



## Bierton Traffic Calming Consultation Responses

### Local Comments:

- Relocating the existing bus stop lay-bys onto the carriageway is unnecessary.
- Creating two parking spaces for St James the Great Church opposite The Red Lion PH is pointless.
- The extra crossing points are a massive plus as we have young children, so trying to access the one main light controlled crossing is hard. Especially because the width of the footway outside number 70 Aylesbury Road narrows extremely.
- I noticed more speed camera signs. I would hope to see more increase in speed cameras and also the current one to be used in both directions.
- I would welcome a 20mph speed limit around Bierton Combined School to ensure safe passing of traffic very close to children.
- Hoping any traffic calming / parking outside St James the Great Church will not impede residents pulling out from Great Lane (opposite), as it can be difficult enough.
- 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?
- Demolish The Red Lion PH and use that space and its car park for Church parking. A hearse + 2 vehicles can still stop in the road. Add another crossing for the Church.
- Do we need weight limit signs (except of buses and access) to divert heavy lorries?
- On Sheet 1, will the give-way bollard not divert traffic to use Burcott Lane at busy times?
- I fully support the traffic calming in Bierton. I wonder though if the Church really needs the spaces outside the Church, as there is ample parking along Aylesbury Road and by the Well, plus the car park at The Red Lion PH has always been used. A touchdown / drop-off bay might be useful for the less able, but I do not think there is a need for specific spaces. I would be concerned about the impact those spaces would have on the junction with Great Lane.
- Whilst I am very supportive of these measures, it makes no sense not to include Burcott Lane for similar treatment, and for them to be augmented with speed cameras. Traffic of all types already exceeds the 30mph speed limit on this rural lane.
- The development of a secondary school and a second sports field / recreation ground will simply increase traffic which inevitably will go too quickly. Traffic calming and speed cameras are needed here too.
- There is nothing stopping people speeding in excess of 80mph along Mike Griffin Way, which is seen regularly. In addition, there is little to nothing being done to stop speeding along Bellingham Way, straight past the entrance and crossing point to a primary school. Both Mike Griffin Way and Bellingham Way are very badly designed roads that are extremely vulnerable to speeding and anti-social driving.
- I implore you to put traffic calming and speed control measures throughout Mike Griffin Way and Bellingham Way, before anything else is done. Failing to do so will make our lives as residents miserable and create a much greater risk of injury to pedestrians.
- Whilst I do not object to traffic being encouraged through Kingsbrook, as it has been built as a link road, I do not see the point in spending funds on traffic calming, until the full effects of the link road to the A41 is built. Once this part of the two link roads has been

built, a better idea of how people are using the roads will be available. If any traffic calming is necessary to encourage traffic to use the link road, that would be the time to spend the funds.

- The works seem very good, but would have been better if a 7.5 ton weight limit had been imposed.
- I have very strong concerns with moving the speeding traffic through Kingsbrook. Especially when you are not taking it over from the management company that is currently managing it.
- Traffic calming measures will need to be made to Bellingham Way at the same time.
- I think the traffic calming measures would be fine, if the link road with the A41 was completed first. This would prevent traffic that is intended to go to the A41, to not use Bellingham Way as part of their route.
- If you are to go ahead with this planned changes, I would suggest that speed cameras are implemented along Bellingham Way and Mike Griffin Way.
- As a resident of Kingsbrook who lives adjacent to Bellingham Way, I do object to this proposal. Whilst it has always been known that this would be the main route to minimise traffic through Bierton, the increase in traffic already is problematic. Despite the clearly marked 30mph speed limit, there is regular speeding through the area.
- There is already a moderate flow of traffic through Kingsbrook via Mike Griffin Way. This is a cause for concern as we have seen several wild animals run over and killed. It is also a risk to children. We do not want any increases to the traffic flow through Kingsbrook.
- I am disappointed that most of the traffic calming measures are in the area adjacent to the allotments. Traffic speeds along the A418 after the new traffic lights, and not having a chicane until the allotments I fear will not slow the traffic down from the Church through to the new traffic lights, where traffic travels at speeds well in excess of 30mph.
- I note there will be some imprint paving, but I am not sure what this is, and how this will slow the traffic in practice (an explanation would be great).
- I would have really liked to see the narrowing of the road, perhaps near Lounge India (formerly The Bell PH), in addition to that by the allotments, similar to the road narrowing in Weston Turville.
- There is a severe lack of pedestrian crossings being only currently at opposite ends of the village. A controlled crossing near to Burcott Lane would achieve the calming and would enable us in the centre of the village to safely cross.
- Although the speed limit on this road is 30mph, nobody sticks to it. The speed of traffic at night is dangerous. I fail to see how the restrictions being put in place will stop speeding traffic at night or during the day, and reduce the traffic.
- Most of the restrictions if I am looking at it correctly seem to be on the road where it is the widest and the road less dangerous. I would be very interested to know if anyone has bothered to monitor the speed and usage of the road.
- On a negative side, on looking at the plans we have seen that you will be filling in the bus stop at 201 Aylesbury road and then moving the bus stop along to 199A. We would like to object to this.
- I strongly disagree with this proposal of diverting traffic through Kingsbrook. As a resident that lives here we already have so many issues with reckless drivers and people not caring about safety of speed on our development. I would not like to encourage more. We along with many others moved here to Kingsbrook for it to be quiet, not for it to be used as a main road. This disgruntles many residents that live here, it is not fair, and we should have a say in this proposal.
- The suggested plans will affect me and many others, as I do not have a choice but to use this road for my school run to Bierton Combined School. You will only be making my journey and many others more painful, as no matter how many drivers you will divert to use Kingsbrook, it will still mean we will have less road to use on A418. I am fully against this proposal.

- I would like to make the following suggestions: As this changes the major route from Milton Keynes and the M1 to Aylesbury, the amount of traffic will clearly increase through the new development. Recently, there have been two examples of HGVs trying to get the A41 and grounding on the humpback bridge in Broughton Lane. New signage is I believe being prepared, but the risk of similar occurrences will increase. Additionally, the current through road will take traffic past a primary school. Therefore, could these plans be put in place in conjunction with the proposed new road linking the A418 with the A41? This is currently 50% complete. Taking traffic into Kingsbrook and extending it now will lessen congestion at the junction of the A4157 and see less traffic using Broughton Lane and its small weak bridge, as well as taking traffic away from the housing and school. Finally, we already have some speeding on Bellingham Way and have seen some collisions already. To increase safety could we see the introduction of permanent speed cameras to deter excessive speed use by motorists. Thank you for considering my suggestions.
- I think this would be a great idea once the ring road is complete, but this is another example of people running before they can walk. It is only one part of the ring road that currently only leads to Kingsbrook before coming out at Stocklake. That is why it is not being utilised at the moment, because it is not a main road to anywhere just too and through an estate. Once the ring road is complete it will be a busy road, but persuading vehicles down this road that will run past the school is not in my opinion a bright idea. If traffic calming measures are needed to be put through Berton, then they should be put through Kingsbrook as well, if anyone had any common sense.
- I would like to ask if the Council are considering the impact this will have on Kingsbrook as a community and what, if anything, can be done for the numerous residential properties along the main link road to minimise the impact? Replace the existing road surface with quiet asphalt so that residents will have a quieter road, especially when heavy goods vehicles are being forcefully diverted? Any plans to ensure the long straight road through Kingsbrook does not get used as a racing track, especially with a primary school, a park and numerous residential spaces all along the road? I also do not understand this rationale behind the enforced diversion, because I would have thought the reason for building a new road was to ease congestion on existing roads into and out of Aylesbury by providing an alternative route. Shifting traffic from one road to another in my view is just moving the traffic woes from one road to another and completely defeats the purpose.
- Whilst I fully support these measures, I am equally deeply concerned about the impact on traffic through the Kingsbrook Estate, and wonder whether similar measures should also be implemented there at the same time. We regularly see vehicles speeding and overtaking along the bypass and also past the new primary school, which is very concerning. My other concern is the junction of Bellingham Way and Broughton Lane that leads to the small bridge over the canal. The speed of the traffic is crazy along this stretch, and we have witnessed quite a few near misses, and also a couple of collisions. Pedestrians struggle to cross at this section, because there is no crossing facility, despite it being the busiest section of the road. Could I please urge you to seriously consider the consequences of sending more traffic through Kingsbrook without suitable traffic calming measures being in place.
- We live in Kingsbrook and do not want an even further increase in through-traffic coming on our new roads.
- Could you please tell me why you do not understand that making traffic stop and start for the fun of it is very bad for global warming. Stationary vehicles and accelerating away burns a lot more fuel than keeping traffic moving. Vehicles travelling through Berton need to access the other side of Aylesbury. It is also miles further round the new road just to get to Stocklake, as the only way to Tring Road has a hump back bridge and weight limit. Please check the mileage and pollution this will cause.
- With reference to your plans for traffic calming in Aylesbury Road, I would like to say how pleased we are that some calming measures are being discussed. Living close to the

Aylesbury Road we have noticed a significant increase in traffic braking speed limits. Also, we have concerns about lacking school signs for the school in Parsons Lane which is very congested. During school dropping and picking up times traffic builds up into Aylesbury Road as it cannot proceed down Parsons Lane because of parked cars in the road at the entrance to Parsons Lane. It has become very dangerous with parents and children walking and trying to cross between cars, and trying to get in and out of Parsons Lane.

- Having read the outline proposals, I am writing to strongly object to one of the proposals mentioned in this traffic calming scheme. As a long-term resident residing at Bieron House, 74 Aylesbury Road, Bieron, I wish to object to the proposed retention of the pelican crossing sited directly outside my house (a grade II listed property). We have had to suffer the consequences for far too long, of buses, lorries and other transport vehicles stopping outside our front room with the drivers and passengers peering into our front living room and adjacent rooms, and this is totally unacceptable. I am positively behind the other traffic calming measures, but I believe this is the opportune time to ensure the crossing should be considered for removing and placed elsewhere. We wait now to receive a positive outcome regarding our continuous disapproval of this issue.
- I am writing to put forward an objection to the retention of the pelican crossing situated adjacent to 74 Aylesbury Road. 1<sup>st</sup> preference: Remove and replace the crossing elsewhere because of loss of privacy, noise pollution, and car fuel pollution. 2<sup>nd</sup> preference: Decommission the existing controlled crossing and remove the traffic lights and downgrade to an uncontrolled crossing point. If the traffic is due to be less and movement of traffic is slower after implementation of traffic calming measures, is there a need for a costly controlled pelican crossing? Decommissioning the current lights would lead to significant cost savings. Even more people will use the road narrowing points and other crossing points to cross the road, once the traffic calming measures are in place. There would be less need to constantly repair the manhole covers situated near the lights resulting in cost savings.
- I find these proposals completely unnecessary. Within the next couple of years, my understanding is the Eastern Link Road (ELR) will open, meaning easy access to the A41 towards London. Currently there have been multiple occasions where HGVs have tried using the roads through Kingsbrook, only to get stuck just before Broughton Bridge, bringing Kingsbrook to a standstill.
- Another concern is for the newly built Kingsbrook Primary School, and soon to complete secondary school. With the secondary school soon to open, the traffic around Kingsbrook will already be severely congested during peak times, with traffic lights for the crossing recently installed. I am also not sure Barratt David Wilson Homes would want the risk of a school pupil being struck by a vehicle outside school either as a result of their proposal.
- Finally, speeding has already been an issue through Kingsbrook, confirmed by multiple police camera vans being parked in lay-bys and police patrols monitoring speed in the area in recent months. With so many varying speed limits through Kingsbrook which varies from 30mph – 40mph – 50mph, it only encourages unknowing users to speed through the village.
- The A418 already has a speed camera in place in one direction. Perhaps another could be added in the opposite direction, in a different section, to slow traffic.
- I am a Kingsbrook resident and whilst support traffic calming and was aware of the plans of a traffic calming scheme before purchasing my property, I am baffled by the concept to funnel traffic away from a road that has no schools, shops, or parks on it and send that traffic down a road that has a school, shops, and parks on it.
- Bellingham Way has speeding issues and also construction traffic flowing down it. I do not understand the idea to add to all of that before the ELR is completed.
- Has a full investigation been done on the area and its traffic as a whole since the building has been done?

