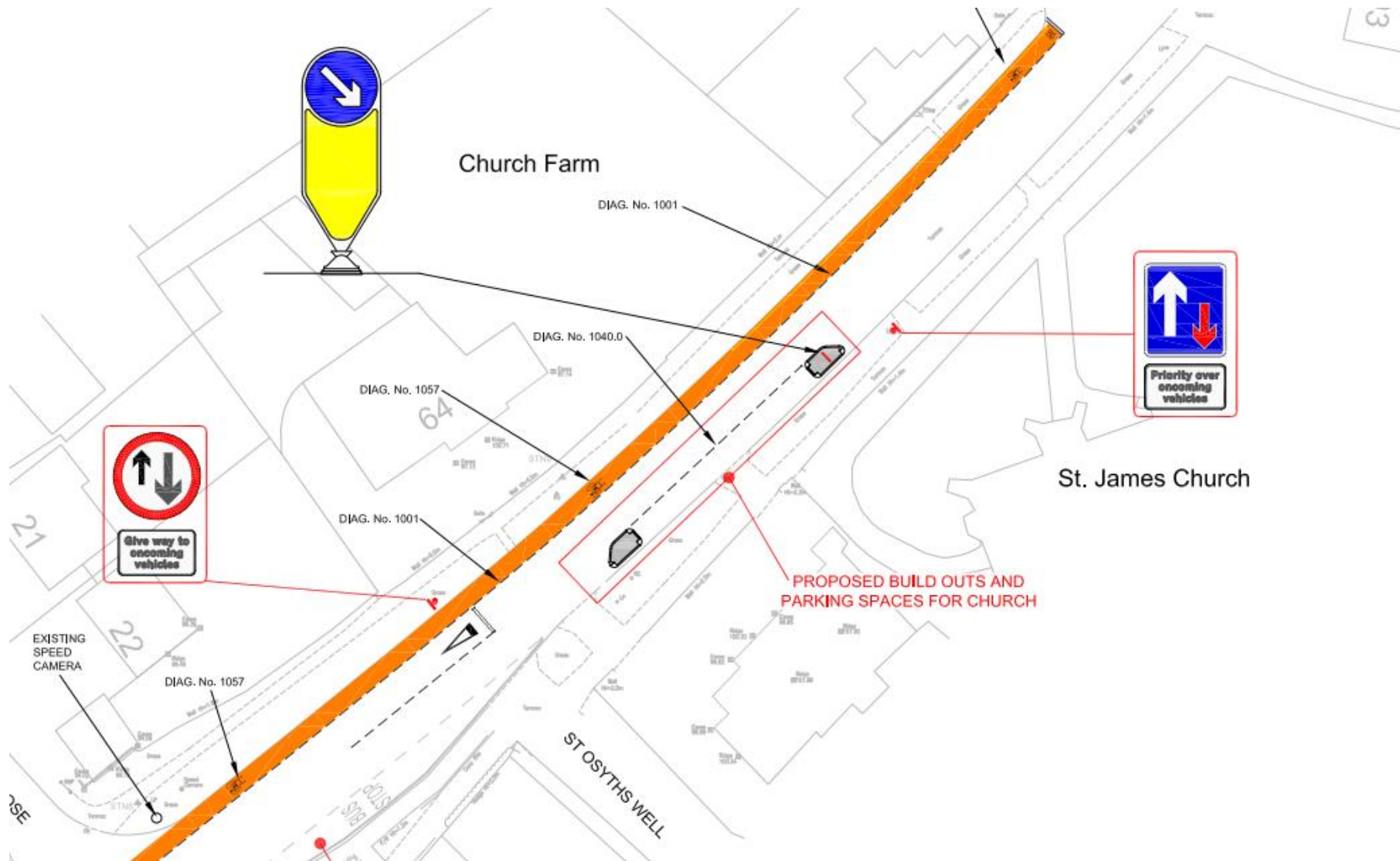
Sheet 4 of 11: Proposed Build Out and Parking Spaces for St James the Great Church



Sheet 4 of 11: Proposed Imprint Paving

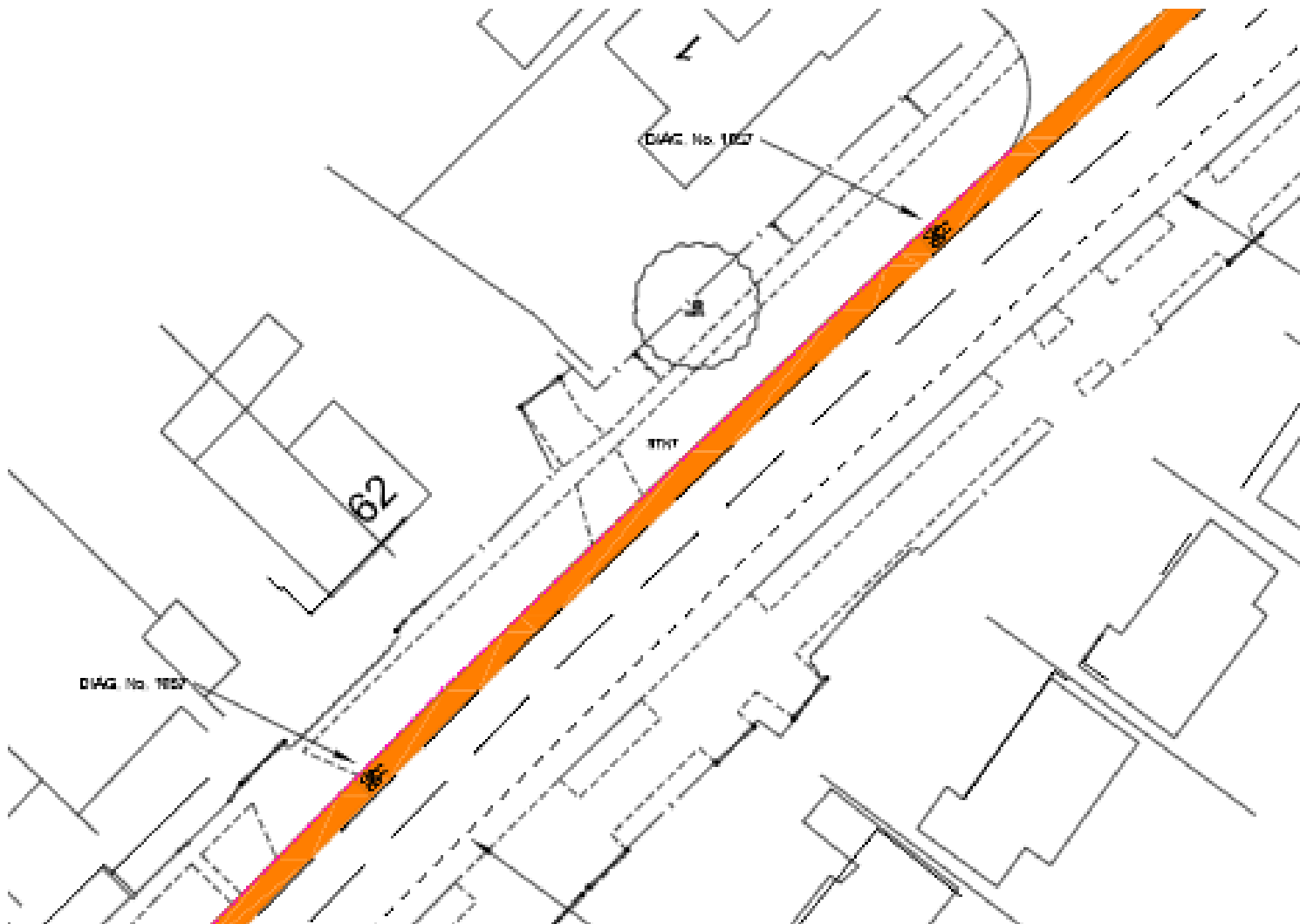


Sheet 4 of 11: Alternative Proposal – Give-way Priority Feature



Sheet 4 of 11				
Total Feedback	Objection	Full Support	Part Support	Summary of Feedback
X	6	2	6	<ol style="list-style-type: none"> 1. The parking arrangement will not assist the Church and will have an adverse impact on the Great Lane Junction. The parking will not assist with traffic-calming and spaces are likely to be used by residents. 2. The imprint paving will create a noise disturbance with little speed reduction. These areas should be raised or given the visual impression of being vertically-raised.
Highways Development Management / Designer Recommendation				<ol style="list-style-type: none"> 1. It was noted at the public exhibition that the build-outs may be too close together and that increasing the distance and the available parking may be of greater benefit. The build-outs would be approximately 30 metres from the Great Lane Junction and this is not considered to have an adverse traffic and highway safety impact. There is no existing evidence of on-street residential parking which would indicate that the parking is likely to be used by residents. <i>As a result of discussions with local ward members and further consideration of the current operation of the Church, the scheme designer has prepared an alternative scheme drawing to remove the proposed parking outside of St James the Great Church. This alternative proposes a give-way priority feature, with vehicle travelling in the Aylesbury direction giving way to traffic travelling in the Wing direction. This scheme does not impact on an existing speed camera which is to be retained.</i> 2. The imprint paving should not generate significant additional noise and it is recognised throughout the industry that block paving (or the appearance of) does have a traffic-calming effect. Raised tables are not usually used along a bus route.
Local Ward Members Recommendation				That the alternative proposal is accepted.

