

Summary

No.	Person	Type	Objection
1	Alison Robinson	Resident	Yes
2	Andrea Cattaruzza	Resident	No

3	Stuart Wilson	Clr	No
4	Graham Nelson	Resident	No

5	John Walton	School	No
6	Mr. & Mrs. A. P. Levings	Resident	No
7	Peter Nagles	Resident	Yes
8	Alex Dearden	Road Safety	No

9	Russ Gregory	Resident	Yes
10	Neil Biggs	Police	

Comment

We disagree with the planning application. This area of the road is constantly flooded and the local councillors have photos to show it. If the road is raised then there are houses along this stretch whose driveways will be constantly flooded. A couple of ramps is all that is need if anything.

I live at Meadow View. The raised table is in front of my drive and vehicular exit.

I have two points of concern:

The level of the pavement in front of my drive.

Will the level of the raised table and the corresponding level of the pavement in front of my drive be higher than the level of my drive? If that was the case, I object to the current design, as it will hinder the drainage of surface water out of my drive and into the street, as well as become an awkward step for vehicles coming in and out of my drive.

The on-street parking spot in front of Nutwood, 2A.

There is a very useful on-street parking spot just where you plan to start the raised table, in front of my neighbour Nutwood, 2A. Will that parking spot remain? If that was not the case, I object to the design, as it is essential to keep as many on-street parking spots as possible in our very crowded street.

In principle, I note this is in accordance with the wider plans that received planning consent for Slate Meadow. The only additional issues raised to me by residents are regarding:
Mitigation of flooding and drainage impact for nearby driveways on Stratford Drive. I would be grateful if your report demonstrated a full consideration of this issue with clear mitigation plans.
Resurfacing of Stratford Drive from the junction with Brookbank to the raised platform by the developer to reflect the damage from HGVs.

[On-going dialogue since consultation close]

I was trying to find the detailed comments from the consultees, particularly Highways, Road Safety and Flood Authority. The link I followed said I would need to be granted access. I cannot access these under the Forward Plan.

Can you please provide those statements?

I am sure the Traffic Calming build will be done very well and achieve its purpose.

In fact I am sure that that particular 60 metres of new road will look so good that it will draw attention to the terrible state of the first 74 metres of Stratford Drive and the length after the traffic calm stretch up to the first turn.

The state of this first section of Stratford Drive by the end of every winter is appalling. Each spring we have loads of piecemeal poor quality pot hole repairs that just about make it driveable.

Now with this nice new stretch and the poor quality of highway either side it is just going to look ridiculous and with at least double the traffic volume over the first 74 metres it will only deteriorate more.

I would have thought that as a condition of being able to build so many properties on Slate Meadow Croudace

We thank you for the opportunity to respond to the above proposal through this consultation.

As key stakeholders, we are not aware that any attempt has been made to engage directly with the School during this period. Indeed, we cannot find any evidence that the Consultation Letter was sent to the School.

In respect of the proposed works themselves, we are supportive of the objective “to improve highway safety across the staggered junction between Stratford Drive, St Paul's CofE School and the new development access road” but lack clarity as to how these plans will achieve the objective.

In particular:

1. Safety features included in the plans, beyond the raised table itself, are difficult to identify
2. The features that have been included that specifically enhance safety in respect of children
3. Any additional parking restrictions that will be introduced to consolidate those improvements
4. Existence of an impact assessment that has been undertaken and how this solution has been demonstrated to be the most appropriate for the location
5. Provisions made to address the likely changes in driving and parking behaviours in the vicinity of the raised table at peak times of School drop off and pick up, both on Stratford Drive and in the new development

We would also request that careful consideration is given to the timing of any works to minimise disruption to the School and the surrounding area.

We would welcome the opportunity to discuss the scheme with you in more detail in order to develop the most Presumably the installation of the raised table is a traffic calming measure for reasons of road safety.