- Has any investigation been done to put in average speed cameras through Bierton and Kingsbrook to ensure that the traffic moves safely? After all safety is paramount and I am sure that is why traffic calming measures are being put in place.
- I would like to know why this decision has been made to move traffic from a road with no parks, shops, and schools and put it on roads that have all of those. I would like to understand how this is deemed safer.
- I am struggling to understand why Bierton are seeking traffic calming measures, when they have already diverted the traffic past my home? Surely, if anyone should have traffic calming measures, then it should be us on Kingsbrook, not the residents of Bierton, as we are experiencing the increases! Should you feel it necessary to divert more traffic our way, then at the very least, reduce the speeds outside the primary school and parks and install a speed camera. I think you would get more support for your plans should this action be forthcoming. As things stand I wholeheartedly reject the plans.
- I have a few comments / suggestions: The area at the top of Parsons Lane – Imprint paving, needs a small ramp at both ends – It was not clear in the plan, if this was intended or not. The footway at its narrowest point by 161 Aylesbury Road could be widened for a short distance, wide enough for 2 people to pass. You plan to narrow the road at this point anyway. Most Important, I feel that an access only for HGVs is needed. A 20mph speed limit would help.
- Signage from other parts of town still direct traffic through Bierton. I assume these will be changed.
- I have concerns about the proposed chicane outside Miles Court. Whilst traffic will be reduced once the link road is finally open, there will still no doubt be a volume of cars travelling through the village. Even a small amount of traffic will make it difficult for us to safely exit our shared driveway, since traffic will either be moving in one direction (priority leaving Aylesbury), or it will be waiting to access the chicane from the Rowsham direction. Traffic will potentially speed up to avoid waiting, if they see traffic approaching from the other direction, making it even more dangerous, as we pull out. Delivery lorries and vehicles parked on the verge in front of no. 1 Miles Court already obscure visibility of traffic coming from the Rowsham direction and make it necessary to nose your way out. It would be impossible to see traffic waiting to access the chicane from this direction. Two traffic islands instead of the chicane would reduce the incidences of people overtaking (which is currently a risk), as well as augmenting the other traffic calming measures.
- Consideration should be given to reducing the speed limit to 20mph which is now common in many areas of the country and I have experienced in London and Oxford.
- I wonder if a contrasting colour (red for example) be used for the sections of imprint paving and cycle path. I would also like to see triangular hazard teeth painted in the road on the approach to all the sections of imprinted paving, to give the visual impression of a vertically raised section of road.
- Of course, traffic will still not be fully discouraged from using the village as a thoroughfare until the Council adopts the ELR. Would you be able to offer any insight into the delay in the Council adopting the link road?
- Having read the overview for traffic calming measures for the A418, I am inclined to support them, but I strenuously object to them being implemented before the completion of the ELR.
- I do not think this has been properly thought through. The traffic build-up on the A418 will be extortionate given it is a main link road to Leighton Buzzard and the M1.
- Since Stocklake opened things have improved considerably. The new traffic lights have ensured that the traffic is running smoothly through the village and I am a bit surprised that now is the time to make changes. I cannot see how setting up priority points is going to be a helpful measure. It will mean that frustrated drivers are going to wait to be let through at such points and thus increase pollution.

- I believe a far better and cheaper solution would be to let the traffic flow, but reduce the speed limit to 20mph.
- The risk to residents in Kingsbrook should now be the focus. It is unsafe and it is incredulous as to why vehicles are allowed to speed past at 40mph in a residential area. Traffic flow is at a dangerous speed past a playground, primary school and during times in which young children are playing outside. It feels the residents of Bierton are having their needs met, whatever the cost, even if that means an increased risk of injury to young children living or visiting within Kingsbrook. I believe these views are misguided and urge a serious reconsideration of traffic calming in Kingsbrook, in addition to those that are planned for Bierton to increase public safety.
- Bellingham Way is already a speedway most times of the day. Very few cars stick to the current 30mph speed limit, and I am concerned that these changes to the A418 will increase the volume of traffic and thus increase the amount of speeding vehicles through Kingsbrook. Related to this, is the lack of any traffic management along Bellingham Way, especially by the primary school. Surely this should be a safety concern for the Council. If not, why not?
- I understand Bellingham Way has not been adopted by the Council and this presents challenges for managing the speeding on the road. So please ensure it is adopted before these changes to the A418 are done. There is need for a traffic camera or other options along Bellingham Way, as soon as possible. I understand these changes to the A418 were always the plan, but to approach traffic management in a step-by-step approach will only lead to more issues for Kingsbrook residents, even if it solves issues for Bierton residents.
- With respect to the proposed build-out outside St James the Great Church, including parking spaces for the Church; please consider the problem local residents will have turning right out of Great Lane, if there will be either stationary traffic parked in the parking spaces, or in a queue due to the parking spaces. I urge anyone to try and complete this turning at any time of the day. The road is a direct route for the primary school, traffic queues constantly, and the parking bays right outside the Church will make any movement from Great Lane impossible.
- If the intention is to restrict lorry traffic using the road and at the same time slow traffic, I believe clear signage is required at both ends of this section of the A418 a) to direct heavy traffic from passing through Bierton and b) to warn of the measures that are proposed for the section of road.
- The proposed calming measures seem inconsistent and jumbled in their application a) A chicane is proposed outside the entrance to Miles Court which will cause traffic to back up during peak periods i.e. school opening and leaving times. b) The use of multiple schemes, i.e. humps with crossings, narrowing and chicanes, is proposed in a haphazard manner with no particular thought. c) The laying of a resin layer of paving again seems somewhat random and without thought. I assume the road will need to be resurfaced to be consistent with the works proposed. The footway is in various places in very poor condition and will need reconstructing. d) If the proposal is to calm and slow traffic, then the existing speed limit could be lowered to 20mph. The carriageway could contain more raised crossing areas. The narrowing of the carriageway could also be extended and the resin layer of paving extended along a greater length of the road. In this respect the chicane opposite Miles Court is, I think, a distinct problem. A narrowing and a raised crossing may serve to reduce speed whereas the chicane will merely disrupt the traffic. e) The need to slow traffic is linked to the use of the road by HGVs and similar vehicles. Speed restrictions and narrowing of the carriageway with clear signage at either end of this section may be a better way of dealing with the issue, rather than planning various obstacles of various types along the road. In summary, the approach must be to stop HGVs and other vehicles, restrict the width whilst maintaining moving traffic, whilst at the same time cater for emergency and service vehicles that need to use this road.

- I believe that implementing the scheme before the completion of the southern section of the ELR would create more problems than it would solve.
- We do feel there is not enough signage for the school in Parsons Lane. At drop off and pick up times it is very dangerous as cars park at the entrance to Parsons Lane and traffic tails back into Aylesbury Road. Traffic cannot exit Parsons Lane as traffic cannot get in. It is chaos and we are hoping the calming measures will prevent this happening every school day twice a day.
- With reference to the above proposal, we would comment that the sooner this happens the better to lessen the use of Burcott Lane as a rat-run.
- The plans indicate a build-out right in front of 108 Aylesbury Road, and this will restrict access from my drive to turn left towards Milton Keynes. As such, I wish to formally place my objection on record to this element of the proposal, in the hope it will be seriously considered and appropriate changes made on final plans.
- I am concerned that the parking by the Church is too close to the bus stop outside the Red Lion PH. This is a busy junction with cars going along the main road as well as up / down Great Lane and Parsons Lane, especially at school start / finish times. This is likely to cause lengthy delays for all users and risks drivers and pedestrians making daft choices and risking injury. I would be happy with a drop-off zone outside the Church which would allow funeral and wedding vehicles to temporary stop and / or people with disabilities to be dropped closer to the Church, which would cause some temporary disruption to traffic, but nothing more than a few minutes.
- I would like to see a longer build-out of the footway outside 161 / 163 Aylesbury Road, as the footway is very narrow at this point, and does not allow for pedestrians with a pram to easily pass one another.
- I do not see the value in the imprint paving and do not understand the impact this has on traffic and therefore think it could be a waste of time and resource. I would be happy to see yellow hatching on the junctions with Parsons Lane and Great Lane.
- I do not see the value in filling in existing bus stops and moving them into the main part of the road. This seems like a waste of time and resource.
- I am opposed to this scheme. I believe the road should be kept clear for emergency vehicles.
- I am in favour of the proposals. However, since the overall philosophy is essentially to discourage through traffic, principally HGVs, rather than to impose prohibitions, I would strongly urge that the existing highways signage is rethought. It should be made abundantly clear to drivers approaching the village from Wing and those on the Aylesbury ring road, that the main A418 goes through Kingsbrook and not through Bierton. The signage at the Wing end of the village is not nearly large enough to indicate that the main road turns sharp left at this junction. The junction layout may also need to be re-configured, since currently the left-turn is quite narrow, and gives almost the appearance of a slip road rather than the main A418. There must be scope for widening at this point.
- Similarly, the signage on the ring road will obviously need altering to indicate the new A418 through Kingsbrook only. Time will tell how quickly (or otherwise) drivers adapt to the new traffic calming, but better and more prominent signage can surely only encourage this.
- Introducing this would be a huge mistake. We paid good money to be near A418, but do not want the traffic to go through our neighbourhood. This is ridiculous, the A418 is so busy because there is always so much work on the roads being done, lane closure and traffic lights being a nightmare. We already have a huge amount of traffic through the neighbourhood, because of the schools and being near A418. This would create more issues and longer traffic, and will be extremely noisy and unsafe for our pets. This is just ridiculous.
- The proposal to increase the width of the carriageway from the Coppice up to the Church is an unnecessary expense, because there is already an existing cycle path, and

because the road is wide enough to accommodate a cycleway by simply reducing the lane width.

- The proposals to fill in existing bus lay-bys and replace with on carriageway bus cages is disproportionately expensive, given the lack of impact due to the infrequency that buses stop along this stretch of road.
- The parking bays outside St James the Great Church are problematic due to the impact on funeral or wedding vehicles which may be too long for such provision.
- In my opinion, the proposed imprint paving at the top of Burcott lane should also be ramped / raised to properly slow traffic at this point, and double yellow lines must be installed at the top of Burcott lane to prevent parking. The same raised area could also be applied to the top of Parsons lane.
- The proposal for a crossing outside 217 Aylesbury Road is unlikely to be used by pedestrians and in any case is well served with crossings 200m in each direction.
- I think one of the proposed chicanes should be relocated to the eastern end of the village, if a suitable location can be found without impacting access to driveways.
- Perhaps an on-carriage cycleway at the eastern end of the village, with suitable reductions in carriageway width might also be considered.
- We totally object to the proposed traffic calming along the A418 through Bierton based on health grounds, which do not appear to have been considered at all. The traffic calming will only serve to increase the amount of carbon dioxide along this section of road, particularly during rush hours. Traffic is extremely heavy in both directions during these times and to have vehicles sitting with engines running waiting for their turn to proceed will be extremely detrimental to the health of the people living along this stretch of the A418. This in addition to the increased noise from vehicles accelerating from standstill again detrimental to health.
- Would it not make considerably more sense to just restrict the road (which was never designed or built to convey 40 ton juggernauts) to a maximum 7.5 ton vehicle weight, thus both reducing the amount of traffic, as well as the excessive noise made by those vehicles above this weight, which is very considerable. With the resulting lighter weight vehicles flowing through Bierton village, thereby emitting fewer Co2 emission by not having to stop and start. The resultant reduction of Co2 would be far more beneficial health wise to the village residents. This alternative would also save the Council a considerable amount of expenditure in not having to install the traffic calming structures.
- The existing bus lay-bys in the village should not be changed.
- Only very limited parking should be allowed on the existing A418 through the village.
- The vision splay for Burcott Lane should be improved with no parking on the approach to the existing A418.
- It is unlikely that any of this will help before the ELR is in place.
- I hope every opportunity will be taken to minimise the carbon footprint of the proposed works, including long-term maintenance needs. That said, as a member of St James' congregation, I am concerned at the very limited carriageway space proposed for parking on the Church frontage. It is not clear why the adjacent bus lay-by needs to be removed. It provides some additional early morning parking space, before the first bus on Sundays.
- It would also be helpful to provide some on-road parking space for the Jubilee Hall. The existing car park soon fills up when there is an event.
- I note that the 30mph speed limit is being retained on Aylesbury Road. A 20mph speed limit, combined with a 7.5 ton weight limit (except for access) would be an excellent deterrent to through traffic, especially HGVs. It could be imposed, subject to the usual procedures of course, with little more than signage, and in advance of any other work. That would then show how many or how few of the present proposals are really necessary.



