



## Princes Risborough Southern Road Links

### Statement of Community Involvement

On behalf of

**Balfour Beatty**



Project Ref: 332110080 | Rev: P02 | Date: July 2022

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## Contents

<b>1</b>	<b>Introduction.....</b>	<b>1</b>
1.1	Project Overview .....	1
1.2	Approach to Engagement.....	2
1.3	Purpose and Structure of this Document .....	2
1.4	Terms and Definitions .....	3
<b>2</b>	<b>Policy and Legislative Context .....</b>	<b>4</b>
2.1	National Planning Policy Framework (NPPF) (2021) .....	4
2.2	Buckinghamshire Statement of Community Involvement.....	4
<b>3</b>	<b>Pre-Application Engagement .....</b>	<b>6</b>
3.1	Introduction .....	6
3.2	Early Consultation .....	6
3.3	Environmental Impact Assessment (EIA) Scoping.....	7
3.4	Pre-Application Engagement with the LPA and Statutory and Non-Statutory Consultees.....	7
3.5	Engagement with Landowners .....	10
3.6	Member Briefings .....	10
3.7	Community Engagement.....	11
<b>4</b>	<b>Public Engagement .....</b>	<b>12</b>
4.1	Introduction and purpose.....	12
4.2	Publicity about the Online Engagement Event.....	13
4.3	Notifying Stakeholder Groups .....	13
4.4	Consultation Material.....	14
4.5	Project and Consultation Website .....	14
4.6	Online Engagement Form .....	15
4.7	Live Webinars and Q&A .....	15
4.8	Mailbox .....	15
4.9	Collecting Feedback .....	15
4.10	Analysis of Feedback .....	15
<b>5</b>	<b>Feedback and Analysis – Online Public Engagement.....</b>	<b>17</b>
5.1	Introduction .....	17
5.2	Online Public Engagement.....	17
5.3	Feedback Form Responses .....	17
5.4	Questions 4-12 .....	18
5.5	Response to Question 4: Location 1 .....	18
5.6	Response to Question 5: Location 2 .....	20
5.7	Response to Question 6: Location 3 .....	23
5.8	Response to Question 7: Location 4 .....	25
5.9	Response to Question 8: Location 5 .....	28

5.10	Response to Question 9: Location 6 .....	31
5.11	Response to Question 10: Shared Footpaths and Cycle Paths .....	34
5.12	Response to Question 11: Any Other Design Comments .....	37
5.13	Response to Question 12: Any Other Questions .....	39
5.14	Response to Question 14: How did you find out about this consultation? .....	41
5.15	Feedback Form Questions .....	42
5.16	Email Responses .....	42
5.17	Feedback from Community Groups and Parish Council .....	45
5.18	Live Webinar Q&A .....	47
5.19	Responses to Feedback received during the Online Consultation .....	47
<b>6</b>	<b>Scheme Evolution .....</b>	<b>51</b>
6.1	Introduction .....	51
6.2	Route Alignment – Network Rail Underpass .....	51
6.3	Route Alignment – Existing Watercourse .....	51
6.4	Removal of temporary improvement measures along Picts Lane and Shootacre Lane .....	52
6.5	Landscape Design .....	52
6.6	Lighting .....	53
6.7	Biodiversity .....	53
6.8	Transport .....	53
6.9	Online public consultation .....	53
<b>7</b>	<b>Conclusion and Next Steps .....</b>	<b>54</b>
	Next Steps .....	54

## Figures

Figure 5.1: Demographic Data – Response to Question 1: Which of these categories describes you? ..	17
Figure 5.2: Response to Question 4: Support or Oppose .....	18
Figure 5.3: Question 4: Summary of Responses to Location 1 .....	19
Figure 5.4: Response to Question 5: Support or Oppose .....	21
Figure 5.5: Question 5: Summary of Responses to Location 2 .....	22
Figure 5.6: Response to Question 6: Support or Oppose .....	23
Figure 5.7: Question 6: Summary of Responses to Location 3 .....	24
Figure 5.8: Response to Question 7: Support or Oppose .....	26
Figure 5.9: Question 7: Summary of Responses to Location 4 .....	27
Figure 5.10: Response to Question 8: Support or Oppose .....	29
Figure 5.11: Question 8: Summary of Responses to Location 5 .....	30
Figure 5.12: Response to Question 9: Support or Oppose .....	32
Figure 5.13: Question 9: Summary of Responses to Location 6 .....	33
Figure 5.14: Response to Question 10: Support or Oppose .....	35
Figure 5.15: Question 10: Summary of Responses to Shared Footpaths and Cycle Paths .....	36
Figure 5.16: Question 11: Summary of Responses to Any Other Design Comments .....	38
Figure 5.17: Question 12: Summary of Responses to Any Other Questions .....	40
Figure 5.18: Demographic Data – Response to Question 14: How did you find out about this consultation? .....	41

Figure 5.19: Summary of Email Responses.....	43
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## Tables