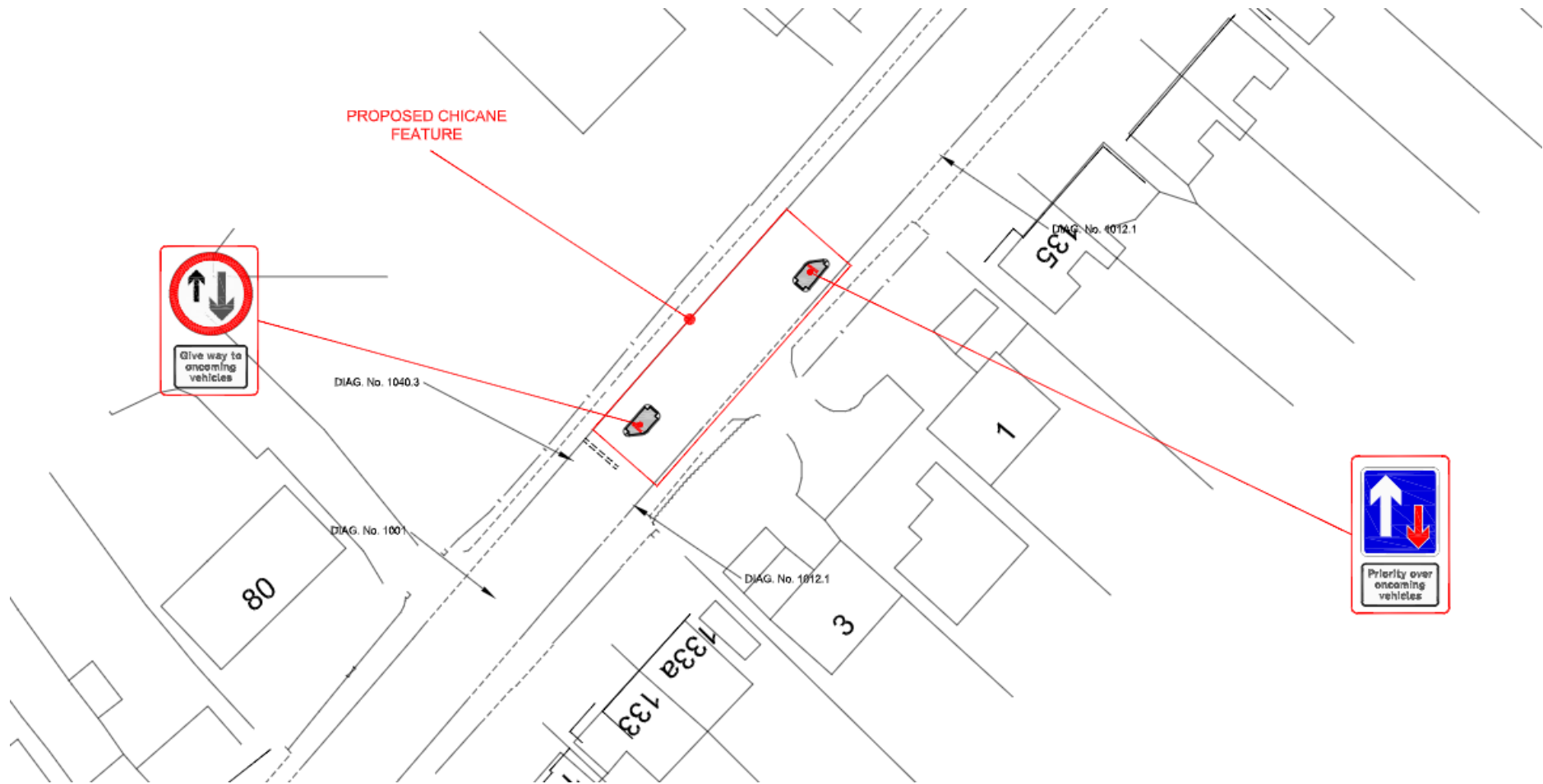
Sheets 1 to 4 of 11: Proposed Cycle Lane



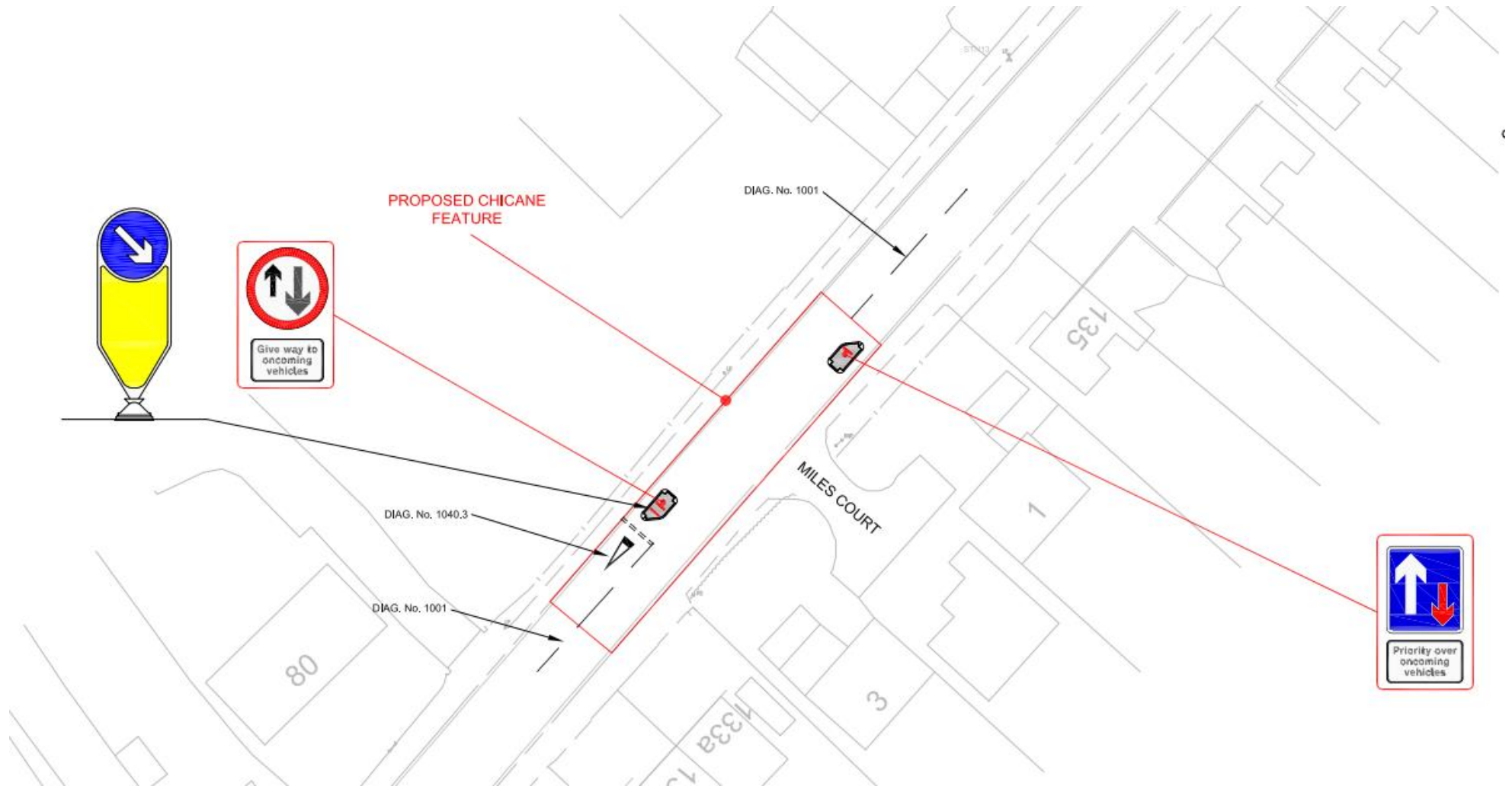
Sheets 1 to 4 of 11				
Total Feedback	Objection	Full Support	Part Support	Summary of Feedback
8	1	0	7	<ol style="list-style-type: none"> 1. Why is there a need for a cycle lane on the north side of the road, when there is already one on the other side of the road which is well used on half of a wide footway. This runs from the town centre to just past the bus lay-by near 99 Aylesbury Road. 2. Contrast colour on cycleway will be a maintenance liability. 3. The proposed cycle lane would prevent on-street parking outside of 58 Aylesbury Road and the neighbouring property, and isolate them from future opportunities for on-street electric vehicle charging. These properties have limited off-street parking and parking occurs on the verge at present. Would it be possible to mark out parking bays on the road to assist? This would narrow the road and reduce traffic speeds. 4. The continuity of the cycle route is not clear which could lead to cyclists emerging into the carriageway unexpectedly. All marked promoted / marked facilities end in the vicinity of the Church. The discontinuation of the cycle route at the southernmost bus stop will increase the likelihood of cycles entering the running lane unexpectedly. With the space available there could be a cycle bypass behind the bus stop. This is uphill so maintaining momentum is key. 5. Why is there no cycle path right through Bierton? With the removal of bus lay-bys, is there not the opportunity to extend the current cycle path north-eastwards? Perhaps an on-carriage cycleway at the eastern end of the village, with suitable reductions in carriageway width might also be considered.
Highways Development Management / Designers Recommendation				<ol style="list-style-type: none"> 1. This is an enhancement of the existing on carriageway cycle lane which is wider and includes coloured surfacing to act as a traffic-calming feature. 2. The colour and surfacing will be dealt with as part of the detailed design and highways technical approval involving consultation with the Council's Highway Asset Management Team. 3. There was never any intention to allow for on-street parking as part of the scheme in this locality. If parking bays are to be provided, they will not form part of these works. The highlighting and widening of the existing on street cycleway will not affect the current on verge parking arrangements.