- I assume you intend to downgrade the classification from its present Class A. Surely also, the signage in Vale Park Drive needs to be changed. Traffic for Milton Keynes continues to be directed via Park Street North.
- As an additional and related comment, I would mention Broughton Lane, which is being used as an Aylesbury eastern bypass by much light traffic. At the Aylesbury Vale District Council (AVDC) Strategic Development Management (SDM) meeting in March 2012, Highways DM advised that it was essential that Broughton Lane should remain lightly trafficked, with speeds commensurate with cycling and walking. Nevertheless, it still has some sections signed at 40mph and the remainder at 30mph. It is an undoubted deterrent to active travel. The solution seems years away.
- The chicanes are all giving priority to vehicles travelling from Rowsham to Berton and are all situated at the Aylesbury end of the village. There are no chicanes or build-outs at the Rowsham end of the village, where it would be more of a deterrent to lorries, meaning they would take the Kingsbrook turning instead of coming through Berton.
- Filling in the current bus stop lay-bys to make the buses stop on the main carriageway would only encourage drivers to attempt to overtake the buses, leading to more accidents.
- The two spaces on the carriageway outside St James the Great Church are identified as being for Church use i.e. funerals, weddings etc... They are shown as being near the east end of the Church, when it is the west door which is used for life events.
- The spaces are on the carriageway, as opposed to being a pull in, meaning coffins would still have to be unloaded and loaded into hearses while they are parked on the carriageway. This compromises people's safety.
- There appears to be no way to ensure these spaces would be available for Church use. Residents who currently park on the footway by the Church would undoubtedly use these spaces, as would anyone else not connected to activity at the Church.
- We feel that the most appropriate course of action to help reduce though lorry traffic in the village, would be to impose a 7.5 ton weight limit (except for access) and / or a 20mph speed limit in Berton. Parts of Aylesbury already have 7.5 ton weight limits imposed, particularly where an alternative unrestricted route is available. This would ensure lorries would use the Kingsbrook route which has already been built and is very under-utilised at present.
- By imposing a reduced speed limit, it would also offer more safety to children accessing Berton Combined School and the pre-school. These restrictions would also be enforceable by law. The cost of a few 20mph speed limit signs for a 20mph zone would be a lot less than the cost of all the chicanes, build-outs, lay-by filling in etc... It would also mean considerably less disruption to the village.
- Please look to raise two sets of traffic lights on Bellingham Way, Kingsbrook. Speed bumps are needed. This will slow the traffic down. The Aktiva Nursery and parents have campaigned for this. Please listen before there is an accident.
- Whilst we do not object to the plans, we refer to the on-road bus cages, which has been added to the bus stop by 200 Aylesbury Road. We kindly ask that when the bus cage is painted onto the road, that it does not cross the entrance of the driveway. At present, buses stop regularly on the road at the bus stop throughout the day and never does the bus stop across the driveway. There is enough room to have the bus cage further up beside the actual bus stop and the verge / footway where pedestrians currently wait for buses. Please could you take this into consideration and amend the placement of this bus cage?
- Why is a chicane needed after just passing through two mini-roundabouts? The tail back from this will block the mini-roundabouts.
- A cycle lane is proposed 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.

- It is proposed to remove the four bus lay-by's in Bierton. There are no buses on a Sunday and through most of the day, two buses per hour. The expense of this is not justified for the minimal effect this would have on the traffic. Also, elderly and vulnerable bus users would be standing nearer to the road and getting splashed in wet conditions and at a less safe distance from the passing traffic.
- On a Sunday, when there are not any buses, members of the Church congregation, some of whom have mobility issues, park in the lay-by near the Church. This is a useful facility for them and helps their attendance at services. The proposed removal would disadvantage these people.
- The proposed chicane outside St James the Great Church would be a problem for weddings / funerals etc..., as it is necessary for vehicles to stop for a time outside the Church in a different place from where the two parking bays are proposed. Also, the proposed parking bays will most probably be taken by local residents and not available to the Church. Therefore, at a Church event, vehicles will just block the road for a period of time, so no traffic will pass through Bierton, not a calming measure, a stopping measure.
- I feel that the proposed chicane outside Miles Court will be a danger as we exit and use the access. Surely this is a dangerous proposal and another centre traffic island slightly past Miles Court would be a much safer idea and not one which would endanger the residents of Miles Court.
- The proposed crossing point on Sheet 6 appears to be outside the field entrance. Access needs to be maintained to this field.
- Much of the proposed work is in the Aylesbury end of the village up to Lounge India. There is little change from Lounge India up to the traffic lights. This is an area rather neglected in this scheme, where traffic can often speed and overtake.
- The route through Bierton is frequently used by emergency services. I hope that they will be in agreement with any changes, so as not to increase their response times.
- There is a good low noise road surface through the village at present. I believe that the imprint paving will increase road noise for residents near to junctions. Also, this surface tends to not have a very long life, and in the current financial climate, Buckinghamshire Council will not repair it very quickly, so it would be better to leave the current surface as it is.
- The centre traffic islands and crossing points in this scheme are useful.
- A rephasing of the traffic lights at the Rowsham end of the village would have a calming effect on the amount of traffic passing through the village. This does not appear to be mentioned in this proposal.
- I live opposite the new traffic lights coming into Bierton and regularly use the road through the village and the turning into Burcott lane, and avoid using the new link road because it is further round.
- What Bierton needs is traffic reduction not calming. The new junction with traffic lights from Leighton Buzzard have been intentionally designed to encourage vehicles to come straight through Bierton at high speed. I regularly see cars speeding through these lights.
- Apparently there is to be signage in this proposal, but not of course, detailed in the plans so we cannot comment. We need "no lorries and access to village only". At the very least, there should be physical restrictions (narrowing etc...) to discourage through traffic entering our village. Was this discounted or not thought about? This is much more important than the chicanes in the village, which come too late as the traffic is already there. These will only back up traffic (Weston Turville is such an example) which will only increase emissions.
- Why can we not have a 20mph zone right through the village?
- We already know that any cars parked on the main road, breakdowns, temporary traffic lights etc... make very long queues.

- The red painting of the junction at Burcott Lane does not serve any real purpose. What is needed and has been asked for is double yellow lines on both sides of Burcott Lane as getting out into the main road is a nightmare and dangerous.
- Traffic in Burcott Lane will only increase until the link road is completed over the canal to the A41. Currently there seems to be no money for this in my lifetime.
- We would like to point out the problem Rowsham Road residents have with traffic as it is leaving Bierton on the A418 towards Wing. What happens is it speeds up and can be passing the Rowsham Road turn and the traffic light system in excess of the 40mph speed limit and then eventually hitting the then 60mph speed limit before the speed limit change. This makes it very difficult to exit Rowsham Road turning right into Bierton, when sometimes needed, but furthermore when turning left and then crossing over to the second lane to then turn right onto the new ELR road, it is very dangerous at times. Furthermore, the traffic which is still sitting at the lights waiting to turn right onto the ELR has these vehicles passing by it at high speed. It is only a matter of time before a vehicle will hit a stationary car as it passes or is in the second lane at higher speed overtaking the slower traffic exiting Bierton. We would ask if there could be either a camera or some sort of traffic calming here also.
- We write as the owners of agricultural holdings accessed off the A418 in Bierton. Our land is farmed, for beef cattle currently, and requires easy access for our tenant to manage, and to move the cattle when required. There is a conflict for the southern block with the proposed position of a speed table (Sheet 6) which we would have to traverse with a loaded trailer while turning in or out of the field. With regard to the northern block, the proposed road narrowing (Sheet 5) conflicts both with our existing access and the position for which we have been considering applying for a new access, in order to avoid conflict with the newly converted and constructed houses off our existing access. We would be obliged if you could redesign the traffic calming so that you do not interfere with our existing accesses nor the proposed access.
- There is a clear need for further build-outs between 189 Aylesbury Road and Rowsham Road, or additional speed cameras. This stretch of the A418 seems to have been overlooked. Vehicles of all classes exceed the speed limits between the points above when entering Bierton from the direction of Wing and also accelerate to excessive speeds once past Burcott Lane and heading away from Bierton towards Wing. If this stretch of the A418 is excluded from this scheme, there will be an obvious incentive for irresponsible drivers to accelerate to excessive speeds for at least 0.5 miles. Under current proposals there is no reduction in risk to pedestrians and other road users along this very busy and fast stretch of road in Bierton.
- A significant part of the proposals is the infilling of all existing bus lay-bys: I was astonished to be advised by the Consultant that a) He had not consulted the bus operating companies b) Did not know how many buses pass through Bierton on the A418 each day and c) Was unaware of the proposals voiced at the Kingsbrook planning application stage to divert scheduled bus routes away from Bierton and to travel through Kingsbrook instead.
- I visited the exhibition and discussed the proposals with the Highways Officer and find that I do not really understand the status of these proposals. We have been invited to the exhibition by Buckinghamshire Highways, but I was told these proposals are not (necessarily) supported by Highways. They are the developer's proposal. I gained the impression that there may well be highway proposals yet to come concerning non traffic calming intentions.
- We are very disappointed with the level of calming measures that have been proposed for the Burcott Lane / Kingsbrook end of the village. We feel that as there are no plans to add a speed camera, chicane, or zebra crossing between Burcott Lane and the new lights for the link road, you are encouraging road users to speed between these two areas and revert back to using Burcott Lane as a short cut to avoid the traffic calming measures you propose to put down one end of the village, which already has a wider

road and a safe crossing area. There has to be a minimum of a speed camera between Burcott Lane and the new lights to slow the traffic down at this end of the village. Please consider calming the traffic at both ends of the village. We look forward to seeing new plans for our end of the village.