Table 3.1: PPA pre-application meetings with Buckinghamshire Council.....	8
Table 3.2: A summary of the engagement undertaken with the LPA, statutory and not statutory consultees. ....	8
Table 4.1 Online Public Engagement Timeline .....	12
Table 4.2: PRSRL Online Engagement - Thematic .....	16
Table 5.1: Question 4: Count of categorised responses within the six main themes that arose more than twice. ....	19
Table 5.2: Question 5: Count of categorised responses within the six main themes that arose more than twice. ....	22
Table 5.3: Question 6: Count of categorised responses within the six main themes that arose more than twice. ....	24
Table 5.4: Question 7: Count of categorised responses within the six main themes that arose more than twice. ....	27
Table 5.5: Question 8: Count of categorised responses within the six main themes that arose more than twice. ....	30
Table 5.6: Question 9: Count of categorised responses within the six main themes that arose more than twice. ....	33
Table 5.7: Question 10: Count of categorised responses within the six main themes that arose more than twice. ....	36
Table 5.8: Question 11: Count of category of responses within the six main themes that arose more than twice. ....	38
Table 5.9: Question 12: Count of specific responses within the six main themes that arose at least twice. ....	40
Table 5.10: Email Responses: Count of categorised responses within the six main themes that arose eight times or more.....	43
Table 5.11: Feedback from community groups and Parish Councils: Count of categorised responses within the six main themes that arose three times or more.....	45
Table 5.12: Technical Documents to accompany the planning application .....	47

## Appendices

Appendix A	PRSRL Project Consultation Leaflet
Appendix B	PRSRL Project Consultation Website (as taken on the 7 <sup>th</sup> February 2022)
Appendix C	PRSRL Project Online Feedback Form

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# 1 Introduction

## 1.1 Project Overview

- 1.1.1 This Statement of Community Involvement (SCI) has been prepared by Stantec UK Ltd (Stantec) on behalf of Buckinghamshire Council (BC) (referred to hereafter as 'the Applicant') to support the planning application for the Princes Risborough Southern Road Links (PRSRL) Project (the Proposed Development) which comprises of the first phase of the Princes Risborough Relief Road (Princes Risborough RR) (hereafter also referred to as 'the Proposed Development').
- 1.1.2 The Princes Risborough RR is due to be built in three phases to support the planned strategic expansion of the town. Approximately 2,500 new homes are proposed to the northwest of Princes Risborough as part of a major expansion strategy rooted in adopted Local Plan policy (the Princes Risborough Expansion Area (PREA)). The Proposed Development will connect to a future Phase 2 of the Princes Risborough RR which will run through the proposed expansion area. The submitted application relates to the first phase of the Princes Risborough RR only.
- 1.1.3 The Proposed Development is located to the southwest of Princes Risborough, between Picts Lane and northeast of the former Sumitomo Electric Hardmetal site which is located off Summerleys Road ('the Application Site'). The Application Site includes elements of the existing adopted local road network, part of the former Whiteleaf Furniture Site and the entirety of the former Sumitomo Electric Hardmetal site and associated existing buildings.
- 1.1.4 The Proposed Development comprises the construction of a new section of road and improvements to the existing highway to create a two lane, single carriageway link road approximately 750m in length. At the northern end of the Proposed Development a new railway underpass is proposed on Summerleys Road, improving the current one-way traffic flow under the existing bridge. At the southern end of Summerleys Road there will be a new signalised junction at Station Approach / Summerleys Road / Station Road and a new link connecting to Picts Lane.
- 1.1.5 The Proposed Development reaches its northernmost extent and ceases to the north of the former Sumitomo Electric Hardmetal building site. The Proposed Development will provide a future connection point to the PREA.
- 1.1.6 The SCI demonstrates how the Applicant has consulted with the local community and a range of key stakeholders regarding the Proposed Development.
- 1.1.7 The submitted planning application seeks full planning permission for:
- A two lane, single carriageway link road between Picts Lane, near the junction with Goodearl Place, to its termination point to the north of the former Sumitomo Electric Hardmetal site, incorporating the existing adopted highway and a new section of highway.
  - A new section of highway through the former Whiteleaf Furniture Site and the W.E. Black's development site.
  - Demolition of buildings within the former Sumitomo Electric Hardmetal site.
  - A connection point for the future Princes Risborough Expansion Area.
  - Improvements to existing adopted highway, which includes improvements along Summerleys Road.

- A new signalised junction at Station Approach / Summerleys Road / Station Road.
- Construction of a new underpass (bridge) under the Princes Risborough to Aylesbury railway line to the north of Firs Court.
- A new priority junction to the north of the new underpass.
- A 2.0m footway and 3.5m shared footway cycleway.
- Surface water detention basin and swales.
- Foul and surface water pumping stations.
- Sections of reinforced embankment and retaining wall structures
- Pedestrian crossings.
- Landscape mitigation.
- All associated engineering and temporary construction works including site compound and storage areas.

1.1.8 The full description of development, and project context is provided in **Chapter 4** of the accompanying Planning Statement.

## 1.2 Approach to Engagement

1.2.1 The Applicant recognises that the National Planning Policy Framework (NPPF) places significant importance on pre-application engagement and has taken proactive steps to encourage meaningful involvement by the wider community in the pre-application engagement / consultation process.