As occupiers of a property fronting the proposed raised table we are concerned by the prospect of noise caused I live at West View Stratford Drive. The proposed raise table will cover approximately 40% of the front of my property and therefore I have a very vested interest in the proposal.

During periods of moderate to heavy rainfall the area from Orchard Drive along to the St Pauls School entrance invariably becomes a pond. I believe this is due the fact that a) this is a low point in the road and b) the drainage is very poor in this area. In certain circumstances the level of water can rise above the pavement level and the pavement floods.

Given that the raised table ends in front of our front garden I am concerned that in periods of moderate to heavy rain the table will displace the pond which may become deeper and begin to flood into our garden. The houses we would prefer HFS on the raised table rather than an imprint finish; the imprint could increase the likelihood

Please register this as an objection pending answers to questions below:

Please could you explain how the raised platform improves road safety?

Please could you explain how you will mitigate flooding of properties in the area assigned. The road currently floods heavily when it rains.

Please could you explain why you have not proposed to make Stratford drive a 20mph zone to make it safer.

Please could you explain how you will handle increased levels of traffic from new development entering onto main road from Stratford drive?

..the police do not object to this proposal making note of the comments made within the report...' [FULL REPORT /

Bucks Response

Thank you for your email providing comments on the proposed raised table feature at Stratford Drive. Planning permission has already been granted for this development and this consultation is to agree the detail of the highway works that are proposed by the developer.

I note your concerns with regards to drainage and would inform you that drainage has been a key consideration

Thank you for your email. Responses to your comments are below.

The raised table is proposing a lift of 75mm adjacent to the existing 125mm kerb leaving 50mm kerb, the dropped kerbs will be raised by 75mm still providing a fall of 50mm plus the existing fall of the footpath of approximately 32mm giving a total fall of 82mm from the edge of the drive to the road. Back of footway levels will remain as existing so there will be no detrimental effect on adjacent properties.

There are no parking restrictions proposed as part of these works and so vehicles will still be able to park lawfully within Stratford Drive as they do currently.

Yes of course – apologies for the link not working.

Please find comments attached.

Should you require anything else please let me know.

I note your concerns with regards to the current condition of the highway.

The Council will have an on-going dialogue with the developer throughout the construction period and this will include the identification and rectification of damage to the nearby roads that have been caused by construction traffic linked to the development. In these instances, the Council has powers to pursue the developer for damage to the public highway, where it can be proved that damage has been caused as a result of this construction traffic.

Any damages outside of this will be the responsibility of the Council's Highway Maintenance Teams and, as such, I would suggest that any specific defects are reported via the Fix My Street application, which is the Council's reporting tool for road defects.

We are sorry to hear you could not find any evidence of a letter being dropped to the school. I can assure you that a letter was personally posted by one of our Officers so unfortunately this has happened despite our best efforts. The raised table was identified as a requirement through the planning permission process and notices were posted onsite for this consultation in particular. Moving forward we will endeavour to engage you where appropriate and responses to your queries are below:

1. The scheme has been designed in accordance with the proposals within the outline planning consent and has been subject to Stage 1 and 2 Road Safety Audits. There are no further measures proposed to be implemented as part of the developer funded works however further safety audits will be carried out should the works be implemented and any safety concerns dealt with to the satisfaction of the Council.

2. The proposed raised table is the main feature that will promote traffic calming by encouraging road users to reduce their speed as they approach the ramps at the proposed junction as well as the existing school junction.

3. No additional parking restrictions will be formally introduced as part of these works. However, parking on the spine road of the proposed development will provide increased capacity and reduce the need for parking around the school entrance. The introduction of vehicular driveways at regular intervals along the southwestern side, along with the introduction of the raised table, will deter on-street parking along this stretch reducing the risk of restricted visibility. Pedestrian crossing points with tactile paving at the new and existing junctions have also been added.