- I am really disappointed with the proposed traffic calming measures for Bierton. I do not understand why you have cut the village in half, with all the proposed measures being at one end of the village. There are no measures from Burcott Lane to the Kingsbrook Junction, apart from bus stops painted in the road, which will only serve a purpose when a bus is coming. I feel with the current proposal, drivers coming from the Leighton Buzzard direction, from a fast road which will naturally make people drive faster when entering a 30mph speed limit, surely there should be measures at this end of the village to slow traffic down. Traffic will also stay on the A418 and speed through the village as they do now until they reach Burcott Lane as there are not any measures to slow them down before that, and then use Burcott Lane as a rat run to avoid the other end of the village which will have the new adequate traffic calming measures.
- We have one concern: We can see from Sheet 4, that 2 parking spaces are to be created for Church parking which are directly opposite our cottage. The bus cage is a few metres along outside the Red Lion PH. As the road will be narrowed, the traffic will be forced to slow down and maybe pause, especially if the bus has stopped. This could lead to a build-up of idling traffic directly outside our cottage. One option would be to move the two Church parking spaces a short distance back along the road towards Aylesbury, but still remaining outside the Church. In fact exactly where the wedding cars often stop. Incidentally, will these places be clearly marked with Church parking only? I understand that any plan is rarely likely to please everyone but would request this is given consideration as it could lead to a reduced air quality within our home.
- Miles Court is in the middle of a proposed chicane and this is dangerous when we want to use the access. It would be preferable to have a central traffic island just past Miles Court.
- The positives seem to be: The extra parking spaces outside the Church, though it is not clear how those spaces would be made available at the necessary times for Church services and events. The extra crossing places along the main road in useful places. However: I am not sure about the plan of putting the bus stops out into the road, so that traffic would have to wait for the buses to move on. I know the idea is to slow traffic down generally, but if the aim is to reduce traffic travelling through Bierton anyway, then it would only be local Bierton residents' journeys that would end up being delayed. Also, I can envisage drivers overtaking stationary buses which could cause more accidents. I thought the scheme really could take the opportunity to widen parts of the footway, especially from Great Lane to Burcott Lane, on both sides, as most of it is really only wide enough for one person, so that residents end up having to walk single file. Walking on it at that width is far too close to the passing traffic which is just not safe nor pleasant. Is it not possible for the Council to work with the Barratt David Wilson Homes to look at this? Has the scheme considered making parts of the road a single lane so that the cycle lanes could be more safely widened?
- There are generally 2 buses per hour during the week, and none on a Sunday. I feel there would be very little gain from the removal of bus lay-bys for a lot of expense.
- The restrictions added to the Coppice the village look great and will hopefully have a good impact. Unfortunately, there does not seem to be anything added to the top of the village that will restrict speed or deter drivers. People coming in from the top of the village, from the direction of Leighton Buzzard usually come in at speed as that is a fast road. If the traffic lights at the top are green there is nothing stopping cars carrying the same speed right the way through the village until they get to the bottom where there are things in place to slow them. This means speeding past the busy Burcott Lane Junction and speeding past the narrowest of footways in the village.

- There is already a crossing outside The Bell PH which has not encouraged drivers to slow down. A sign for cameras will not have any impact, as regular road users will know that there is no cameras until the bottom of the village. Moving the bus stops to the road will not have any impact as the buses do not stop regularly enough.
- There needs to be regular obstructions in the road such as chicanes which will force drivers to slow down.
- We regularly witness overtaking at the top of the village. There is nothing to prevent this.
- As all of the restrictions are after Burcott Lane, it seems like a lot of drivers will speed along the first part of the village then turn down Burcott Lane, where they can carry on speeding and avoid the restrictions on Aylesbury Road.
- Along with obvious safety issues of speeding cars there are huge safety issues regarding the footways along the village which have not been taken into account. We were hoping some techniques used to slow traffic might be footway widening, therefore making them safer for walkers (pushchairs, children walking to school, elderly etc...) and potentially adding parking along the village which is an issue too.
- At certain points the footways are dangerously narrow. Just width enough to get a pushchair through.
- There is a huge stretch of road with no crossing which we were hoping would be changed. Between The Bell PH and the traffic lights near the Jubilee Hall there is no crossing. For me that means walking quite a distance to a crossing to have to walk back down the other side just to cross safely.
- Unfortunately for the top end of the village there appears to be no benefit to the changes proposed. It is almost as if the village has been split in half. It would be fantastic if we could have some chicanes and footway widening further up, so that we can see the benefit of slower traffic, less frequent traffic, and safer footways.
- Having looked at the proposals being made, I would like to make the following points: Since moving to Kingsbrook, we have always been aware that Bellingham Way was earmarked to become part of the relief road and overall transport strategy for the eastern side of Aylesbury. With that in mind we were then quite surprised in some of the additional planning permissions that were given to the developer, in regard to the positioning of the Kingsbrook View Primary School, a community focused central area, with potential café etc..., and a playground targeted at younger children right next to what is. and is likely to become an even busier road. The positioning of these in relation to what will become an even busier road than it already is, particularly if these traffic calming proposals occur, has the potential to cause an increased safety issue.
- As well as the above points, I would like to raise the following points: Bellingham Way is already used regularly as a race track. Although there is a 30mph speed limit along this stretch of road it is regularly ignored. The traffic calming proposals will significantly increase the traffic along the road and by default the natural consequence is an increased number of people speeding. There have already been a number of accidents along this road or where side roads join it. An increase in traffic has the risk of leading to a potential increase in accidents.
- Some mornings getting out from the residential streets onto Bellingham Way can take a period of time due to the amount of traffic travelling down the road.
- The Bellingham Way / A4157 Oakfield Road Junction is already chaos first thing in the morning, when trying to get off of Bellingham Way. What will be done to improve the traffic flow at this junction which is already a bottle neck?
- With all the recent and planned housing development in Aylesbury, this has led to a considerable increase in traffic even in the time we have lived in Aylesbury. With this in mind, I would argue that both Bellingham Way and the A418 through Berton are required in their current state just cope with and alleviate the current congestion that is only going to get worse.
- Any traffic calming measure for the A418 should not be implemented, if it has to go ahead, until the extension link to the A41 is built and operational. This is required to help with the

traffic flow and reduce the amount of traffic through the built up residential area and going past playgrounds and schools.

- I must say I am quite worried about the consequences of all these chicanes and crossings. I feel that people will not use alternative routes, and that traffic will just be very slow or stuck in Berton, not reduced. Or worst, having very long queues which happens when there are roadworks will create chaos and I do not know if the result would be so beneficial.
- We live at 58 Aylesbury Road, Berton and are incredibly grateful and very pleased to see the proposals for traffic calming along the Aylesbury Road. It will have a huge benefit to our community and we are very much in favour of the calming measures. We do not have off-street parking and we do have one concern however with regards to the proposed cycle lane on our side of the road. There is currently a cycle lane there, albeit worn and weathered. We are now facing the issue of electric vehicles and home charging points. We would very much like to change our vehicles to electric for environmental reasons and in coming years we will not have a choice as all new vehicles will be electric. At present, we have no off-street parking to allow us to charge an electric vehicle. Your proposals for the cycle lane would negatively impact this and completely isolate us and our neighbours from opportunities for at home electric charging. We had hoped that with the traffic calming we would be able to park on the road rather than the grass verge. Would it be possible to consider marking out parking bays on this side of the road, either as an alternative traffic calming measure to the cycle lane, or alongside the cycle lane and the spaces marked out similar to the bus stops? Having parking bays on the road would narrow the road and reduce the speed of traffic.
- The purpose of this scheme is to improve things for the people who live in Berton and use this stretch of the A418. To do this we need to do the following:-
  - 1. Prevent giant HGVs from travelling through the village.
  - 2. Provide two or three more islands to make crossing the main road easier.
  - 3. Put dropped kerbs at all crossing points to benefit wheelchair users and pram pushers.
  - 4. There are places on the north side of the road where the surfaced footway is very narrow and uneven. These need improvement.
  - 5. Retain the existing bus lay-bys. Removing them would only add to the frustration and irritation for those of us who have to drive through the village frequently.
- Apart from measures to stop lorries entering this mile long stretch of the A418 we do not need road narrowings, build-outs, chicanes, and give-way priority systems. These would only lead to general irritation and annoyance among local people. Most of us have encountered the horrors of driving through Weston Turville.
- The most useful thing would be the completion of the final section of the ELR.

## **Berton Parish Council**

### General Comments:

- It was noted that most of the measures are towards the Aylesbury end of the village and give priority to the traffic coming from Wing to Aylesbury.
- Why is there a need for a cycle lane on the north side of the road when there is an ample cycle lane on the south side set back from the road?
- All were in agreement that the bus lay-bys should not be filled in. It will stop the traffic on the road and if a car tries to overtake this would be dangerous to pedestrians.
- All were in agreement with the bus cages where there is currently no lay-by.
- What is the purpose of the proposed imprinted paving?
- A suggestion was made to have a blanket 20mph speed limit through the village.
- A suggestion was made to have a 7.5 ton weight restriction.
- Have the Emergency Services been consulted?

#### Individual Sheet Comments:

- **Sheet 1.** Does there need to be a chicane directly after the mini-roundabouts as well as the proposed build-out outside number 45?
- **Sheet 2.** Please see general comments relating to bus stops.
- **Sheet 3.** Please see general comments relating to bus stops.
- **Sheet 4.** Parking spaces for the Church are not necessary, due to the standard Church procedures relating to wedding and funerals. There is no way of policing the parking spaces and they could be occupied by nearby residents. There is no benefit from the situation as it is now. Would it be better to put a crossing point here? It was felt that the imprinted paving will increase the road noise for adjacent properties. A suggestion was made that yellow boxes be put at the top of Parsons Lane and the bottom of Great Lane instead.
- **Sheet 5.** The chicane outside Miles Court will cause a safety issue for the three properties within it.
- **Sheet 6.** Will there need to be a priority sign for the build-out outside 161?
- **Sheet 7.** There is currently a bus stop outside 181 which is not shown on the plans.
- **Sheet 8.** Please see general comments relating to bus stops.
- **Sheet 9.** Please see general comments relating to bus stops. All were in agreement with the proposed crossing point.
- **Sheet 10.** The bus stop opposite Rowsham Road can cause problems with traffic exiting the road towards Aylesbury. Can there be a bus lay-by here instead?
- **Sheet 11.** It was suggested that the traffic lights be rephased to make it more difficult to get in to village. The filter lane to turn left to Aylesbury should be more prominent.

#### **Councillor Julie Ward, Aston Clinton and Bierton**

I would make the following observations:

- Infill of bus stops would be to little effect. Buses only run every hour and not at night. Buses also are lightly used, so it cannot be assumed that it will even stop at a bus stop every hour. For the most part, they will travel through. The most common form of transport used by Bierton residents is private car. Instead of infilling the bus stops, a better alternative would be more road narrowing and priority access / give-ways at more points through the village, including towards Aylesbury and towards the Kingsbrook Junction. To truly deter traffic from driving through Bierton, it must be slowed considerably and infilling the bus stops will not achieve this.
- The parking spaces at the Church will be used by the cottages next door who have no parking and currently park on the footway. Again, I see this as a waste of resource when road narrowing and priority serve a better purpose.
- A system such as the one implemented through Weston Turville would be the ideal solution.
- A 20mph speed restriction should be implemented. There is already a speed camera in place, and Buckinghamshire Council have publicly said that where there is an engineered traffic calming, 20mph is appropriate. This measure should be introduced.
- Kingsbrook Junction traffic lights still have minimal waiting time to drive straight through to Bierton. The waiting time should be increased significantly, as is the case at the Oakfield Road / A41 Junction when traffic seeks to turn right towards the town centre.
- Traffic lights seem to be a huge deterrent, as you only have to look at the number of vehicles seeking to avoid Tring Road by using Broughton Lane.
- I have spent a lot of time talking with residents and Parish Councillors before taking their views into consideration when making my own comments. The number one factor seems to be that due to infrequent bus use, the filling in of bus stops will be of little effect, and a

better engineered solution would be for the road to be narrowed in additional places with priority for oncoming traffic varied. This will also complement the new freight strategy.

### **Arriva Bus UK / Buckinghamshire Council's Passenger Transport Team**

Am I correct in thinking that the current bus stop lay-bys are all to be removed? If so, we would appreciate some clarification on where the Authority would suggest the timing point would be relocated without blocking the carriageway?

Bus timetables are built using historic information on journey times and in some cases best estimate times at certain stops along the route. Traffic conditions are taken into account but as you know traffic conditions vary from day to day. The stops that have times are what is known as timing points. It is required that buses do not leave these timing points before the registered time. Wherever possible bus stop lay-bys are used as timing points as on a very quiet traffic day the bus may have to wait time for 2 – 3 mins or more. These lay-bys have recently become timing points, moving from a previous stop that we received complaints about buses waiting times, therefore I would support retention of lay-bys at this site.

We have worked closely with the Authority's Passenger Transport Team to identify suitable locations for buses to wait time (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.

### **Neil Biggs, Thames Valley Police**

Neil Biggs provided an informal response that:

- The collision rate is relatively low along the A418 through Berton (7 slight collisions in the past few years) and there is good compliance with the speed limit.
- The A41 link was needed before the traffic calming was introduced.
- Give-way priority features do not always work that well and can actually create conflict and safety issues.
- He is not sure whether the scheme will reduce traffic sufficiently, such that the give-way priority features, for example, will simply create conflict for the remaining users.
- More robust traffic-calming measures, such as humps, may be required to make the route an unattractive through-traffic route and divert traffic through Kingsbrook.
- Thames Valley Police's formal response is provided a separate appendices.