1.2.2 The Proposed Development is informed by various phases of engagement/consultation with a wide range of stakeholders. The five main phases of engagement/consultation can be summarised as follows:

- i. EIA Scoping Consultation
- ii. Landowner Engagement
- iii. Stakeholder Briefings/Meetings
- iv. Pre-application Engagement with the Local Planning Authority (LPA)
- v. Online Public Engagement

## 1.3 Purpose and Structure of this Document

1.3.1 This Statement of Community Involvement (SCI) has been prepared by Stantec to provide a record of the public engagement and consultation undertaken by the Applicant in support of the planning application for the Princes Risborough Southern Road Links (PRSRL) Project.

1.3.2 The report provides a summary of the engagement activities undertaken, records the feedback received and explains how that feedback has been used to develop the proposals.

1.3.3 The SCI is structured as follows:



- Section 2 summarises relevant policy and legislation context
- Section 3 details the pre-application engagement activities carried out as part of the ongoing consultation process
- Section 4 summarises the public engagement process
- Section 5 summarises the feedback from the online public consultation
- Section 6 sets out the scheme evolution
- Section 7 presents our conclusion and next steps

## 1.4 Terms and Definitions

1.4.1 For ease of reference the following terms have been used throughout the DAS.

- **Applicant** – Buckinghamshire Council (BC).
- **Local Planning Authority (LPA)** - Buckinghamshire Council, the LPA that will determine this planning application.
- **the Site** – the area within which Proposed Development will be constructed (as described in **Section xxx** and shown on **Drawing PRSRL-STN-PH1-XX-DR-P-0008** and **PRSRL-STN-PH1-XX-DR-P-0009**);
- **Application or Site Boundary** – the boundary within which planning permission for the Proposed Development is sought (as shown on **Drawing PRSRL-STN-PH1-XX-DR-P-0008** and **PRSRL-STN-PH1-XX-DR-P-0009**);
- **the Proposed Development** – the development for which planning permission is sought – (Phase 1 of the Princes Risborough Relief Road);
- **PRSRL / the PRSRL Scheme** (the Princes Risborough Southern Road Link) – Phase 1 of the Princes Risborough Relief Road.
- **Princes Risborough Relief Road** – the relief road that will be provided to support the expansion of Princes Risborough, as described in Policy PR3 and PR8 of the WDLP (2019)
- **Princes Risborough Expansion Area** – As described in the WDLP, see Policy PR3, PR4, PR6 and the WDLP (2019) Policies Map.
- **Phase 2 of the Princes Risborough Relief Road** – future phase of the Princes Risborough Relief Road.
- **Phase 3 of the Princes Risborough Relief Road** – future phase of the Princes Risborough Relief Road.

## 2 Policy and Legislative Context

### 2.1 National Planning Policy Framework (NPPF) (2021)

- 2.1.1 The NPPF outlines measures that are required to be considered during the pre-application process to achieve effective consultation.
- 2.1.2 Paragraph 39 of the NPPF emphasises the importance of ‘early engagement’ in improving the ‘efficiency and effectiveness of the planning application system for all parties’. Inclusive, quality, proactive discussion enables ‘better coordination between public and private resources’ resulting in ‘improved outcomes’ for all involved parties and the community.
- 2.1.3 Paragraph 40 outlines the role of local planning authorities to encourage ‘other parties to take maximum advantage of the pre-application stage’. Engagement with the local community should be prioritised, even where not required by law, and with ‘statutory and non-statutory consultees’ before submitting a planning application.
- 2.1.4 Paragraph 41 stipulates that for local planning authorities to issue timely decisions and to reduce cost and delay for the Applicant, proactive consultation that can resolve issues at the pre-application stage is advised. The ‘effective and positive’ approach should continue throughout the development process when responding and/or giving advice to stakeholders.

### 2.2 Buckinghamshire Statement of Community Involvement

- 2.2.1 Buckinghamshire aim to make consultation and involvement in planning transparent, accessible, collaborative, inclusive and consistent. The methods for achieving this are set out in Buckinghamshire’s Statement of Community Involvement (SCI).
- 2.2.2 On 1<sup>st</sup> April 2020, Buckinghamshire Council (BC) was created as a unitary local authority. It was formed from the former Aylesbury Vale, Chiltern, South Bucks and Wycombe district councils and Buckinghamshire County Council. The former councils each had their own SCI, and BC have now formally adopted an SCI on the 15<sup>th</sup> October 2021 to replace these.
- 2.2.3 BC recognise that there are many benefits for involving communities in planning matters and they want the local community to feel empowered to get involved with planning. Page 6 of the SCI sets out BC’s main principles of involving the various communities in the planning process:
- encouraging our communities to **contribute** by providing opportunities to put their ideas forward where there is scope to influence our decisions;
  - *We will be **transparent** and clear about the planning process, what is being proposed and the scope to influence;*
  - *We will use a **variety of methods** to make it easier for people to take part in the planning process, this will be appropriate to the subject being consulted upon;*
  - *We will design engagement exercises to be **accessible**;*
  - *We will encourage better **inclusion** of everyone affected by a planning matter, making the effort to include “hard to reach” groups such as young people, ethnic minorities, disabled people, Gypsies and Travellers and Travelling Showpeople;*
  - *We **will make information available** that is appropriate and understandable, raise awareness of planning matters and ensure people are kept up to date. All data stored and published will be compliant with our data protection policy;*