	<p>4. The primary function is to calm traffic and thus making it safer for cyclists as a direct result. The scheme designer does not believe there is further work required in this regard subject to Highway Authority comments and instruction. The scheme will be subject to a road safety audit.</p> <p>5. This is a traffic-calming scheme and not a cycle improvement scheme. The extent of the traffic-calming scheme is agreed in the s106 agreement and the scope of BDW's s106 commitments are shown on drawing 12-042-1/010 Rev B in the s106. BDW has proposed measures at the Wing end of the village above that required by the s106.</p>
Local Ward Members Recommendation	That the original proposal is accepted.

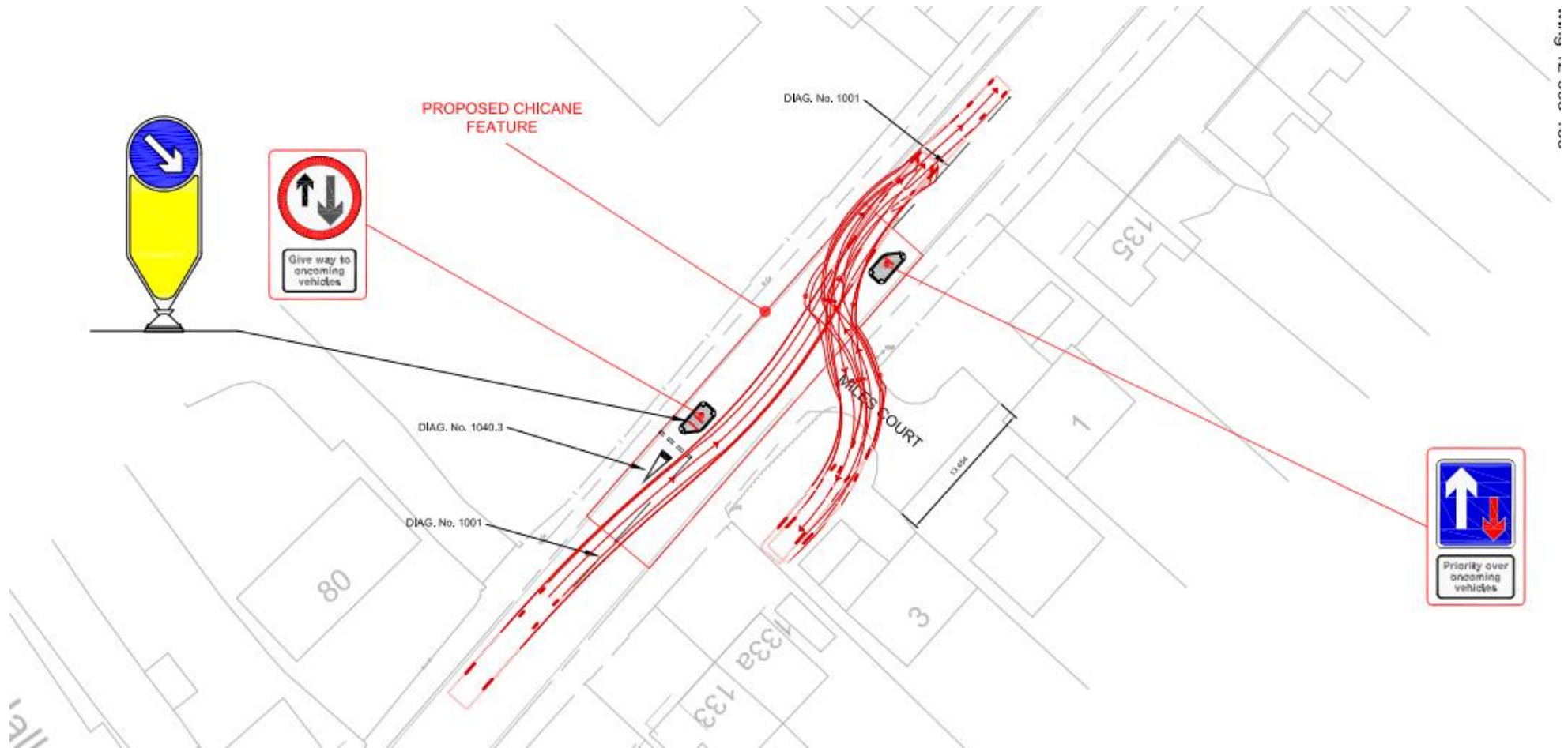
Sheet 5 of 11: Proposed Chicane



Sheet 5 of 11: Alternative Proposal – Miles Court Chicane (Drawing 12-005-D2-0134-Rev D)



Sheet 5 of 11: Alternative Proposal – Miles Court Chicane (Drawing 12-005-D2-0134-Rev E)