Neil Biggs provided a further formal response that:

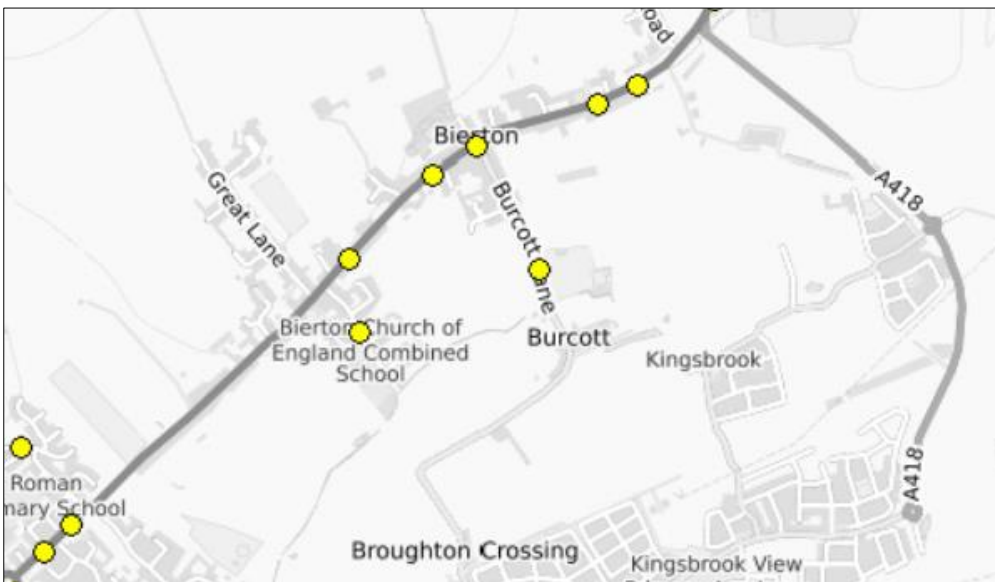
I refer to the e-mail dated the 5<sup>th</sup> September 2022 from Mr Andrew Cooper, Senior Highways Development Management Officer, Buckinghamshire Council, and associated scheme drawings numbered 1 – 11 outlining the entire route of the calming proposals as shown below;





## History

There have been seven slight injury collisions reported for the five-year period 01/05/2017 – 30/4/2022 along the length which is subject to the proposals as below;



**Figure 1:** Collision history on the A418 Aylesbury Road on the route subject to the calming proposals

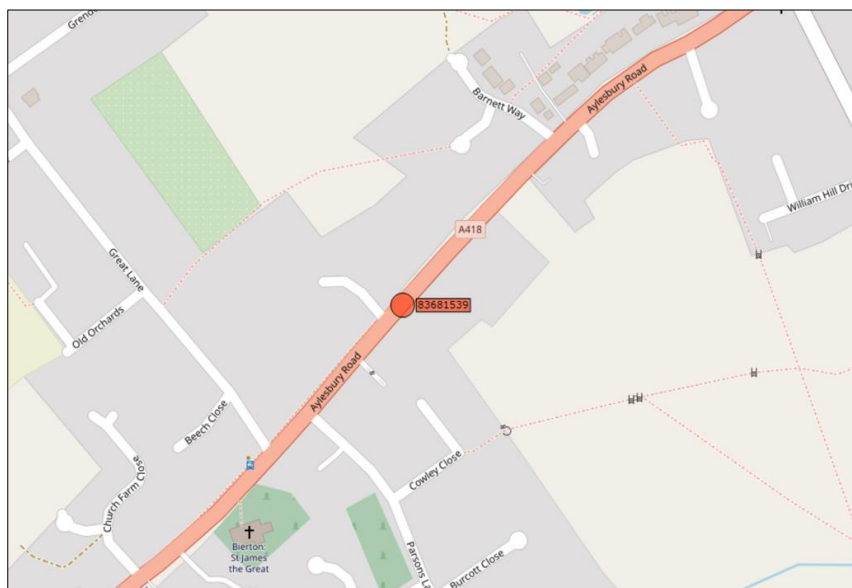
Looking at the collisions working from the furthest point from Aylesbury town in a south westerly direction;

1. Vehicle 1 travelling in a SW direction when the driver is distracted and drifts into the opposing lane hitting V2 and V3 travelling in the opposing direction.

2. Vehicle 1 travelling in a SW direction when the driver drifts into the opposing lane and despite V2 swerving is hit by vehicle 1.
3. Vehicle 1 turning right out of Burcott Lane across the path of Vehicle 2 a pedal cycle travelling SW towards Aylesbury.
4. Vehicle 2 a goods vehicle travelling NE is static waiting to turn into a driveway. Vehicle 1 following fails to stop in time and overtakes on offside scraping offside of vehicle two. Driver of V1 mounts kerb and drives off failing to stop.
5. Vehicle 2 travelling SW stopped behind parked vehicle, V1 failed to slow in time and hits the rear of V2.
6. Vehicle 1 a motorcycle (direction of travel not known) fails to notice V2 in front slowing down and collides with rear of V2.
7. Vehicle 2 travelling NE towards Bierton hits V1 a pedal cycle crossing carriageway at pedestrian refuge.

## Speed Data

Speed data has been collected from the site as shown below as annotated;



**Figure 2:** Location of ATC on Aylesbury Road Bierton from Monday 1<sup>st</sup> to Monday 8<sup>th</sup> April 2019

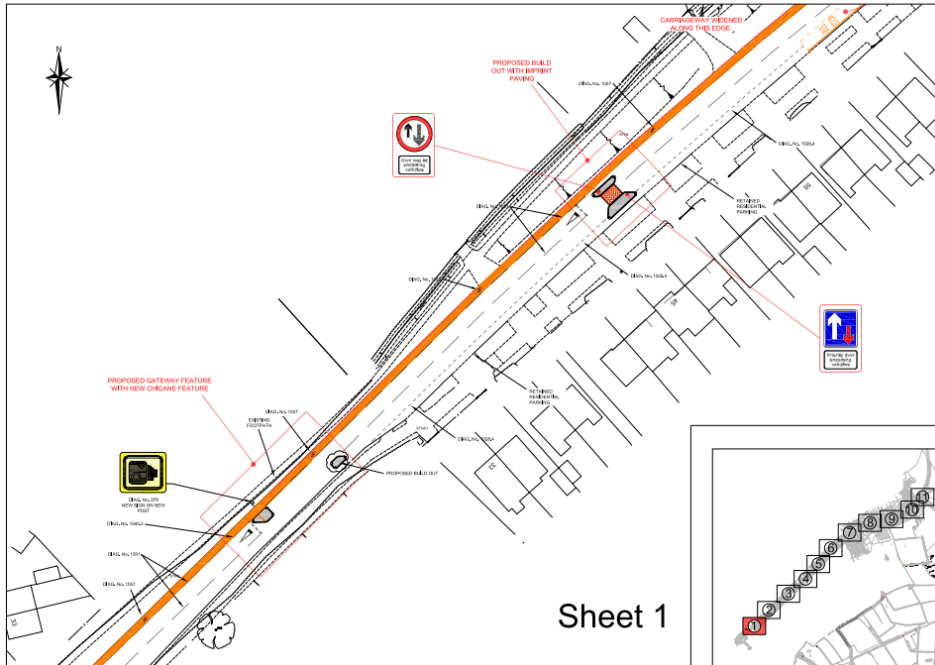
Figures from the data show that the total volume of traffic SW bound is 7951 and NE bound 8060.

The SW 85<sup>th</sup> percentile for a 24hr period is 32mph and for the same period for the average speed is 27mph. The NE 85<sup>th</sup> percentile speed for the same periods are 31mph and the average 27mph.

These speeds are inside the posted speed limit of 30mph, under 4% of vehicles travelling SW travel at a speed within the National Police Chiefs Council (NPCC) guidelines of 10% +2mph, for NE bound traffic it is under 3%.

## Investigation

I have visited the site on a number of occasions and it is well known to me. Taking the scheme drawings in order will allow for suitable comments to be made;



**Figure 3:** Scheme drawing 1 showing priority narrowing giving priority to inbound traffic

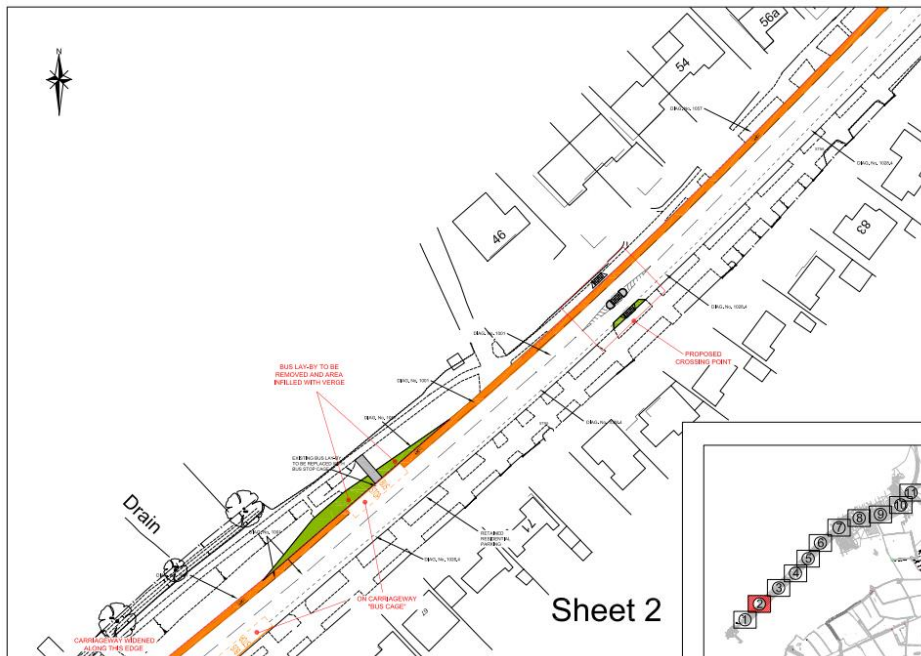


**Figure 4:** Street view at proximity of narrowing location

Given that the volume of traffic in either direction in a 24hr period is going to be in the region of 8K, during the tidal times the predominant direction of traffic I am sure will lead to those drivers gap seeking.

This introduces the element of drivers increasing speed and effectively 'jousting' with each other to see who can get to the point where they can gain priority at the feature.

I would not consider this type of feature to be suitable on what is still going to be a preferred route for drivers wishing to access the A413 and A41 across to Bicester until such time as this link is constructed I believe from the vicinity of Cane End prior to coming into Bierton.