- *We will analyse carefully and, where appropriate, **provide clear feedback** for participants after an engagement exercise within a published timescale. This will include changes we have made as a result of comments;*
- *We will protect Buckinghamshire's residents by **redacting** sensitive information before it is made public, such as personal addresses, phone numbers, email addresses, and dates of birth. Where we are able to we will also redact statements which we consider may cause offence to individuals or the wider community; and*
- *We will encourage **appropriate representations** (comments), by only accepting comments that are relevant to the subject being consulted on. No profanities, or statements considered derogatory or offensive to persons sharing a protected characteristic (such as disability, race, religion, and others) will be accepted. If your representation is rejected, you will be notified of the reason for this once it has been processed.*

2.2.4 The SCI also sets out how and when the community will be involved in determining planning applications for new development (page 23). BC encourages Applicants to consult the community where relevant.

## 3 Pre-Application Engagement

### 3.1 Introduction

3.1.1 The Proposed Development has been developed in a consultative and iterative manner informed by various phases of engagement/consultation with a wide range of stakeholders. The five main phases of engagement/consultation can be summarised as follows:

- EIA Scoping Consultation
- Pre-application engagement with the Local Planning Authority (LPA) and statutory and non-statutory consultees
- Landowner Engagement
- Stakeholder Briefings/Meetings
- Public and community engagement.

3.1.2 BC entered into a Planning Performance Agreement (PPA) in relation to the Proposed Development.

3.1.3 The PPA confirms that it is the Applicant's responsibility to ensure that effective community engagement is undertaken, having regard to the Council's Statement of Community Involvement (SCI).

### 3.2 Early Consultation

3.2.1 In addition to the above five main phases of engagement outlined above, the Proposed Development is informed by two previous rounds of engagement with stakeholders and the local community as part of a wider consultation on Development Plan documents (the WDLP).

#### **Wycombe District Local Plan (2019) (WDLP)**

3.2.2 The first round of consultation took place between 2017-2019 to inform the strategy for the Princes Risborough Expansion Area (PREA) as part of consultations for the Wycombe District Local Plan (adopted August 2019) (WDLP). Feedback on the proposed approach to the PREA and the delivery strategy was sought from a range of key stakeholders and the local community.

#### **Princes Risborough Expansion Supplementary Planning Document (SPD) (March 2021)**

3.2.3 The second round of engagement related to the Princes Risborough Expansion Supplementary Planning Document (SPD) (adopted March 2021). The Princes Risborough Expansion SPD was prepared through ongoing engagement with the local community and key stakeholders between November 2018 and November 2020<sup>1</sup>. The SPD was also informed by the Local Plan preparation and engagement process. The SPD builds on the proposals contained in the adopted WDLP and sets out the Council's preferred approach to development and delivery. The document provides co-ordination for the expansion— where, what, when and

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<sup>1</sup> November 2018-June 2019 – early engagement; June – July 2019 – Consultation on the Draft PRE SPD; August 2019 – November 2020 – Follow up engagement post consultation; November 2020 – February 2021 – Adoption process.

how the houses and the infrastructure are to be built and will assess planning applications following guidance set out in this document.

### 3.3 Environmental Impact Assessment (EIA) Scoping

3.3.1 A request for a Scoping Opinion (supported by a Scoping Report) was submitted to BC on 17<sup>th</sup> July 2020 (see ES Volume 1, Appendix B.2). Following consultation with statutory consultees, a Scoping Opinion was received from BC on 25<sup>th</sup> August 2020 (20/06846/CONSU) and is provided in (ES Volume 2, Appendix B.3). A table setting out how the consultee comments and Scoping Opinion have been responded to within the ES is provided in ES Volume 1, Appendix B.

3.3.2 As part of the EIA process, the following consultees were consulted to agree the scope of the ES assessment, to provide information, to discuss assessment methods and findings, and/or agree mitigation measures and design responses. A summary of key consultees and the key technical areas that were consulted on is included below:

- BC Sustainable Drainage Team;
- BC Archaeology Officer;
- BC Strategic Access Officer;
- BC Control of Pollution Officer;
- BC Ecology and Tree Officer;
- BC Landscape Officer;
- BC Highway Development Management Team;
- The Chilterns Conservation Board;
- Natural England;
- Environment Agency;
- Berkshire, Buckinghamshire, and Oxfordshire Wildlife Trust.

3.3.3 Reference should be made to ES volume 1 for further details in relation to engagement undertaken with statutory and non-statutory consultees.

3.3.4 Following receipt of the Scoping Opinion, part of the route alignment was altered. The Application Boundary was also reduced. A Revised Option Scoping Letter was subsequently submitted to the LPA on the 29<sup>th</sup> January 2021 (**ES Volume 2, Appendix B.5**).