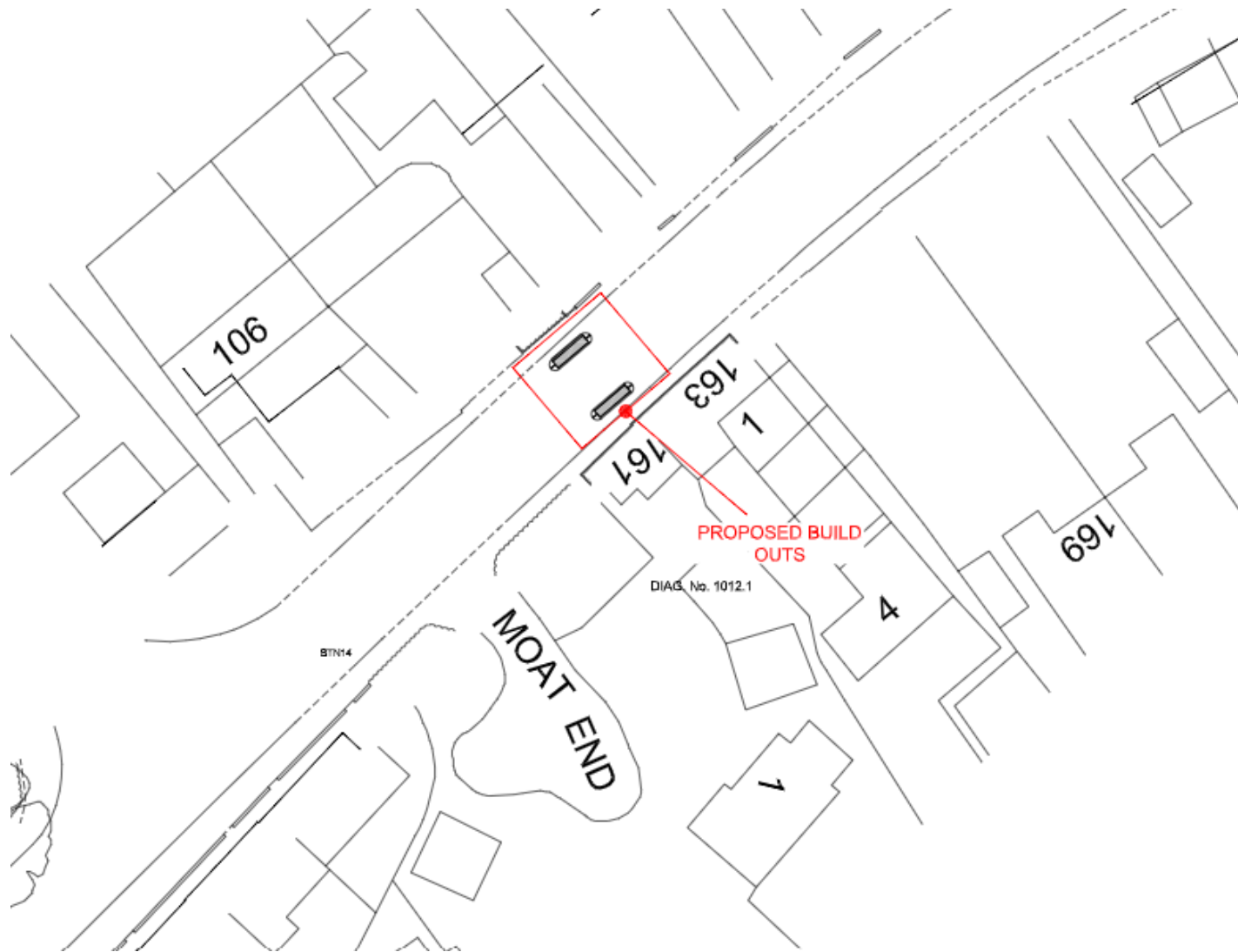


Sheet 5 of 11				
Total Feedback	Objection	Full Support	Part Support	Summary of Feedback
4	4	0	0	1. The chicane outside Miles Court will cause a road safety issue for access and egress to the three properties within it, as vehicles may well speed to gain priority over oncoming traffic. The chicane will impact on access and egress in and out of Miles Court.
Highways Development Management / Designer Recommendation				<p>1. The designer notes that this feature has been designed to avoid any accesses and is felt to be in the most optimum location. Whilst the current proposals will slow vehicles down through Bierton and make this the less preferred route, thus making access and egress no worse than the current situation, the Highway Authority feel that an alternative arrangement should be considered.</p> <p><i>The scheme designer has prepared an additional scheme drawing to show an alternative arrangement. The position of the proposed build-outs has been adjusted slightly to increase the gap, and a Keep Left bollard and additional road markings are shown on the revised drawing. The scheme designer has also supplied vehicle tracking to demonstrate that a standard car pulling a caravan can access and egress through the proposed chicane and in and out of Miles Court. This addresses the concerns raised.</i></p> <p>As a result of discussions with local ward members and in order to ensure the proposed chicane reduce vehicle speeds and maximises the traffic calming impacts, it is recommended that the original proposal is accepted. This would not impact on access and egress in and out of Miles Court.</p>
Local Ward Members Recommendation				That the original proposal is accepted.

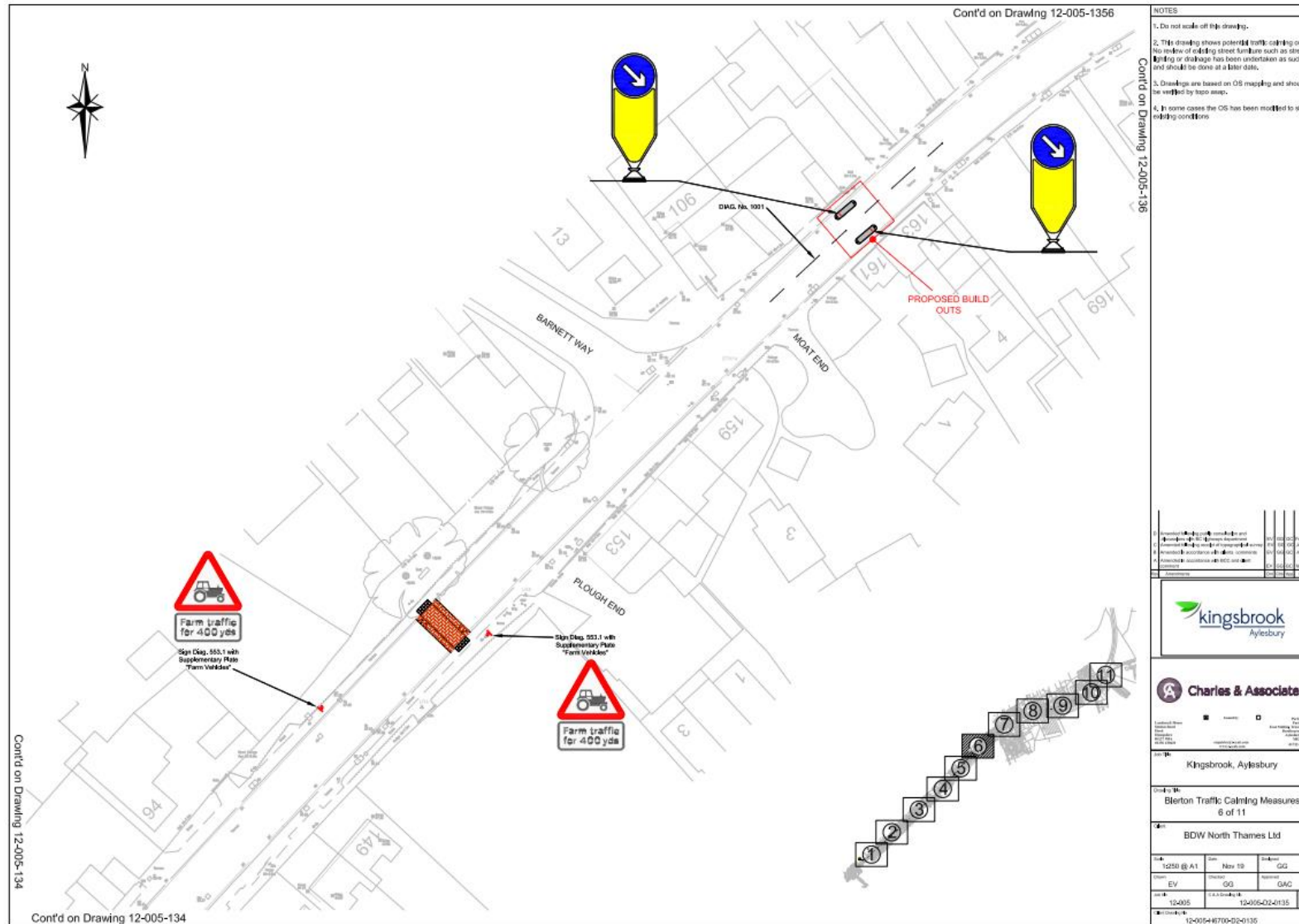
Sheet 6 of 11: Proposed Crossing Point with Raised Imprint Paving



Sheet 6 of 11: Proposed Build Out



Sheet 6 of 11: Alternative Proposal – Farm vehicles signage and Build-out priority signage (Drawing 12-005-D2-0135-Rev D)



Cont'd on Drawing 12-005-1356

NOTES

1. Do not scale off this drawing.
2. This drawing shows potential traffic calming only. No review of existing street furniture such as street lighting or drainage has been undertaken as such and should be done at a later date.
3. Drawings are based on OS mapping and should be verified by topo map.
4. In some cases the OS has been modified to show existing conditions.