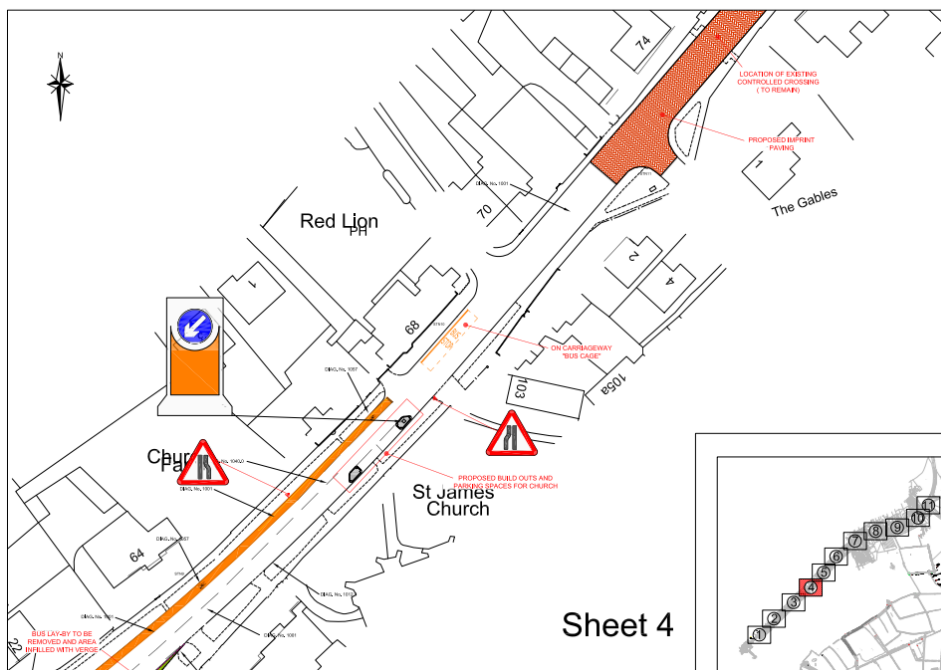
**Figure 5:** Off line bus stop to become on carriageway with informal crossing point

The provision of putting an on carriageway bus stop will act as further traffic calming on this section. The informal crossing point has good visibility in either direction although the width of the central refuge may be too narrow to accommodate anything other than pedestrians without pushchairs/children/dog walkers.



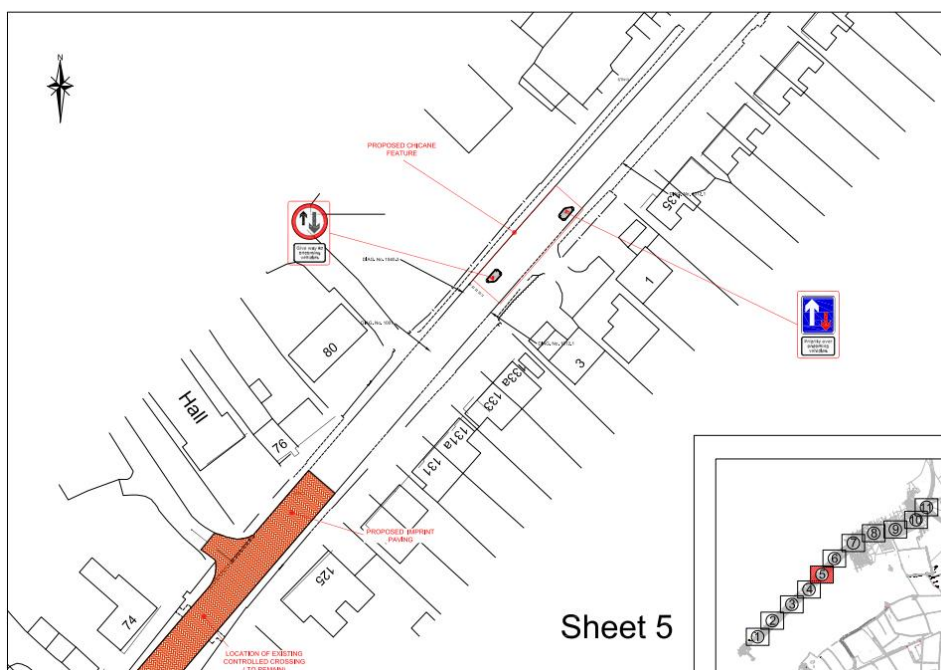
**Figure 6:** Off line to become on line bus stop and informal crossing point

Same comments as for sheet 2 ante.



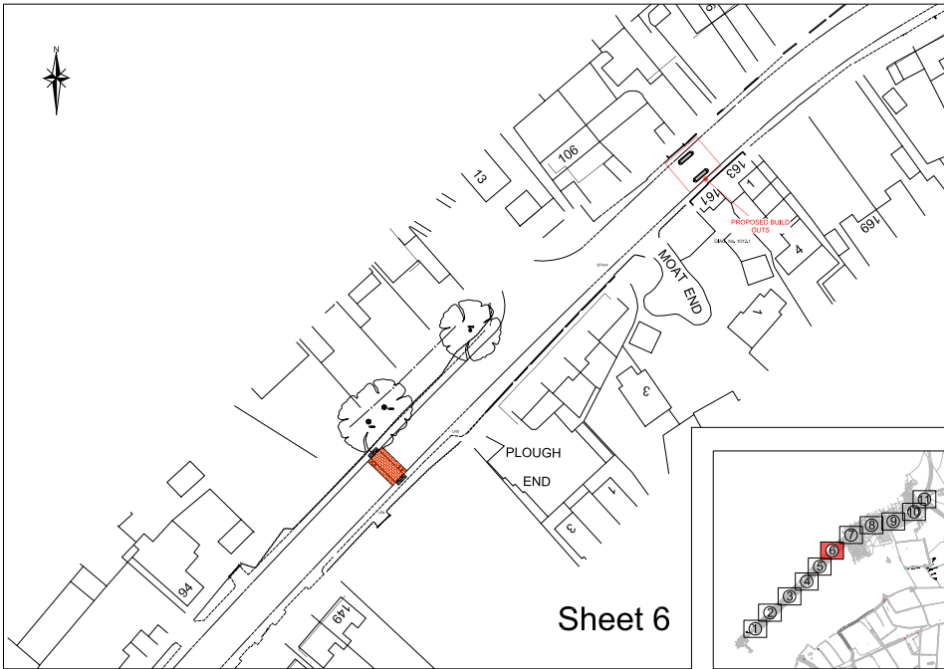
**Figure 7:** Priority narrowing with on carriageway bus stop and imprint on junction and existing crossing which is to remain.

See comments for fig 1 ante.



**Figure 8:** Priority narrowing with imprint paving at junction at existing crossing to remain.

See comments for fig 1 ante.



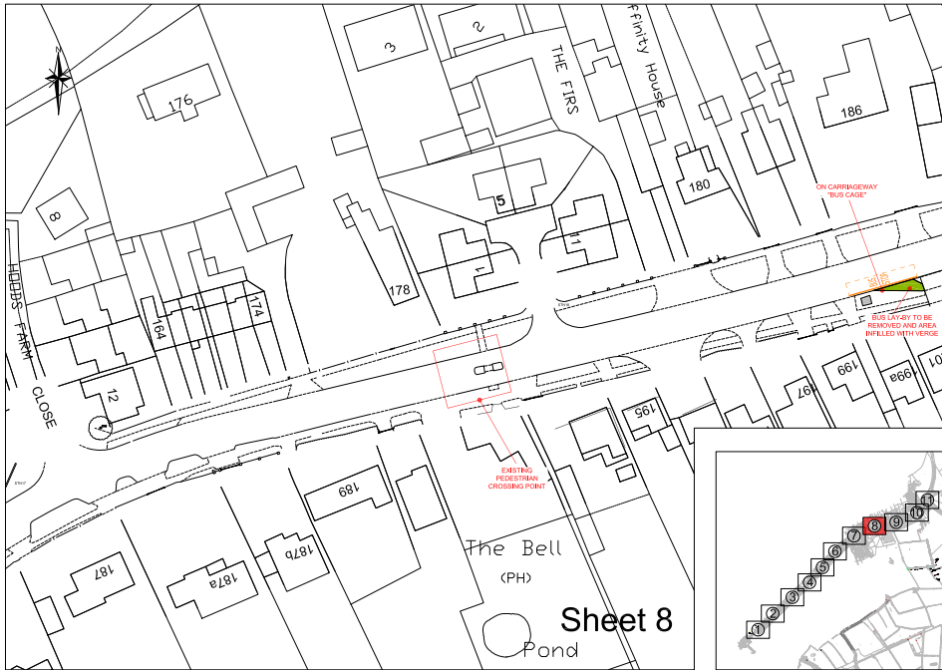
**Figure 9:** Proposed build outs and imprint paving on informal crossing point

It is not clear what these build outs are but I assume to narrow the carriageway and slow vehicle speeds so would need more information to comment. The informal crossing point highlighted with red imprint paving has good visibility in either direction.



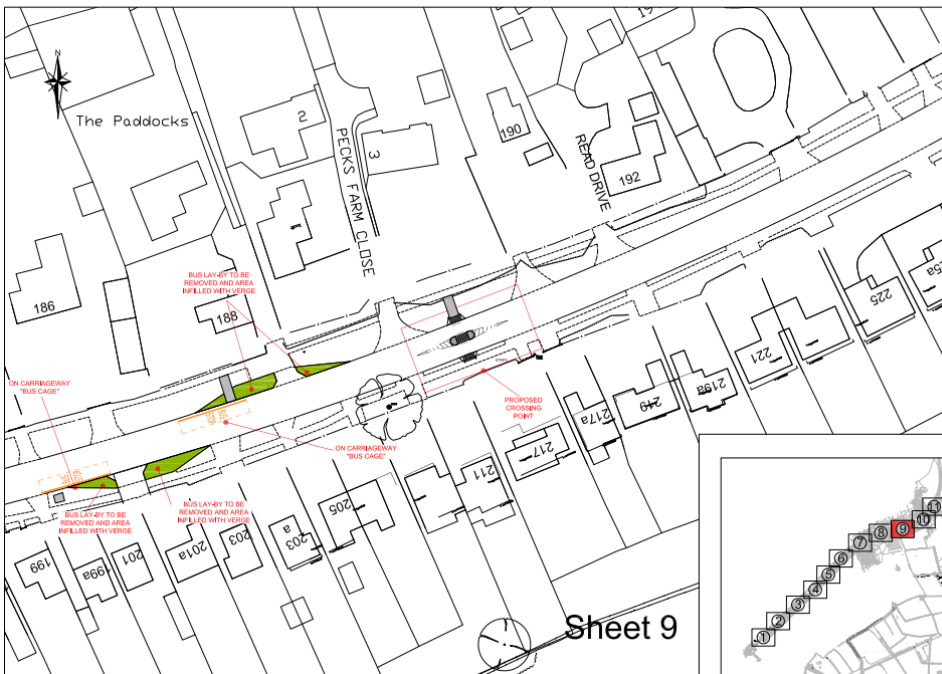
**Figure 10:** Imprint paving on junctions to raise driver awareness

These imprint features are there to raise the drivers awareness of junctions/crossings along this route and therefore provide greater conspicuity. The on carriageway bus stop is discussed at fig 5.



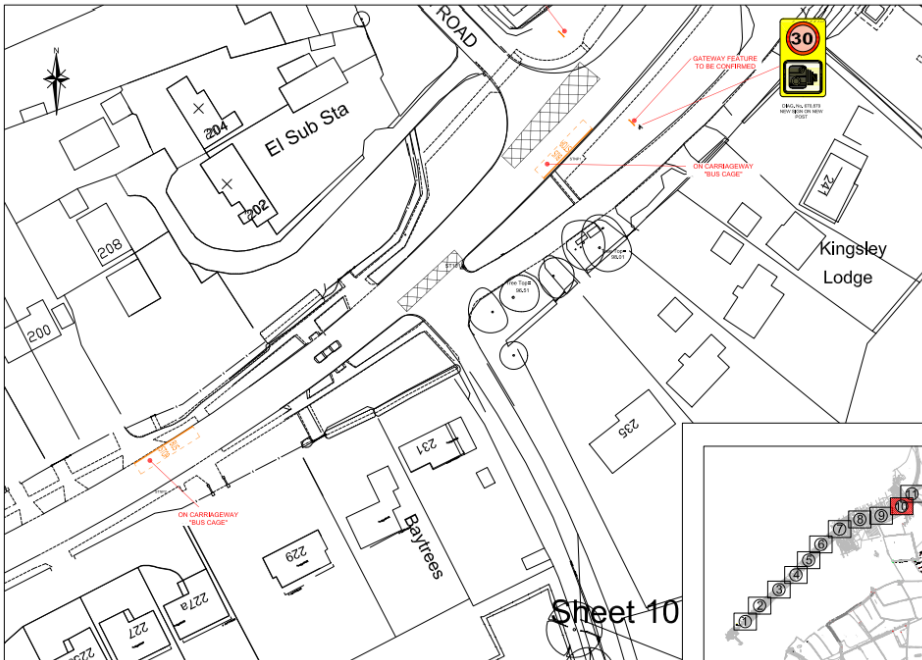
**Figure 11:** Bus stop to be made on carriageway and showing existing informal crossing point

Comments as per fig 5 although not sure why no imprint for crossing at this location.