### 3.4 Pre-Application Engagement with the LPA and Statutory and Non-Statutory Consultees

3.4.1 A Planning Performance Agreement (PPA) was set up for the project with Buckinghamshire Council (BC) as the LPA that will determine the planning application.

3.4.2 The PPA included a series of four pre-application meetings with BC as the LPA and are summarised in **Table 3.1** below.

Table 3.1: PPA pre-application meetings with Buckinghamshire Council

Meeting date	Stakeholder(s)	Key discussion points
<b>Pre-app 1</b> February 2021	BC Planning and technical Officers including, Development Management, Highways, Lead Local Flood Authority (LLFA), Natural Environment, Arboriculture and Landscape Officers.	<ul style="list-style-type: none"> <li>• Key planning considerations</li> <li>• The proposed planning strategy (scope and form of the planning application)</li> <li>• Validation requirements</li> <li>• Proposed engagement strategy</li> <li>• Technical advice was sought on Biodiversity Net Gain, Flood Risk and Drainage</li> </ul>
<b>Pre-app 2</b> April 2021	BC Planning and technical Officers including Development Management, LLFA, Natural Environment and Arboriculture Officers.	<ul style="list-style-type: none"> <li>• Presented the scheme overview plans</li> <li>• Draft flood compensation scheme</li> <li>• Comments on latest planning programme</li> <li>• Biodiversity Net Gain</li> <li>• Tree Canopy calculations</li> </ul>
<b>Pre-app 3</b> July 2021	BC Planning and technical Officers including Development Management, Highways, LLFA, Natural Environment, and Arboriculture Officers.	<ul style="list-style-type: none"> <li>• Design and layout of the Proposed Development</li> <li>• Proposed engagement strategy and online public engagement timescales</li> <li>• Landscape, flood risk and drainage, biodiversity and noise strategies</li> <li>• Tree planting to meet the requirements in policy and the Tree Canopy SPD (25% canopy cover).</li> <li>• Validation requirements and drawings requirements</li> </ul>
<b>Pre-app 4</b> December 2021	BC Planning and technical Officers including, Development Management, Highways, LLFA, Natural Environment, and Arboriculture Officers.	<ul style="list-style-type: none"> <li>• Summary of online community engagement.</li> <li>• Presented updates on scheme design and the Flood and Drainage Strategy, Transport Modelling, Landscape Mitigation Plan, Biodiversity Net Gain and Tree Canopy calculations.</li> <li>• LPA provided feedback on the Landscape Mitigation Plan.</li> <li>• Draft drawing list.</li> </ul>

3.4.3 Throughout the design process there has been frequent consultation with various technical officers within BC and other statutory and non-statutory consultees. **Table 3.2** provides a summary of the engagement undertaken by the project team. Further details are provided in the ES.

Table 3.2: A summary of the engagement undertaken with the LPA, statutory and not statutory consultees.

Consultation Date	Stakeholder(s)	Summary
17 <sup>th</sup> April 2020, 21 <sup>st</sup> May 2020, 8 <sup>th</sup> June 2020, 9 <sup>th</sup> June 2020, and 6 <sup>th</sup> July 2020	Sustainable Drainage Team	Meetings were held with BC to agree the hydraulic modelling scope and hydraulic modelling results. Further details can be found in Chapter 12 of the ES.
12 <sup>th</sup> August 2020	Archaeology Officer	Archaeology is not a requirement for the EIA.

Consultation Date	Stakeholder(s)	Summary
May 2020	Environmental Health	Consultation between Stantec and Buckingham Council (BC) to discuss and agree the scope and methodology of the assessment and obtain the results of the latest air quality monitoring undertaken by BC.
17 <sup>th</sup> August 2020	Strategic Access Officer	As part of the EIA consultation process, BC Strategic Access Officer confirmed the EIA should investigate the impact on vulnerable road users' access [onto] the Phoenix Trail from Princes Risborough as well as balancing the separation of users.
13 <sup>th</sup> August 2020	Control of Pollution Officer	The proposed assessment methodology for noise and vibration was agreed via email with the Control of Pollution Officer, BC, on 13 <sup>th</sup> August 2020.
27 <sup>th</sup> April 2020	Ecology and Tree Officer	Consultation with the BC Senior Ecological Advisor to confirm the approach to ecological surveys and proposed mitigation.
May 2020 – July 2021	Landscape Officer	Consultation on the proposed visual receptors for assessment in the LVIA was undertaken with BC and the Chilterns Conservation Board (CCB) in May 2020. Requests for inclusion of visual receptors were received, and other comments were made in relation to the LVIA, as set out in Appendix G.1 of the ES.
8 <sup>th</sup> April 2020 24 <sup>th</sup> August 2020	Highway Development Management Team	Consultation on the scope of modelling assessment which informed the Transport Assessment (TA). The methodology of the strategic modelling as well as the scope of the detailed junction assessments were agreed. Matters regarding Highways impact are to be addressed through the provision of a TA.  ES Chapter 7 provides further details on the discussions around the Proposed Development from a traffic and transport perspective, including formal meeting notes in Appendix A of the TA.
31 <sup>st</sup> July 2020	The Chilterns Conservation Board (CCB)	The CCB provided comments within the EIA scoping opinion outlining their aspirations for the assessment and methodology, supporting biodiversity net gain aspirations and consideration of the Chilterns Beechwoods Special Area of Conservation.
9 <sup>th</sup> August 2020	Natural England	Natural England were consulted as part of the EIA process and as the site is not affected by any nationally designated geological or ecological sites or is thought to have any significant impact on the protection of soils, Natural England commented that they would expect the ES to cover the necessary information outlined in Part 4 of the Town &