1	Approved	12/05/22	12/05/22
2	Approved	12/05/22	12/05/22
3	Approved	12/05/22	12/05/22
4	Approved	12/05/22	12/05/22

kingsbrook
Aylesbury

Charles & Associates

Kingsbrook, Aylesbury

Client: Bierton Traffic Calming Measures 6 of 11

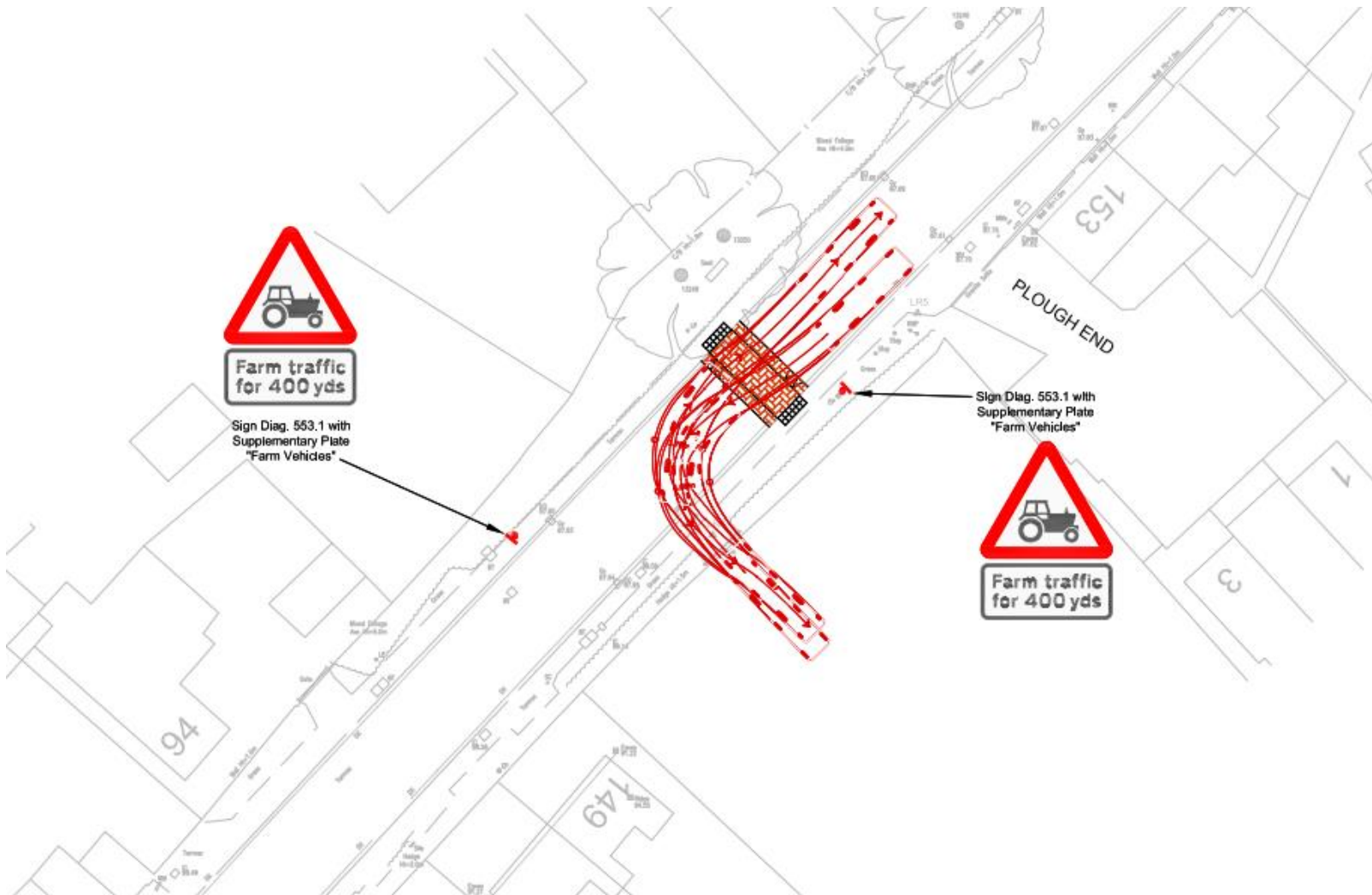
BDW North Thames Ltd

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EV	GG	GAC

12-005-D2-0135-Rev D

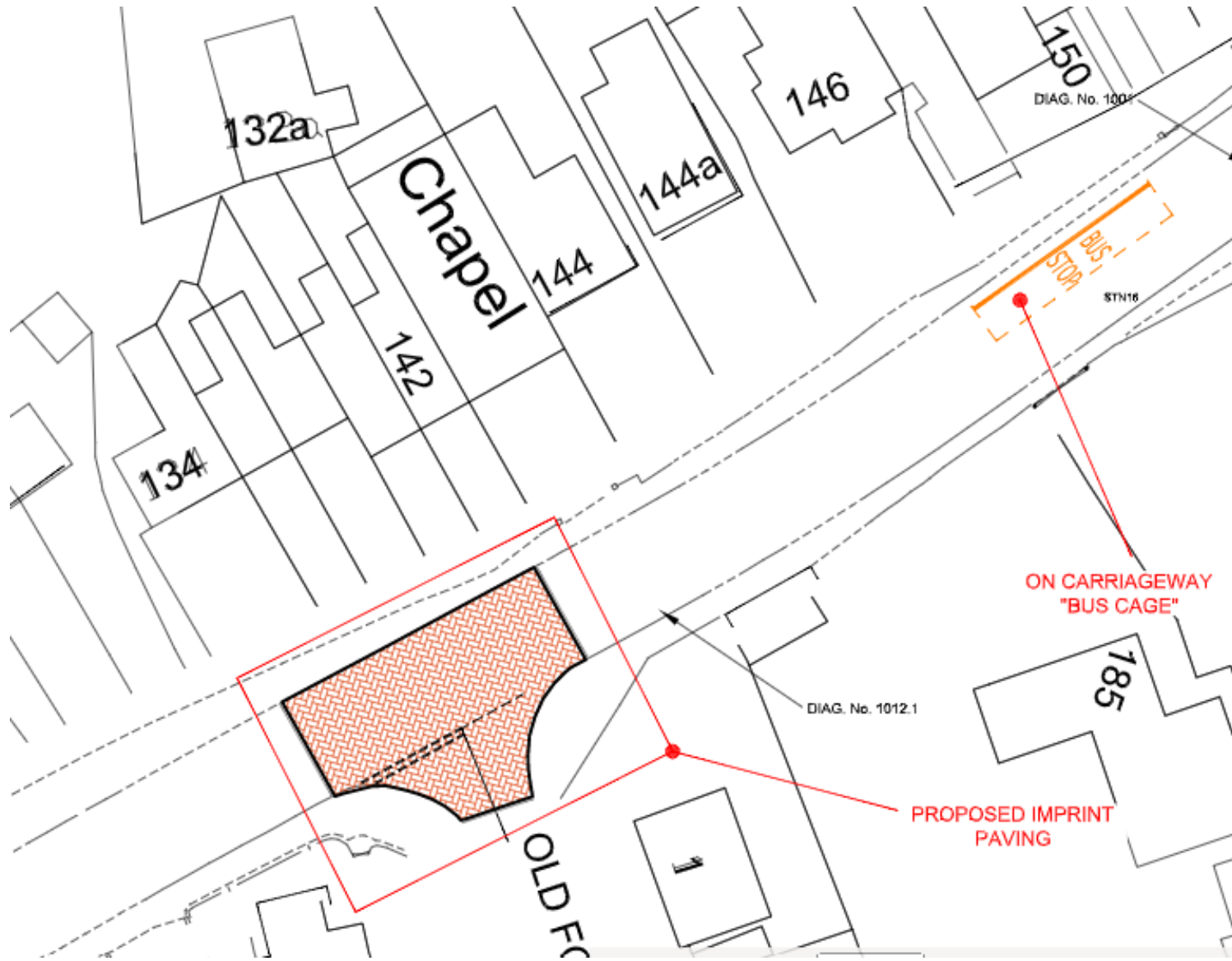
12-005-D2-0135

Sheet 6 of 11: Alternative Proposal – Farm vehicles signage and Build-out priority signage (Drawing 12-005-D2-0135-Rev E)

