

Buckinghamshire County Council

ADDITIONAL COMMENTS FROM BUCKINGHAMSHIRE COUNTY COUNCIL

HIGHWAYS ENGLAND'S RESPONSE

- 1.1 *Please find attached a technical note produced by the HE, received today. This includes plots showing the impact of the scheme on Buckinghamshire's road network during construction and operation.*
- 1.2 *The plots show material increases in vehicle traffic during the 2020 construction period on the A355, A412/A4007 and A4 which need to be properly assessed and mitigated.*

A412

- 1.3 *Looking at the outputs the model shows that there is no material change to traffic flows on the A412 during construction 2016. In 2020 however links C and D experience peak hour increases up to 336 vehicles (two way) in the am peak and 211 vehicles (two way) in the pm peak hour. This level of increase requires further assessment, including specific junction capacity assessments considering the sensitivity of the network in this area.*

Highways England Comment

- 1.3.1 A meeting was held between Highways England and Buckinghamshire County Council on the 25 November 2015 to demonstrate the forecast traffic flows on the A4, A355 and A412, which are routes in relation to which BCC had expressed particular concerns regarding any further traffic loadings. At the meeting Highways England demonstrated the minimal effects which are anticipated, some of which were reductions in flow, during the initial construction phase (2017) and the opening year of operation (2022) of the Scheme. It was agreed with BCC that no further assessment was required for these years. However, for the year 2020, during the second construction phase for the Scheme, the assessments had indicated some potential use of the A4, A355 and A412 by traffic diverting from the M4 during construction. BCC does not have traffic data for the majority of junctions on these routes with which to contradict the findings of Highways England's modelling and assessments. However, as a sensitivity test, it was agreed that Highways England would undertake traffic surveys during the first available neutral month for traffic flows, March 2016, to verify the modelling and assessment undertaken by Highways England.
- 1.3.2 It was agreed that Highways England would undertake surveys of existing traffic flows (except where stated) to inform the need for assessments for the year 2020 at the following junctions on the A412:
- A412/Church Lane (on Link D – 2015 data available from BCC);
 - A412/George Green Road (on Link D – 2015 data available from BCC);
 - A412/Coronation Avenue (on Link D);
 - A412/Wexham Park Lane (on Link D);

- A412/Black Park Road (junction between Links C and D); and
- A412/Pinewood/Church Road (on Link B).

1.3.3 In addition, it was agreed that Highways England would undertake surveys of existing traffic flows to inform the need for assessments for the year 2020 at the following junction on the A4007, together with a safety assessment:

- A4007/Bangors Lane North/Bangors Lane South.

A355

1.4 *Looking at the outputs in 2017 there appears to be some increase in traffic during this period, although fairly modest. In 2020 there are increases of 32 vehicles northbound and 24 vehicles southbound in the AM peak through Farnham Common and Farnham Royal. This would warrant assessment at sensitive junctions.*

Highways England Comment

1.4.1 At the above meeting, it was also agreed that Highways England would undertake surveys of existing traffic flows to verify the outputs of the modelling and assessments undertaken for the year 2020 at the following junctions on the A355:

- A355/Park Road/Farnham Lane at Farnham Royal; and
- A355/One Pin Lane at Farnham Common.

A4

1.5 *In 2017 the flows are neutral. In 2020 there are material increases in the westbound traffic up to 90 vehicles in the am peak hour, which will need to be assessed.*

Highways England Comment

1.5.1 At the above meeting, it was also agreed that Highways England would undertake surveys of existing traffic flows (except where stated) to verify the outputs of the modelling and assessments undertaken for the year 2020 at the following junctions on the A4:

- A4 Bridge Road/A4094 Ray Mead Road (2014 data available from a developer's Transport Assessment);
- A4/Mill Lane & A4/Mill Lane proposed layout (2014 data available from a developer's Transport Assessment);
- A4/Berryhill (2014 data available from a developer's Transport Assessment);
- A4/Marsh Lane/Station Road (2014 data available from BCC);
- A4/Bishop Centre;
- A4/Hitcham Road/Hag Hill Lane; and

- A4/Lake End Road.
- 1.5.2 Having undertaken to carry out the identified traffic surveys to verify the outputs of the modelling and assessments undertaken, Highways England believes this covers all of Bucks CC concerns on this matter.
- 1.5.3 It is to be noted that the scope and timing for all the above verification assessments will depend on the suitability of existing data and/or the need for traffic surveys, for which the first available neutral month for surveys is March 2016. It was also agreed in discussion with BCC that it was necessary to consider the impacts along each route collectively to verify the assessments previously undertaken and to ensure that the right solutions are identified to any problems that may be identified.

1.6 *This will inform discussions tomorrow, particularly in relation to Question 23 on the agenda. HE have advised that they will bring copies with them tomorrow.*

Highways England Comment

- 1.6.1 Question 23 concerned BCC's assertion in its written representation at Deadline II (Examination Reference REP2-039) that the ES submitted in support of the draft Development Consent Order ("DCO") does not adequately assess the impact of the proposed Scheme on the local road network during construction or operation and that no mitigation measures have been proposed. The meeting between Highways England and BCC on the 25th November 2015 provided the basis for discussions on the impact of the Scheme on the Council's local road network, both during construction and subsequent operation. At the meeting agreement was reached between Highways England and BCC on the extent of assessment required as the Design Manual for Roads and Bridges is not prescriptive in this regard.
- 1.6.2 Highways England is to undertake traffic surveys at those junctions for which no recent count data exists to verify Highways England's modelling and assessment of the impact during construction in 2020 on the above-named junctions on the A412, A355 and A4. It is expected that the surveys will demonstrate that there is no requirement for further appraisal. However, should that not be the case and the surveys reveal the need for further modelling, then a verification appraisal will be undertaken. This will be secured by a provision within the CTMP. Were that appraisal to predict capacity problems at a particular junction, traffic management measures on the M4 will be reviewed to mitigate these issues. This will be carried out in conjunction with a review of temporary signage and traffic management measures on the local road network to be agreed through consultation with the relevant local authorities and emergency services. This will be secured by paragraph 7.4.5 of the CTMP.