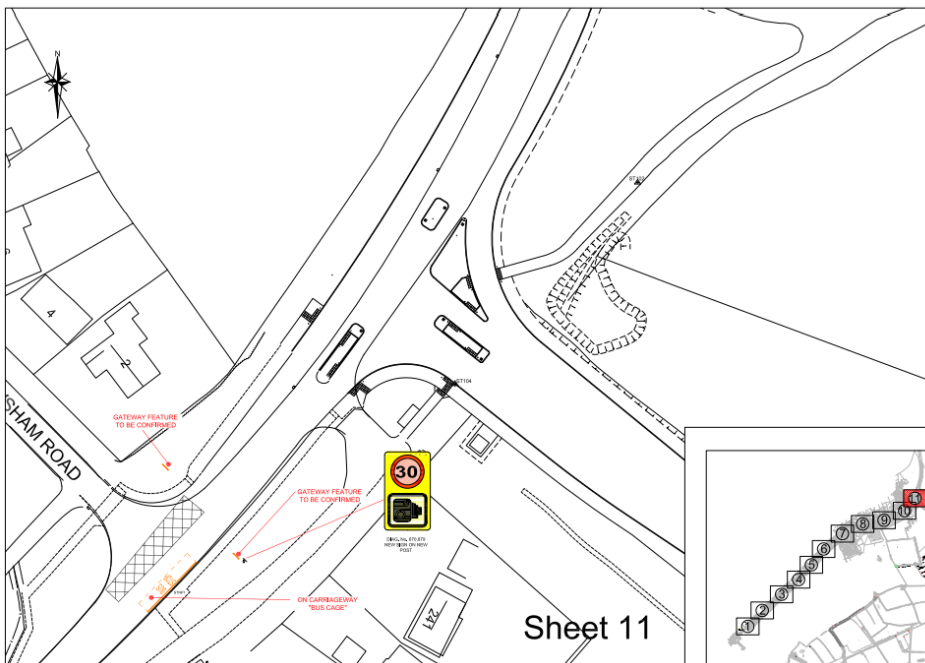
**Figure 12:** Re-location of bus stops to being on carriageway

Comments as per fig 5.



**Figure 13:** On carriageway bus stop and gateway feature yet to be confirmed with warning sign for speed camera

A gateway feature is useful in terms of advising drivers of a change in driving environment, so it is difficult to understand this as a location where there is development on both sides of the carriageway.



**Figure 14:** on carriageway bus cage with gateway features and speed camera warning sign

In order to gain the most impact on drivers for gateway treatments they should be stand-alone without any other signing clutter so the driver becomes aware of the change in driving environment.

**Summary**



There have been seven slight injury collisions in the length that are subject to these proposals for the five year period indicated, out of these none indicate a primary causation factor of excess speed. This is somewhat corroborated by the results of the speed data. The SW 85%tile for a 24hr period is 32mph and for the same period for the average speed is 27mph. The NE 85%tile speed for the same periods are 31mph and the average 27mph.

These speeds are inside the posted speed limit of 30mph, under 4% of vehicles travelling SW travel at a speed within the National Police Chiefs Council (NPCC) guidelines of 10% +2mph, for NE bound traffic it is under 3%.

## Signing

The A418 is signposted to the left as you come into the village of Bierton as below;



Figure 15: A418 Signposting as you come into Bierton into Mike Griffin Way and Bellingham Way towards the A4157 Douglas Road / Elmhurst Way roundabout.

The new signposted route for the A418 takes drivers through Broughton as shown in white below a distance of approximately 4.8kms, the original red route is approximately 2.35kms.



Local drivers will soon work out that the new signposted route takes them away from their destination if they are going towards the A413 / A41 doubling the distance travelled.

It is highly likely that drivers whose destination is to the north will still choose the original route despite the extra features proposed.

I understand in the future that there will be a route to connect to the A413 as there is for the A413 to the A41 and allow traffic to circumvent going into Aylesbury town, this would provide a more desirable route for those drivers wishing to access areas to the north.

Currently traffic volumes are shown to be in the region of 8k for a 24hr period in either direction.

It would appear from the information and data provided that it would need more than the features proposed to deter drivers from using what is the original A418 into Aylesbury because of the distance they would have to travel as annotated.

It is a matter for the designers / engineers and road safety practitioners to provide schemes to the local communities which through their experience and expertise will provide a positive outcome and achieve the goals they set out to achieve.

## Consultation

I have consulted together with Mr Andrew Cooper, Highways Development and Mr Ian Sharp, Team Leader, Directorate for Planning Growth & Sustainability in relation to these proposals.

## Recommendation

I recommend that this report be forwarded to Mr Andrew Cooper, Highways Development and Mr Ian Sharp, Team Leader, Directorate for Planning Growth & Sustainability in relation

to these proposals taking note of the comments made within this report in particular those in relation to priority narrowings. Thames Valley Police have no objection to these proposals.

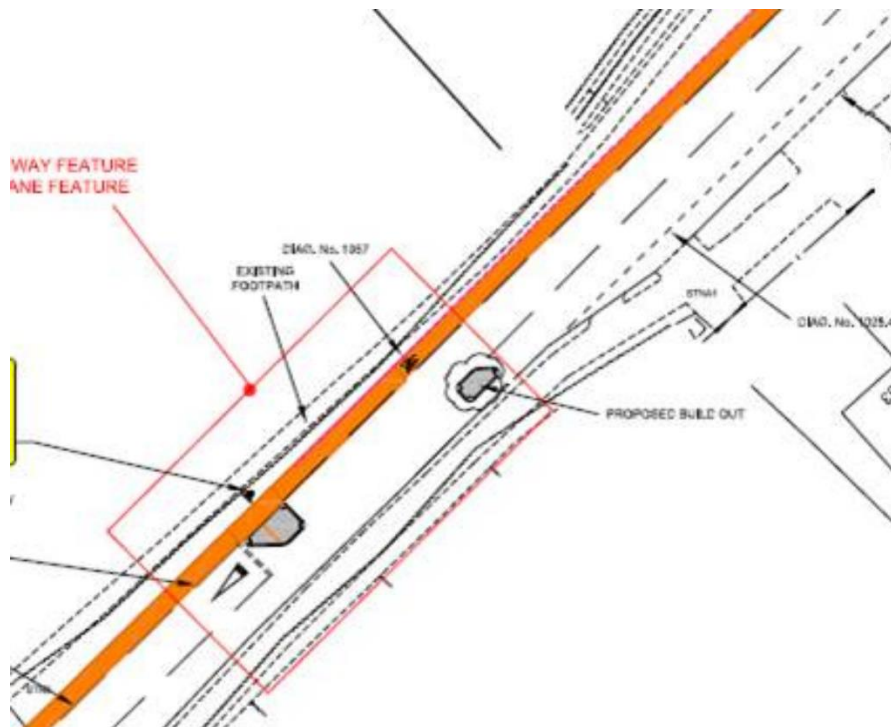
### **British Horse Society**

We have no specific comments on this scheme, as there is a relatively low probability of this section of the A418 being used by equestrians. We do however welcome any proposal that discourages through-traffic on the A418, given that it connects with Aston Abbots Bridleway no. AAB/6/1 at Rowsham and parts of the minor road network that are used by horse riders to gain access to the off-road riding network.

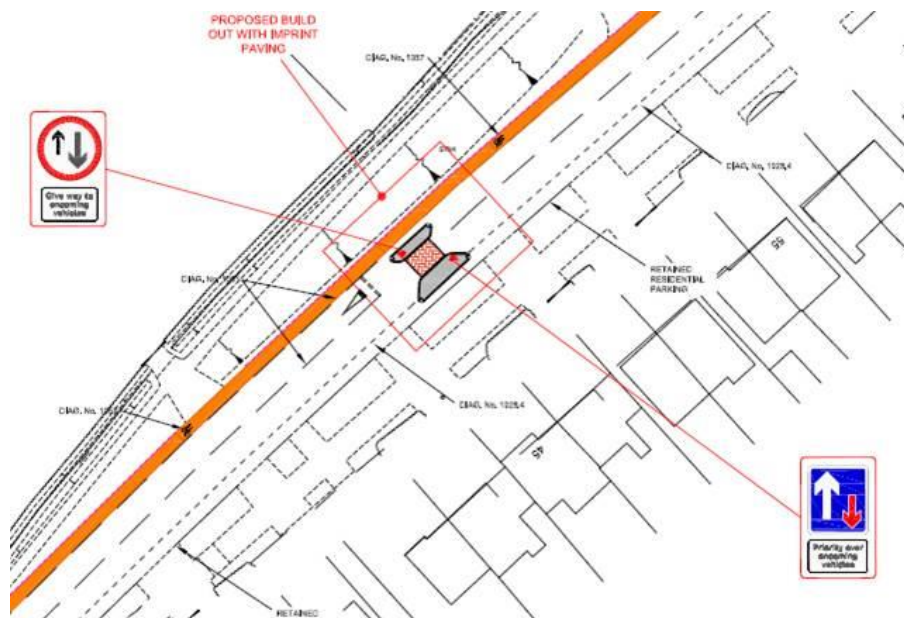
### **Dave Roberts, Head of Highways, Buckinghamshire Council**

I have discussed this with our Network Safety Team Leader, who has the following points:

- Provision for cyclists from Aylesbury (in part) only – no cyclists travelling in opposite direction?
- Contrast colour on cycleway will be a maintenance liability.
- Unusual priority give-way arrangement could increase the likelihood of loss of control incidents, particularly if vehicles race for a gap.



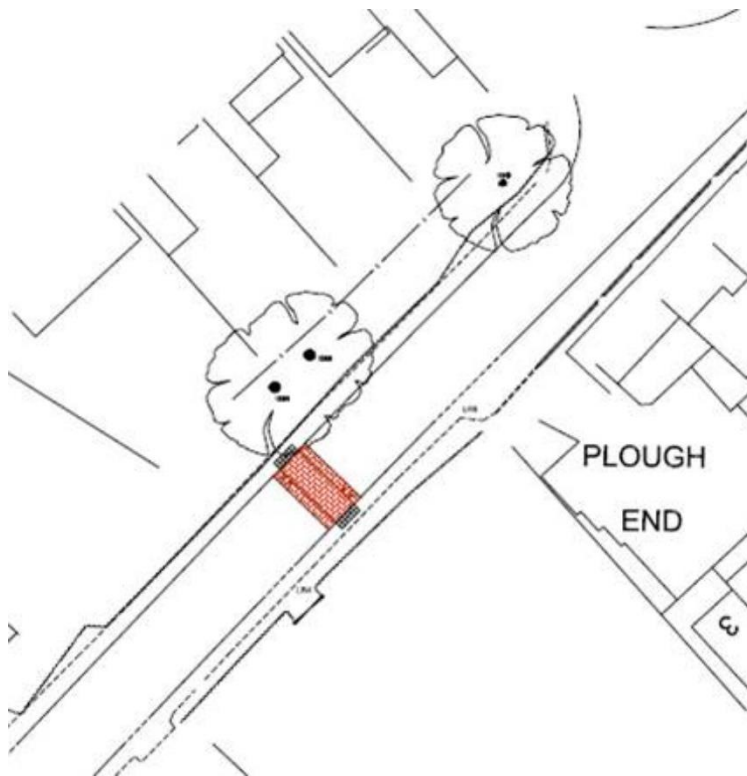
- This priority feature looks tight, will delivery vehicles / buses be able to negotiate the narrowing when moving from rest?