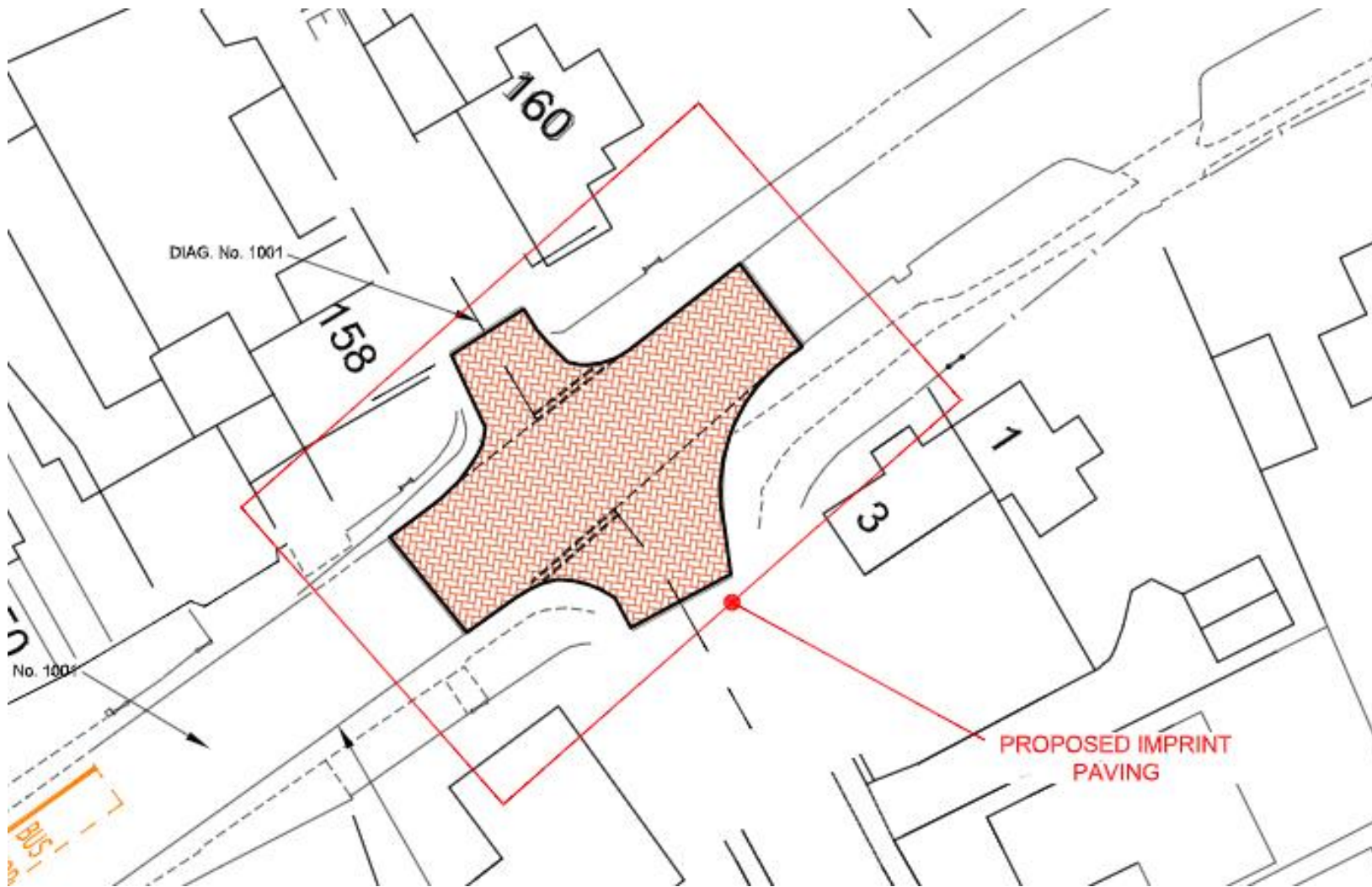


Sheet 6 of 11				
Total Feedback	Objection	Full Support	Part Support	Summary of Feedback
4	2	0	2	<ol style="list-style-type: none"> 1. The raised pedestrian crossing would conflict with an existing agricultural access. 2. Will there need to be a priority sign for the build-out outside 161 Aylesbury Road? 3. The build-out will restrict access in and out of driveways. 4. Can this be a longer build-out of the footway outside 161 / 163 Aylesbury Road, as the footway is very narrow, and does not allow for pedestrians with a pram to easily pass one another?
Highways Development Management / Designer Recommendation				<ol style="list-style-type: none"> 1. <i>The scheme designer has prepared an alternative drawing including additional signage for farm vehicles and notes that BDW are happy to include these as part of this scheme. The scheme designer has also supplied vehicle tracking to demonstrate adequate access and egress for a tractor pulling a trailer in and out of the field access. This addresses the concerns raised.</i> 2. <i>The scheme designer has prepared an alternative drawing including keep left bollards for the proposed build-out, further checks will be conducted at detail design review stage.</i> 3. Vehicle tracking would be undertaken as part of detailed design and minor amendments to the position of the pedestrian crossing can be made if required. 4. There is limited scope to carry out footway widening and this does not form part of this traffic-calming scheme.
Local Ward Members Recommendation				That the alternative proposal is accepted.