Consultation Date	Stakeholder(s)	Summary
		Country Planning (Environmental Impact Assessment) Regulations.
28 <sup>th</sup> August 2020	Environment Agency	The Environment Agency were consulted on the EIA scoping opinion and provided comment on the fluvial flood risk and ground water quality.
4 <sup>th</sup> August 2020	Berkshire, Buckinghamshire, and Oxfordshire Wildlife Trust	Following consultation with the Wildlife Trust, the methodology for surveys and assessment was confirmed, including precautionary measures to impacts on protected and notable species and habitats. It was recommended that a Biodiversity Assessment should be undertaken.
February 2022	Chiltern Rangers	Discussed tree species and ecology enhancements that the local community could get involved with.

### 3.5 Engagement with Landowners

- 3.5.1 The Proposed Development includes the temporary and permanent acquisition of land. The Applicant has engaged with all affected landowners. The Applicant sent letters to the properties that will be directly impacted by the Proposed Development on the 19<sup>th</sup> of November 2021. The letter offered property owners and residents the opportunity to discuss the scheme and its impacts in more detail.
- 3.5.2 The Applicant then arranged meetings with all those who requested, and 1:1 virtual meeting or phone call was setup. Due to the Covid-19 pandemic no face-to-face meetings were arranged as part of this consultation.
- 3.5.3 Landowners affected by the scheme were provided links to publicly available information about blight and the land compensation process and legislation.
- 3.5.4 The initial meetings with landowners were arranged and undertaken by the Applicant, supported by Carter Jonas, the Applicant's land agents. Subsequent meetings with landowners will be managed by Carter Jonas with support from the Applicant.
- 3.5.5 The Proposed Development will be routed under the existing railway line to the north of Firs Court which will require the construction of a new underpass. Consultation between Stantec, Balfour Beatty and Network Rail to confirm the civil engineering works to facilitate the new underpass has been ongoing throughout the project.

### 3.6 Member Briefings

- 3.6.1 The Applicant has engaged with political stakeholders as the Proposed Development has evolved. Political stakeholders were invited to briefing meetings, where the Applicant presented the project and design progress. The purpose of the briefings was to advise Members, update on progress and seek views on the consultation and materials produced.
- 3.6.2 Briefings took place during February, August, September, October, November, and December 2021, followed by further post consultation briefings in February and March 2022. The



following members were briefed on the scheme ahead of and during the online public engagement that took place between 19<sup>th</sup> November – 12<sup>th</sup> December 2021:

- Leader of the Council
- Cabinet Member for Transportation
- Cabinet Member for Planning
- Cabinet Member for Property
- Princes Risborough Town Council (briefed fourteen Councillors)
- The Risboroughs (briefed three Councillors)
- Ridgeway West (briefed two Councillors)

### **3.7 Community Engagement**

- 3.7.1 The Applicant undertook online public engagement for the Proposed Development between 19<sup>th</sup> November and 12<sup>th</sup> December 2021 (inclusive).
- 3.7.2 Further details are provided in **Chapter 4** of this report. **Chapter 5** reports on the feedback from this online public engagement.

## 4 Public Engagement

### 4.1 Introduction and purpose

- 4.1.1 The Applicant undertook online public engagement for the Proposed Development between 19<sup>th</sup> November and 12<sup>th</sup> December 2021 (inclusive). **Table 4.1** below summarises the key engagement activities and publicity undertaken.
- 4.1.2 The public engagement event for the Proposed Development was advertised through email bulletins, letters, press release in local newspapers and articles on local radio stations. The Council also ‘tweeted’ once the consultation started.
- 4.1.3 The objective of undertaking online public engagement was to encourage the public and frequent visitors of Princes Risborough to share their feedback and comments on the Proposed Development for consideration by the Applicant team prior to submission of a planning application.

Table 4.1 Online Public Engagement Timeline

Date	Activity
19 <sup>th</sup> November 2021	Online exhibition go-live date on Your Voice Bucks website - <a href="https://yourvoicebucks.citizenspace.com/highway-projects/prsrl-feedback/">https://yourvoicebucks.citizenspace.com/highway-projects/prsrl-feedback/</a>
19 <sup>th</sup> November 2021	Consultation portal for submitting feedback go-live date
19 <sup>th</sup> November 2021	Letters sent out to notify the community, residents, and businesses about the consultation.
19 <sup>th</sup> November – 12 <sup>th</sup> November 2021	Consultation was advertised through email bulletins, social media, letters, press release in local newspapers and articles on local radio stations.
19 <sup>th</sup> November 2021	Copies of the consultation leaflet were made available at Princes Risborough Library.
23 <sup>rd</sup> November 2021	Live webinar event no. 1 (including Q&A)
29 <sup>th</sup> November 2021	Live webinar event no. 2 (Q&A part 2)
12 <sup>th</sup> December 2021	Buckinghamshire consultation portal for submitting feedback closes