4. An Equality Impact Assessment has been prepared and is waiting to be reviewed by the Service Director. Please accept this as a holding response and we will be in a position to issue a complete response once this has

The raised table will naturally induce traffic calming by encouraging users to reduce their speed as they approach the ramps at the proposed junction as well as the existing school junction. The additional work to implement a 20mph speed is very time consuming and expensive and even then requires the support of others such as the

Thank you for your email providing comments on the proposed raised table feature at Stratford Drive.

I note your concerns with regards to drainage and would inform you that drainage has been a key consideration of this design. Additional drainage will be installed along this stretch of Stratford Road to facilitate the raised carriageway and so this will improve any existing drainage concerns in relation to the road. Furthermore, the scheme will be monitored for at least a year post implementation and should any ponding or further drainage issues present themselves then these will need to be rectified by the developer to the satisfaction of the Council prior to sign off of the works. The Council will have insurances from the developer to ensure works are carried out in an appropriate manner and completed to a satisfactory standard.

Thank you Alex.

Thank you for your email providing further queries on the proposed raised table feature at Stratford Drive.

The raised table will naturally induce traffic calming by encouraging users to reduce their speed as they approach the ramps at the proposed junction as well as the existing school junction. The additional work to implement a 20mph speed is very time consuming and expensive and even then requires the support of others such as the Police the introduction of a 20mph zone is unlikely to reduce the speed of the road user any greater than the proposed raised table across these junctions. Furthermore,

I note your concerns with regards to drainage and would inform you that drainage has been a key consideration of this design. Additional drainage will be installed along this stretch of Stratford Road to facilitate the raised carriageway and so this will improve any existing drainage concerns in relation to the road. Some of the drainage requires repair and this will be fixed or replaced with the new highway drainage being added. Furthermore, the scheme will be monitored for at least a year post implementation and should any ponding or further drainage issues present themselves then these will need to be rectified by the developer to the satisfaction of the Council prior to sign off of the works. The Council will have insurances from the developer to ensure works are carried out in an appropriate manner and completed to a satisfactory standard.

The proposed junction has been designed in accordance with Buckinghamshire's specifications and is suitable for the purpose, with the addition of the raised table providing traffic calming. The volume increase of traffic through the junction will be offset by the reduced traffic speeds as a result of the raised table. Additional parking

[none required]

Further Comment

[None]

[None]

Thank you for sending the consultations file.

The report (para 2.3) refers to consultation input from Bucks Highways, but I cannot see any response from Bucks Highways in the file. The proposal has come from the developer but is wholly conditional upon Highways acceptance of the need and determination of the best solution, in conjunction with Road Safety, TVP and other consultees. What is the evidence base and justification for this proposed platform from Bucks Highways? What impact will it have on traffic flow and parking, particularly at peak drop-off and pick-up times?

I am particularly curious to understand the evidence base because Bucks Highways have previously deemed other road safety or parking requirements around this site to be unnecessary. For example:

- Traffic lights or a roundabout at the junction of Stratford Drive and Brookbank
- A pelican crossing in place of the zebra crossing on Brookbank
- A drop-off area within the Slate Meadow development
- Additional parking restrictions and enforcement around the Brookbank/Brookfield Road junction

I remain concerned that there is a presumption that the developer will resolve any flooding concerns associated with the platform, given existing issues with pluvial flooding in this area.

[None]

[None]

[None]

[None]

[None]

I'm not sure you answered how the council propose to handle the additional 200-300+ cars entering and leaving Stratford drive with the new development? No roundabout and no traffic lights at the junction? The road is already overloaded at school drop off and pick up time and this will back up onto the main road and cores end roundabout wi to additional volume.

Please can you explain how the council propose to handle this additional volume of traffic ?

In terms of the 20mph zone surely being time consuming and expensive or needing to involve the police is not a reason to dismiss it?

20mph in an area with a school surely is a no brainer!? The raised platform only addresses speed onto and off the platform. It does not address the volume on the rest of the road or indeed next to the pedestrian entry and exit point to the school. Surely being expensive is not a reason to dismiss it is not good reason of a child is knocked down?