Sheet 7 of 11: Proposed Imprint Paving at Old Forge Gardens

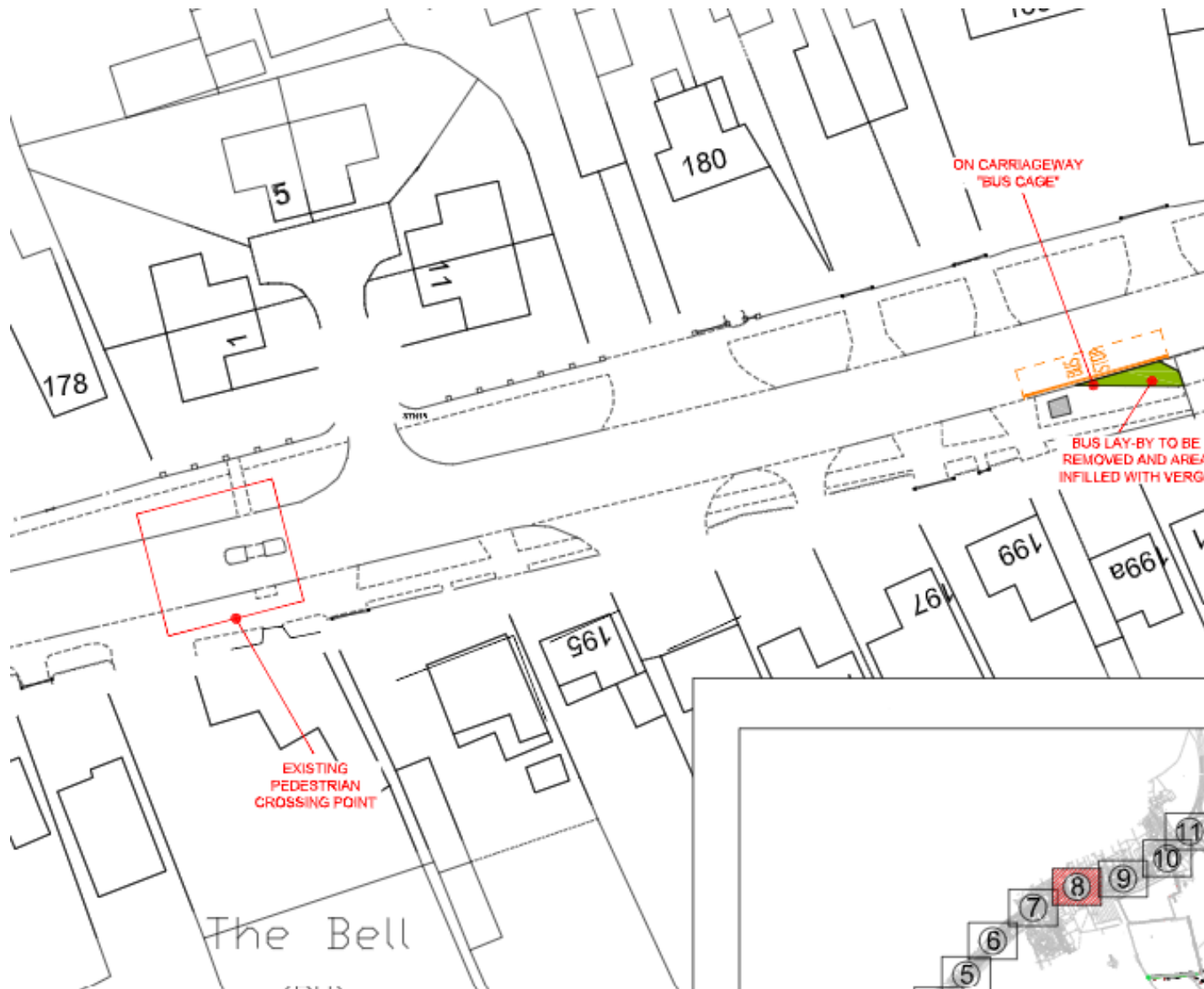


Sheet 7 of 11: Proposed Imprint Paving at Burcott Lane



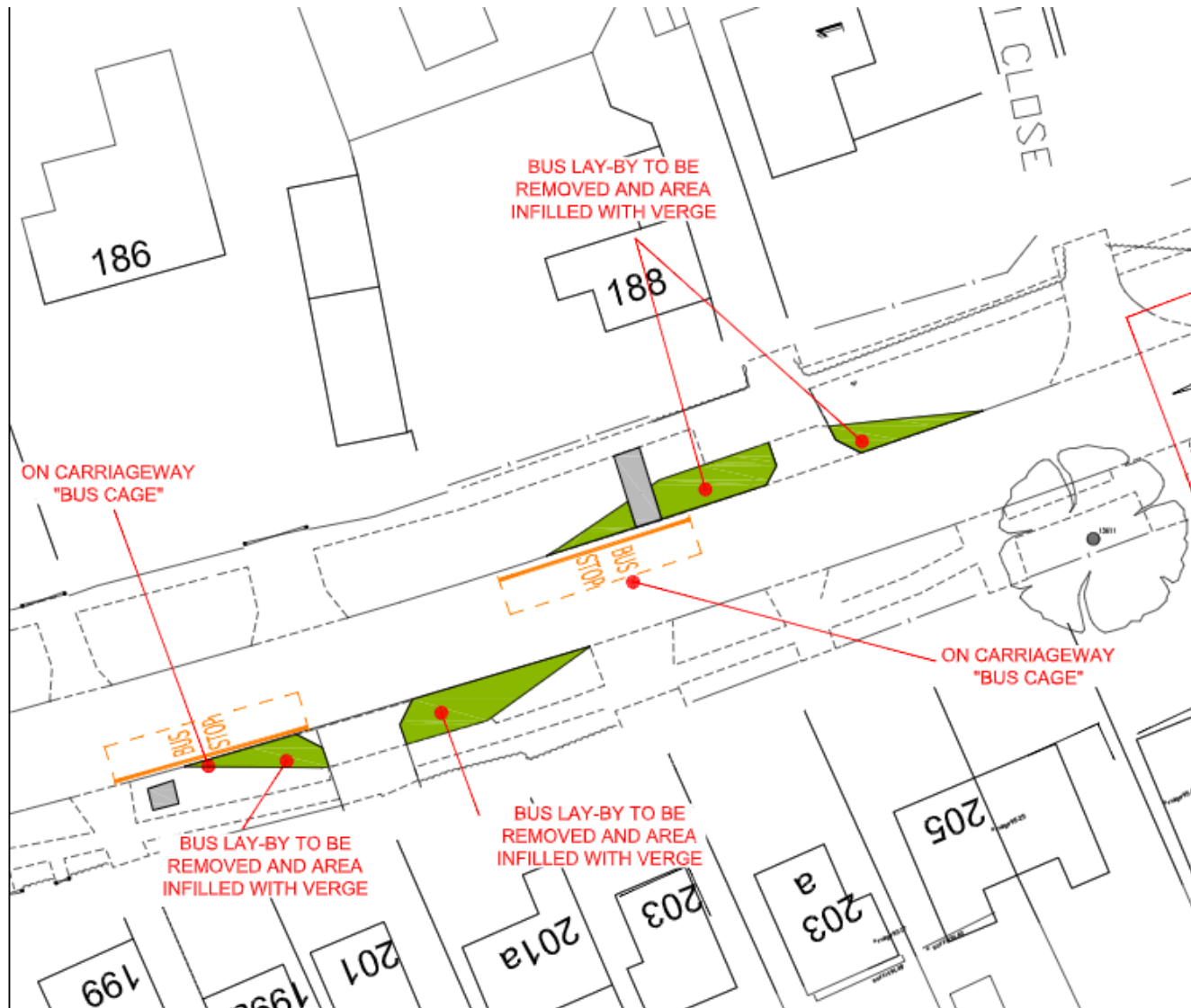
Sheet 7 of 11				
Total Feedback	Objection	Full Support	Part Support	Summary of Feedback
X	4	X	3	1. The imprint paving will create a noise disturbance with little speed reduction. These areas should be raised or given the visual impression of being vertically-raised.
Highways Development Management / Designer Recommendation				1. The imprint paving should not generate significant additional noise and it is recognised throughout the industry that block paving (or the appearance of) does have a traffic-calming effect. Raised tables are not usually used along a bus route.
Local Ward Members Recommendation				That the original proposal is accepted.

Sheet 8 of 11: Existing Pedestrian Crossing Retained

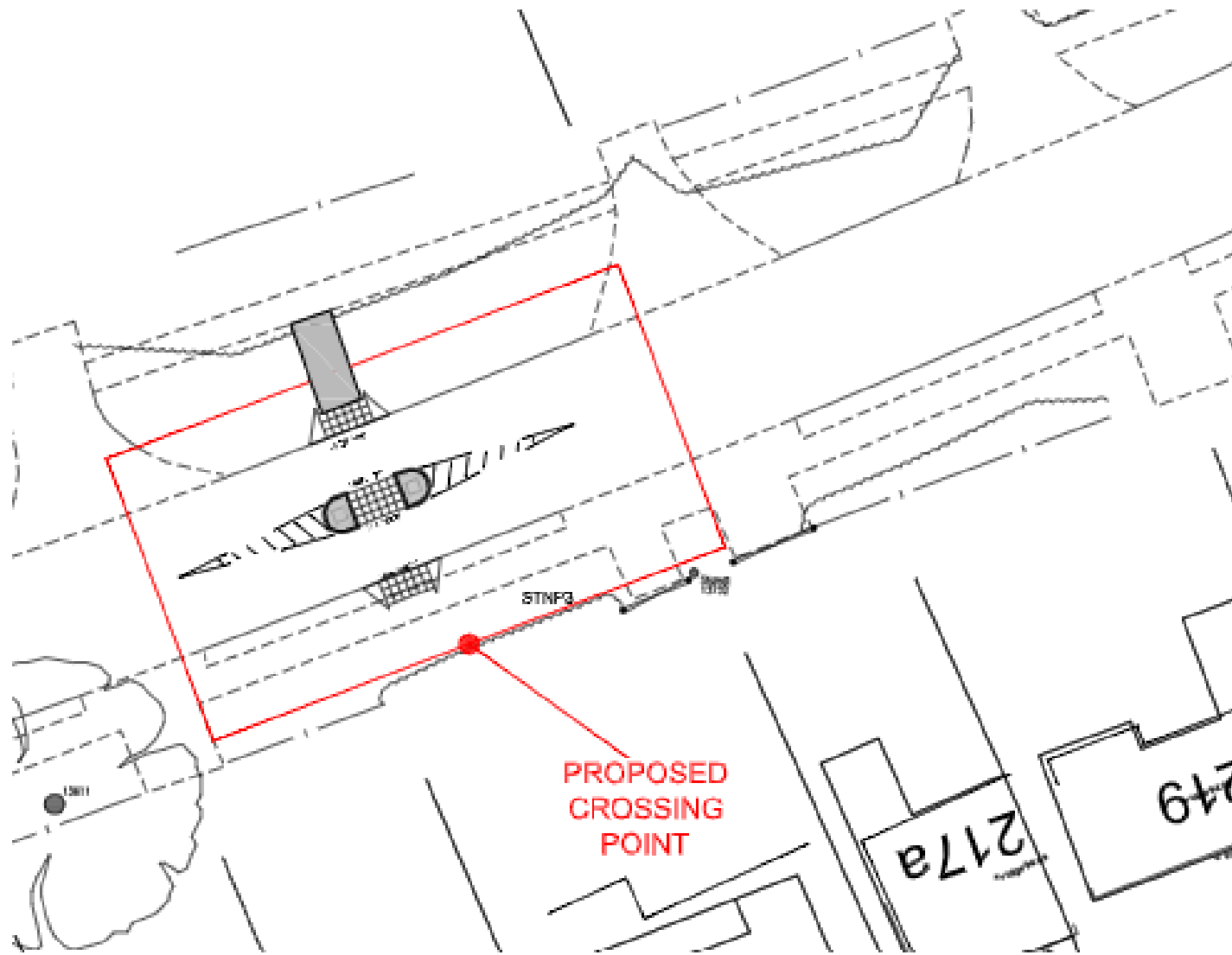


Sheet 8 of 11				
Total Feedback	Objection	Full Support	Part Support	Summary of Feedback
11	0	0	11	<ol style="list-style-type: none"> 1. The majority of the traffic-calming measures are at the Aylesbury end of the village and very limited measures are proposed at the Wing end of the village. 2. The existing pedestrian refuge would benefit from imprint paving.
Highways Development Management / Designer Recommendation				<ol style="list-style-type: none"> 1. The extent of the traffic-calming scheme is agreed in the s106 agreement and the scope of BDW's s106 commitments are shown on drawing 12-042-1/010 Rev B in the s106. BDW has proposed measures at the Wing end of the village above that required by the s106. 2. This is existing pedestrian refuge and the other proposed pedestrian refuges do not have imprint paving. As above, BDW has proposed measures at the Wing end of the village above that required by the s106.
Local Ward Members Recommendation				That the original proposal is accepted.