- 4.1.4 The online public engagement provided the opportunity for participants to complete a feedback form online via the Buckinghamshire consultation portal. A copy of the consultation leaflet is enclosed at **Appendix A** for reference. A dedicated email address ([hitmailbox@buckinghamshire.gov.uk](mailto:hitmailbox@buckinghamshire.gov.uk)) was also set up to provide the opportunity for comments and questions to be submitted to the project team.
- 4.1.5 Two live webinar events were arranged (23<sup>rd</sup> and 29<sup>th</sup> November 2021) to provide the community with the opportunity to ask questions to Applicant directly.

4.1.6 The following measures were put in place to ensure that participants without access to the internet or those who reported issues accessing the materials online had the opportunity to view and comment on the proposals:

- The public engagement was advertised in print and by radio (Bucks Free Press, Bucks Herald, Bucks Radio, and Greatest Hits Radio). The advertisement included a telephone number to request printed copies of the consultation leaflet and feedback form;
- Paper copies of the consultation leaflet were made available at Princes Risborough Library; and,
- The consultation materials could be requested in different accessible formats via [hitmailbox@buckinghamshire.gov.uk](mailto:hitmailbox@buckinghamshire.gov.uk), or by telephone contacting the project team

## 4.2 Publicity about the Online Engagement Event

4.2.1 The online engagement event was publicised via social media, advertisements in the press and via letter.

### Social Media

4.2.2 Social media is a valuable tool that the Applicant used to advertise the public engagement event. This was used as a way of reaching a broader demographic and engaging with those that traditional methods of advertising might not reach.

4.2.3 On 19<sup>th</sup> November 2021, a post to Twitter promoting the consultation event generated 12 interactions, including 7 'likes'. Furthermore, on the 23<sup>rd</sup> November, BC advertised the live consultation event on Twitter encouraging the public to get involved. Lastly, on the 8<sup>th</sup> December, a further post on Twitter generated 3 interactions from the public.

### Advertisements

4.2.4 To publicise the public engagement events, advertisements were published in local newspapers, both in print, online and through email bulletins. Additionally, the public consultation for the Proposed Development was advertised via letters and on the local radio station.

4.2.5 Advertisements ran from 19<sup>th</sup> November to 12<sup>th</sup> December 2021. Princes Risborough Library also displayed paper copies of the consultation leaflet which included drawings, information text on the proposals and explanatory text on how to provide feedback.

### Letters

4.2.6 A total of 265 letters were sent to residents and businesses directly impacted by the Proposed Development as well as properties along connecting roads, principally focusing on Summerleys Road and Picts Lane where the proposed works would be carried out.

4.2.7 Four different letters were sent out: properties affected by permanent land acquisition (19), properties affected by temporary land acquisition (23), properties whose sub soil rights may be affected (41), and a general consultation engagement letter (182).

## 4.3 Notifying Stakeholder Groups

4.3.1 The stakeholder groups that were notified about the online consultation included:

- Princes Risborough Town Council;

- Bledlow-cum-Saunderton Parish Council;
- Longwick Parish Council;
- Lacey Green Parish Council;
- Haddenham Parish Council;
- North West Chilterns Community Board;
- Princes Risborough Bypass Action Group (BANG);
- Risborough Area Residents Association (RARA);
- Chilterns AONB;
- Summerleys Road Residents & Businesses;
- Picts Lane Residents;
- Almond Way Resident's Association Limited;
- Station Road & Station Approach Residents;
- Shootacre Lane Residents;
- Chiltern Railways;
- Natural England; and,
- Chiltern Rangers.

#### **4.4 Consultation Material**

- 4.4.1 The Council prepared a consultation<sup>2</sup> leaflet, along with plans which were made available to the public on the 19<sup>th</sup> November 2021. This included information on the stages of the development, specific design aspects, a detailed plan of the scheme, timescales and how to provide feedback. The consultation material sought feedback on the proposals via an online feedback form until the 12<sup>th</sup> December.

#### **4.5 Project and Consultation Website**

- 4.5.1 A dedicated online project consultation webpage was set up on Your Voice Bucks to provide information on the project, including details on project background, design and mitigation work, visualisations and project drawings, as well as key project timescales (see **Appendix B** of this SCI). Between 19<sup>th</sup> November and 12<sup>th</sup> December 2021, the project website recorded 824 unique visitors.
- 4.5.2 The consultation webpage provided an overview of the scheme with links to consultation material including visualisations, related documents and links and recordings of the live presentation event held on the 23<sup>rd</sup> and 29<sup>th</sup> November 2021. The consultation page also provided information on how to submit feedback.