Further Response

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comment from them. Highways Development Management do have a close working relationship with Bucks Highways however it is the role of Highways Development Management to provide the technical expertise to review and accept developer proposals for adoption by the Highway Authority. We do draw on Bucks Highways where necessary to provide input and comment but ultimately the role sits with our team to accept developer funded highway improvement works.

The speed table was considered as part of the Outline planning permission and would have been subject to consultation during the planning process. The traffic calming was found to be appropriate and subsequently secured by planning condition 20 of 18/05597/OUT. A summary of the relative performance of raised table junctions is included in Table 1.1 of LTN 1/07 (Traffic Calming, 2007) which shows the traffic calming measure to result in the largest reduction to traffic speeds and injury accidents.

Given that the raised table is located on a cul-de-sac, it would not be expected to materially alter the traffic flow on Stratford Drive as there is no alternative route for vehicles to take when accessing the dwellings and school which are located on the road and side roads. In terms of parking, it would also not be expected to impact on parking given Highway Code Rule 243 which states:

‘Do Not stop or park:

- Near a school entrance
- Opposite or within 10metres of a junction, except in an authorised parking space.’

Therefore, parking should not occur within the proximity of the site access junction or the access junction to the school irrespective of whether the junction is raised or not.

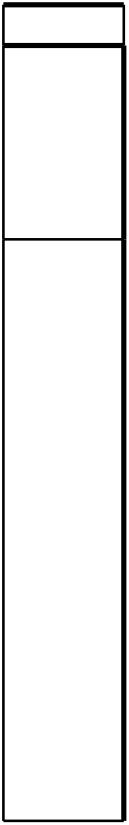
In relation to your comment regarding other road safety and parking requirements around this site:

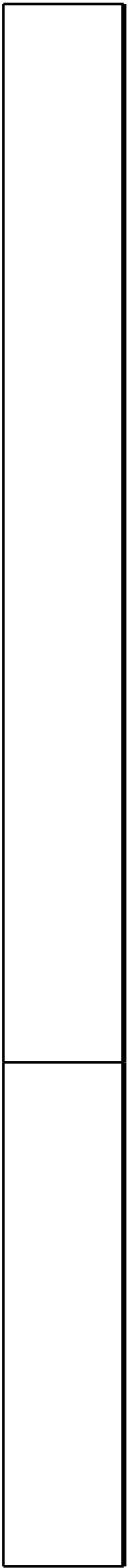
- Results of the PICADY junction analysis for Brookbank/Stratford Drive (with development and future scenario

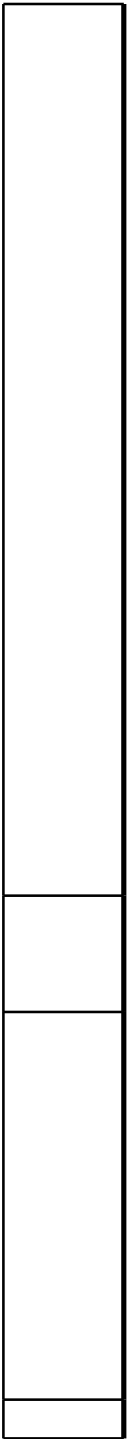
The capacity of the site and the implications this has on highway users are assessed as part of the planning permission for the site and as such, the concerns you have raised are outside the remit of this consultation. I suggest you direct your queries to the Planning Department should you wish to pursue a response with regards to traffic capacity of Stratford Drive so that they may respond formally. However, you should be able to review the Highway Planning Officer's comments online via the planning portal which may provide the answer to your question.

My previous email was not attempting to suggest cost savings over the expense of safety, however, again, the requirement for a speed limit reduction has not been identified by the planning process, so it is not something that is required of the developer as part of these works.

The current proposals have been safety audited by independent and qualified auditors, who have not raised the matter of a change in speed limit thus far, although we will continue to audit the works, if implemented, to ensure all safety concerns are addressed.







[none]