Sheet 9 of 11: Proposed On Carriageway Bus Stops

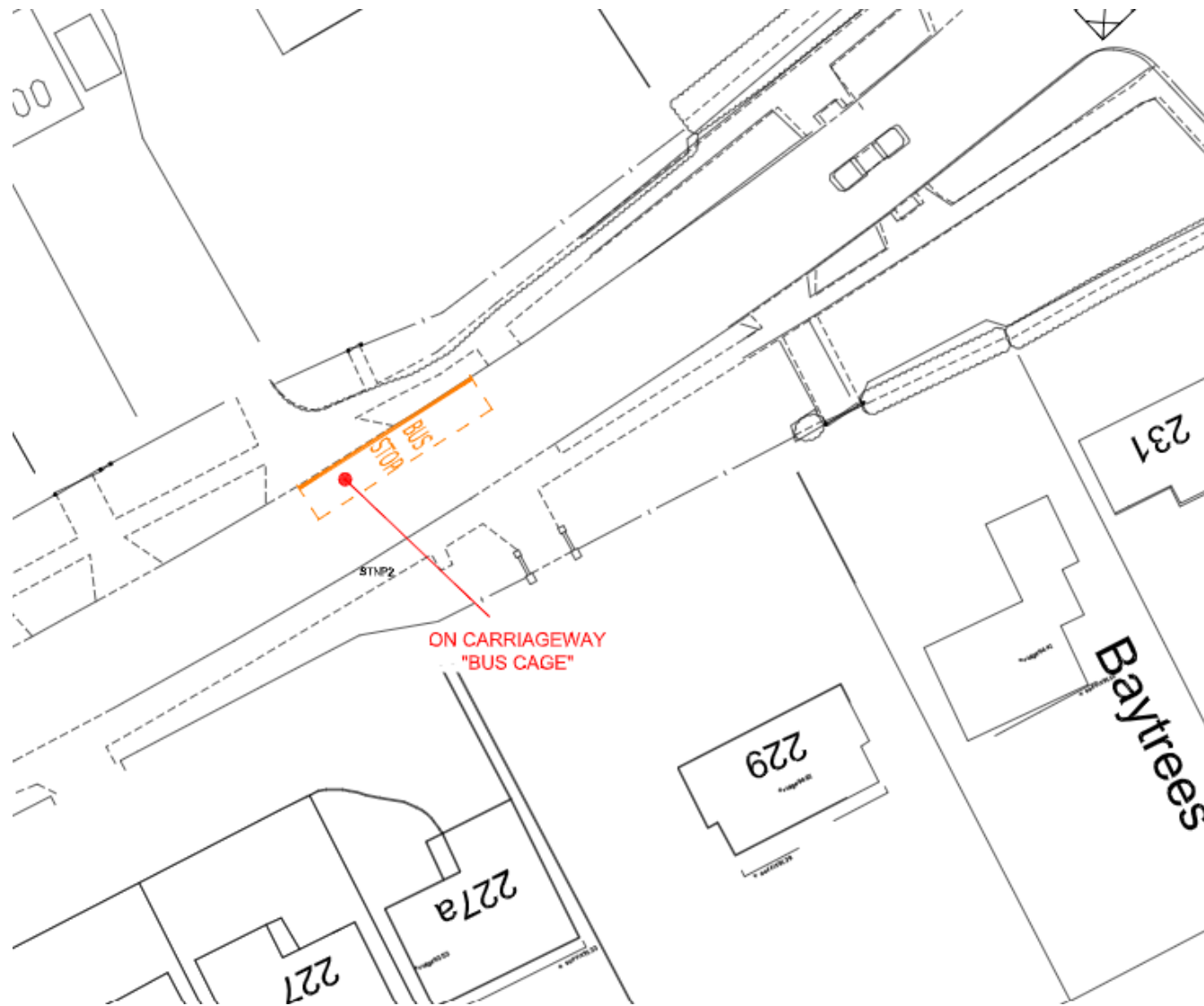


Sheet 9 of 11: Proposed Crossing Point



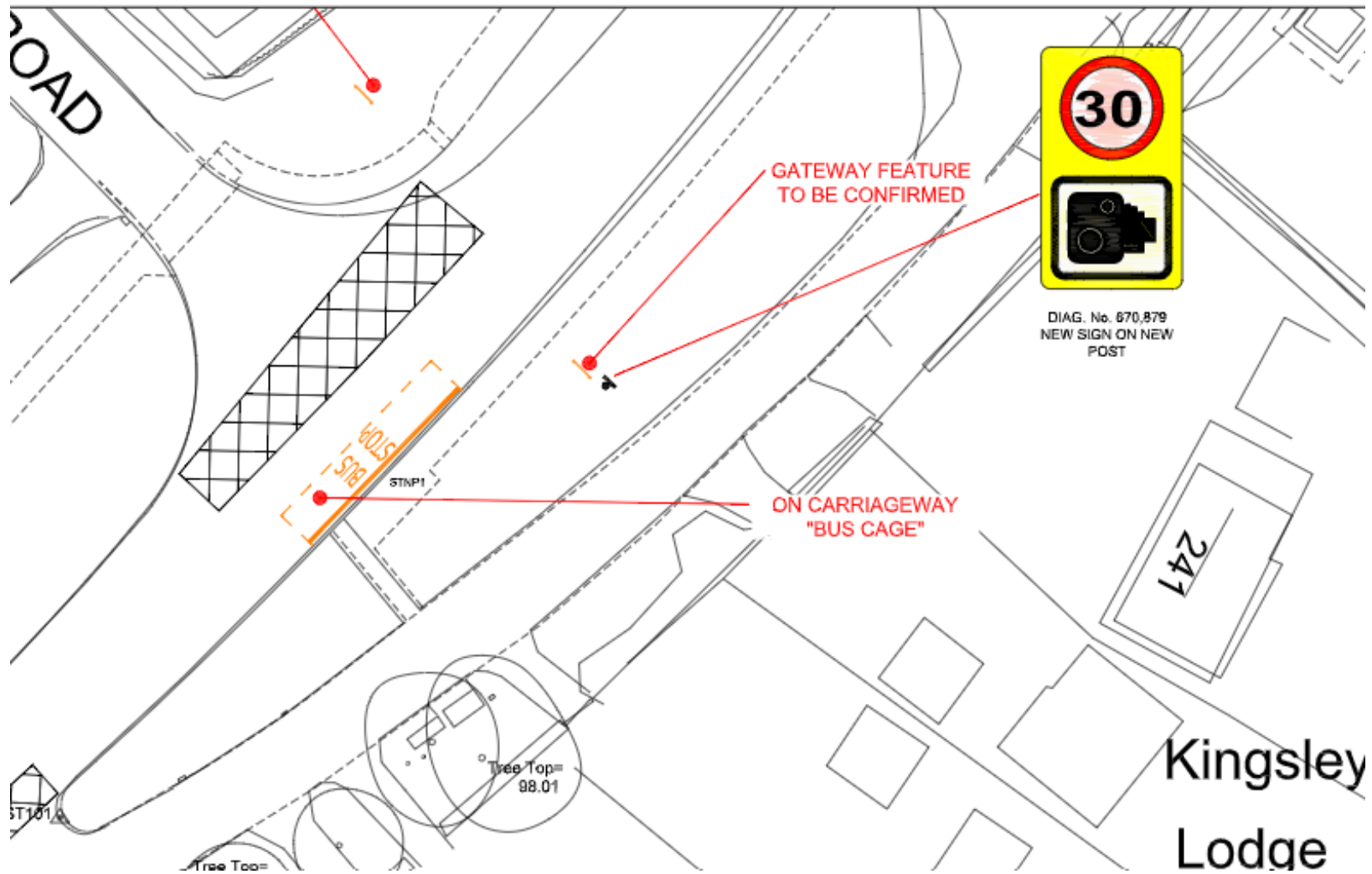
Sheet 9 of 11				
Total Feedback	Objection	Full Support	Part Support	Summary of Feedback
0	0	0	0	<ol style="list-style-type: none"> 1. There are no objections to these particular on carriageway bus stops. 2. There are no specific objections to the proposed crossing point.
Highways Development Management / Designer Recommendation				<ol style="list-style-type: none"> 1. Noted. 2. Noted.
Local Ward Members Recommendation				That the original proposal is accepted.

Sheet 10 of 11: Proposed On Carriageway Bus Stop



Sheet 10 of 11				
Total Feedback	Objection	Full Support	Part Support	Summary of Feedback
1	1	0	0	1. The on-road bus cage is shown on the plans across the driveway access to 200 Aylesbury Road which will block driveway access, when a bus is stopped. It is requested that the bus stop cage is located eastwards beside the actual bus stop and the footway where pedestrians currently wait for buses.
Highways Development Management / Designer Recommendation				1. Noted. The exact position of the on-road bus cage can be dealt with at the detailed design stage.
Local Ward Members Recommendation				That the original proposal is accepted.

Sheet 11 of 11: Proposed On Carriageway Bus Stop and Gateway Feature



Sheet 11 of 11				
Total Feedback	Objection	Full Support	Part Support	Summary of Feedback
6	0	0	6	<ol style="list-style-type: none"> 1. The bus stop opposite Rowsham Road can cause problems with traffic exiting the junction towards Aylesbury. Can there be a bus lay-by here instead? 2. Whilst additional speed camera signage is welcomed, additional speed cameras and enforcement is required. 3. The ELR Junction traffic lights have minimal waiting time to drive straight through Bierton. The waiting time should be increased significantly.
Highways Development Management / Designer Recommendation				<ol style="list-style-type: none"> 1. This is an existing on carriageway bus stop and there have been no recorded collisions at this junction which indicate that there is an existing highway safety issue. It is considered that putting the bus cages on the carriageway will provide two functions. The first is to give priority to the buses and secondly when the bus is stopped in the cage it will give additional de facto traffic-calming. 2. Additional speed cameras and enforcement was not part of the original scheme brief and is unlikely to assist in traffic management to deter vehicles using the route. 3. Once the traffic-calming scheme has been fully implemented, the traffic lights at the ELR signalised junction will be reviewed to include a longer wait time for traffic heading through Bierton. This will further discourage traffic from passing through Bierton and encourage use of the ELR and SLR through Kingsbrook as was originally intended. Lighting timing may be further amended as the Highway Authority see fit.
Local Ward Members Recommendation				That the original proposal is accepted.