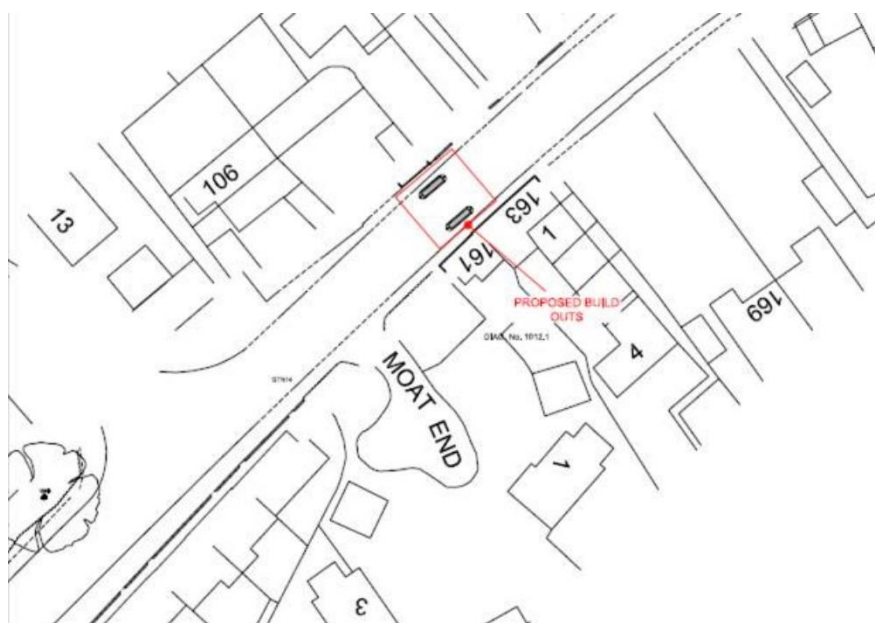
- It have been a while since I was designing, but I am sure the line type 1001 is incorrect for centre / lane / warning lines. I would challenge the use of any longitudinal line in the centre of the carriageway, unless required to either guide road users though / around a feature or on the approach to a hazard.
- Seems to be unnecessary cessation of cycle route at bus stop. This could lead to cyclists overtaking stationary buses and coming into conflict with vehicles travelling in the opposite direction. With the work to fill in the bus lay-by there could be room / opportunity to have a cycleway bypass behind the bus stop.
- Sign pointing the wrong way, should be keep right. Also, is this in keeping with the surrounding environment?



- Imprint paving will generate additional noise, with little / no reduction in speed, and introduce a maintenance liability. Is the underlying carriageway sound? If not, and this needs to be re-laid, could a coloured stone or similar be used? Is the expected skid resistance comparable with the existing surface considering the proximity to the controlled crossing?
- No details provide on this feature, assume it is a raised crossing?



- These build-outs will be difficult to maintain, and detritus could build up between them and the kerb-line, increasing skid risk for cyclists.



It looks like a bit of a missed opportunity; changing the environment on these old A roads as they tumble down the classification hierarchy is costly, and as this would remain the route of choice for cyclists, there should be a continuous facility and careful consideration given to the introduction of intentional pinch points (priority give-ways and narrowings) which could increase the likelihood of conflict between cyclists and drivers / riders.

In addition, I would say this seems to pay almost no heed to the most recent design note for cycle facilities contained within Local Transport Note 1/20 (LTN 1/20).

## Neil O’Leary, Network Safety Team Leader, Buckinghamshire Council

On review of the information provided the Network Safety Team response is as follows:

We support effective measures which will change the road environment for the benefit of those living, working, and visiting the A418 Aylesbury Road, Berton. There are however a number of points identified on the proposals provided:

- There are numerous drafting errors / incorrect sign and line references. Some of which introduce road safety concerns.
- 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.
- As this is likely to remain an attractive route for cyclists due to its directness to Aylesbury careful consideration should be given to the introduction of intentional pinch points (priority give-ways and narrowings) which could increase the likelihood of conflict between cyclists and drivers / riders.
- The overall concept does little to change the environment from a direct local A road to the intended local function. The removal of centre road markings has been successful in lowering speed limits in urban areas.
- General: Some proposed crossing points are located at points where there is a significant height discrepancy between the footway / shared use surface and the carriageway. This could result in steep slopes from / to carriageway level. This can pose problems for those with limited mobility, wheelchair users, pushchairs etc...
- Sheet 3 southbound bus stop – Relocation of the bus stop / lay-by removed, offers the opportunity to widen the shared use facility in this vicinity.
- No dedicated dropped kerb crossing to serve the bus stop outside the Red Lion PH.
- Will the proposed imprint paving provide the required level of skid resistance for the signal controlled crossing?
- Will the proposed areas of imprint paving generate noise which residents may consider detrimental?
- A number of priority features do not have expected priority signage. Is this intentional?

## Ian Thomas, Parking Services Team, Buckinghamshire Council

I have a few comments based on other complaints received from around the County:

Page	Restriction	Comment
General	Cycle lane on carriageway (north side)	Without a yellow line restriction there is nothing to stop vehicles parking in the cycle lane or on the verge behind it which could cause visibility issues.
1 to 3	Unrestricted parking bay area	Google shows that vehicles are parking on the verge behind the parking bay. Consider placing a verge parking ban along this area to ensure vehicles use the parking bay and not the grass verge.

1	Area around chicane including cycle route behind build-out  Parking bay behind build-out (45 / 47)	Without a yellow line restriction there is nothing to stop vehicles parking in this area which may also prevent cycles staying behind the build-out.  Build-out is to allow pedestrians to cross the road allowing parking will prevent this for pedestrians with visual disabilities.
2	Parking bay behind build-out (77)	Build-out is to allow pedestrians to cross the road allowing parking will prevent this for pedestrians with visual disabilities.
4	Build-out (St James Church)	Build-out should have double yellow line restrictions to prevent parking in between or around as any parking could remove visibility for vehicle trying pass this point and continue along the road.
5	Area around chicane including cycle access behind build-out (133a to 135)	Without a yellow line restriction there is nothing to stop vehicles parking in this area which may also prevent cycles staying behind the build-out.
6	Build-out with cycle access behind (161 to 163 both sides)	Without a yellow line restriction there is nothing to stop vehicles parking in this area which may also prevent cycles staying behind the build-out.

**Rebecca Dengler-Jones, Transport Strategy Team, Buckinghamshire Council**

Please see some comments below.

I found it very difficult commenting on the proposals without understanding what cycling / walking infrastructure is currently in place (i.e. shared use paths). It would have been good to have this indicated on the plans to enable a more informed response from anyone providing feedback.

- Have LTN 1/20 standards been considered through the design work? We would expect them to be.
- In terms of cycling / walking routes, whilst the Department for Transport (DfT) and Active Travel England are pushing for all cycling / walking routes (especially urban ones) to be segregated, providing a 2.5m wide shared use path with a 0.5m buffer (no buffer would be undesirable but acceptable if no width) between the path and the road would be sufficient according to LTN 1/20 due to the anticipated usage.
- Has any analysis been completed in terms of desire lines? For example, would any of the informal crossing points be better as zebras or parallel crossings which would help to encourage more traffic calming? Particularly in terms of routes to school.

- Are there parking restrictions along the length of the cycle lane? If not, this is not acceptable as it will just be parked in and become unusable.
- Is there not enough width to enable the use of wands to segregate the cycle lane from the road? Like we have along Churchill Avenue in Aylesbury.
- Why does the cycle lane terminate? Is this because there is not enough width? If so, and cyclists are expected to continue on the main carriageway, could there at least be some cyclist roundels printed along the road to highlight to drivers (and cyclists) that there will be cyclists using the route? I.e. up to the point they can then move onto a shared use path.
- I was expecting this scheme to ensure a cycle route connecting from Mike Griffin Way through Bierton and onto the existing shared use path into Aylesbury. There appear to be some minor improvements for cyclists but this is limited. Why was consideration not given to this through the design?
- There appears to be some opportunities to widen the footway (shared use path) where the bus stops are being verged over. Why have they not been widened?
- There are opportunities through the whole scheme (in places) to widen the footway to enable shared use. Why has this not been considered?
- If the shared use path were to be extended, I would expect to see this kind of feature where the path crosses a side-road. Side road crossings...Following LTN 1/20 and new Highway Code that pedestrians /cyclists have priority, side road junctions along cycleways should now be designed along the lines of page 108 and 109, figure 10.9 which shows an example of a continuous route providing priority for pedestrians / cyclists, with advanced give-way markings for vehicles. We have recently installed something similar in Wendover.
- Sheet 4 – The build-outs and parking spaces do not seem to allow for a bike channel. Is this because there is a shared use path on the pavement at that location? From Google Maps it looks like there is no shared use at this point, therefore cyclists travelling towards Aylesbury are not catered for.

**Keith Carpenter, Highway Asset Management Team, Buckinghamshire Council**

Before I respond – please can you confirm indicative timescale – i.e. when will this be delivered on the ground and what is the direction signage proposed to be at each end of Bierton? Is this to be the A418 or is this to be declassified and if so when?

**Keith Dolan, Structures Team, Buckinghamshire Council**

At the present time Buckinghamshire Council do not own, nor maintain, any Highway Structures along this section of the A418 excluding ITS and/or Street Lighting assets. Such assets are currently managed by Transport for Buckinghamshire's ITS and / or Street Lighting teams.

As the project seeks to encourage traffic to use alternative routes, are you advise what the preferred alternative routes are for users and supply details of the Highway Structures which are situated along those routes? This list should include any such highway structures, as defined in CG 300 Technical Approval of Highway Structures.



- 1) bridge, buried structure, subway, underpass, culvert and any other structure over the highway or supporting the highway with a clear span or internal diameter greater than 0.9 m;
- 2) overhead crossing carrying conveyor or utility service;
- 3) movable inspection access gantry, gantry rail and gantry support system;
- 4) earth retaining structure where the effective retained height, i.e. the level of fill at the back of the structure above ground level in front of the structure is greater than 1.5 m;
- 5) reinforced/strengthened soil/fill structure, with hard facings where the effective retained height is greater than 1.5 m;
- 6) reinforced/strengthened soil/fill which is an integral part of another highway structure;
- 7) portal and cantilever sign and/or signal gantry;
- 8) minor structures listed below:
  - a) cantilever mast for traffic signal and/or speed camera;
  - b) lighting column;
  - c) high mast of more than 20 m in height, i.e. the vertical distance from top of post to bottom of flange plate, for lighting;
  - d) mast for monitoring equipment. i.e. camera, radio and telecommunication transmission equipment;
  - e) catenary lighting support system;
  - f) noise barrier;
  - g) traffic sign/signal posts of more than 7 m in height, i.e. the vertical distance from top of post to bottom of flange plate or top of foundation, whichever is the lesser;
  - h) other 'mast type' structures identified by the TAA as requiring technical approval.
  - i) 'fence type' structures, including environmental barriers, visual screens and fencing, identified by the TAA as requiring technical approval
- 9) proprietary manufactured structure or product;
- 10) reinforced/strengthened soil/fill structure where hard facings are not provided and the face inclination exceeds 45 degrees, unless agreed with the Overseeing Organisation that structural TA in accordance with this document is not required;
- 11) fitting of M&E apparatus and fixtures to existing structures, including tunnels, either permanent or temporary;
- 12) design, selection and installation of cathodic protection systems for reinforced concrete structures; and,
- 13) safety critical fixings (as defined in CD 372 [Ref 4.N])

Similarly, it would be good to understand what the ownership status / intentions are for those assets, are they Privately owned within the intention of having Buckinghamshire Council adopt them in the future? Regardless, if these assets will now be tasked with carrying more traffic, we should check to ensure that the assets along the preferred alternative routes have been Designed and Constructed to suit. Likewise, it would be good to understand how the network would function / operate when the preferred alternative routes are not available for use for any reason (i.e. planned work, emergency work, etc).

Furthermore, can you please advise what impact the proposed scheme is anticipated to have on abnormal load movements in the area. Will the scheme introduce any width, height, length and/or weight restrictions on either the A418 and / or any other route?