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<sup>2</sup> [https://yourvoicebucks.citizenspace.com/highway-projects/prsrl-feedback/user\\_uploads/prsrl-project-consultation-leaflet--web-version-.pdf](https://yourvoicebucks.citizenspace.com/highway-projects/prsrl-feedback/user_uploads/prsrl-project-consultation-leaflet--web-version-.pdf)

## 4.6 Online Engagement Form

- 4.6.1 The consultation online feedback form was live from 19<sup>th</sup> November to the 12<sup>th</sup> December 2021.
- 4.6.2 The feedback form contained 15 questions which asked participants for their views on specific elements of the Proposed Development. This included a general question asking respondents for their overall view on the Princes Risborough Relief Road. See **Appendix C** of this SCI for a copy of the online Feedback Form.
- 4.6.3 Many comments received via the online feedback form related to the proposed footpath and cycle way and their relationship with traffic and highway safety. A summary of responses can be found in **Chapter 5** of this SCI.

## 4.7 Live Webinars and Q&A

- 4.7.1 The Applicant hosted a live webinar event in relation to the Proposed Development on the 23<sup>rd</sup> November 2021, which recorded 131 attendees. The live event presentation recorded 162 submitted questions. Interested parties were able to submit questions in advance of the live event through the sign-up form provided on the online consultation page. The presentation provided an overview of the scheme objectives, timescales, and an opportunity to raise specific questions. As part of the live presentation, BC responded to question as part of a Question-and-Answer (Q&A) session.
- 4.7.2 A follow up Part 2 Q&A session was held on the 29<sup>th</sup> November 2021 to cover any questions not answered in the first live event. This was uploaded to YouTube<sup>3</sup> on the 30<sup>th</sup> November 2021, with a link to the video posted on the consultation website.

## 4.8 Mailbox

- 4.8.1 The dedicated Princes Risborough mailbox ([hitmailbox@buckinghamshire.gov.uk](mailto:hitmailbox@buckinghamshire.gov.uk)) was established to receive feedback.

## 4.9 Collecting Feedback

- 4.9.1 Feedback was collected via the Your Voice Bucks consultation website. The website and consultation leaflet also explained how feedback could be provided in other formats. The consultation leaflet included contact details to provide feedback in other formats i.e., email, phone or letter. No postal responses were received during or following the consultation.

## 4.10 Analysis of Feedback

- 4.10.1 All feedback received in response to the online engagement that took place between 19<sup>th</sup> November-12<sup>th</sup> December 2021 has been collated and analysed.
- 4.10.2 The feedback form (Questions 4-10) sought feedback on specific aspects of the Proposed Development referring to six different locations along the route alignment (as shown on the Figure provided in the Consultation Leaflet (see **Appendix A**).
- 4.10.3 The first part of questions 4-10 asked respondents to select to what extent they support or oppose the proposed design at specific locations along the route alignment, offering the following six responses: strongly support; support; neither support nor oppose; oppose;

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<sup>3</sup> [https://www.youtube.com/watch?v=K\\_6s8cziT0k](https://www.youtube.com/watch?v=K_6s8cziT0k)

strongly oppose; I don't know. All responses were collated and converted to a graph for analysis, and is report in **Chapter 5** of this SCI.

- 4.10.4 The second part of questions 4-10 provided the opportunity for respondents to explain why they supported or opposed the proposed design. Each response was read and categorised to draw out general themes about why respondents supported or objected to the scheme (see **Table 4.2** below).
- 4.10.5 Questions 11 and 12 also provided respondents opportunity to provide any other comments or questions. Each response was read and categorised (as set out in **Table 4.2** below).
- 4.10.6 Each email response was also reviewed and categorised to understand why people supported or objected to the scheme to understand specific concerns and queries about the Proposed Development (as set out in **Table 4.2** below).
- 4.10.7 The email responses and responses to questions 4-12 on the feedback form were categorised into six themes, as set out in **Table 4.2** below. Responses were then categorised within each theme and are reported on in **Chapter 5** of this report.

Table 4.2: PRSRL Online Engagement - Thematic

Category	Responses this encapsulated
Construction Impacts	Concerns raised about the disruption and any impacts that would be caused during the construction of the Proposed Development.
Design of / operation of the Proposed Development	Concerns about the impact of the Proposed Development scheme on the community and local environment. Included operational impacts and objections to the principal of the scheme and the design and route alignment.
Consultation Process	Comments in relation to the consultation process including, quality of consultation, the length of the consultation period and notification.
Supportive	Comments in support of the Proposed Development.
Location Specific	Feedback that specifically referred to the design of the scheme at locations 1-6 (Locations 1-6 as shown in the figure in the centre of the Proposed Development consultation leaflet – See <b>Appendix A</b> ).
Questions	Any specific questions raised on the Proposed Development scheme.

## 5 Feedback and Analysis – Online Public Engagement

### 5.1 Introduction

- 5.1.1 Members of the public and stakeholders were encouraged to submit their comments on the Proposed Development via the online feedback form, however, other methods to provide feedback were also available. The period for submitting feedback was from the 19<sup>th</sup> November 2021 to the 12<sup>th</sup> December 2021 (24 days).
- 5.1.2 All comments received via the feedback form whether by post, email, or online, and comments submitted through live presentations have been considered.

### 5.2 Online Public Engagement

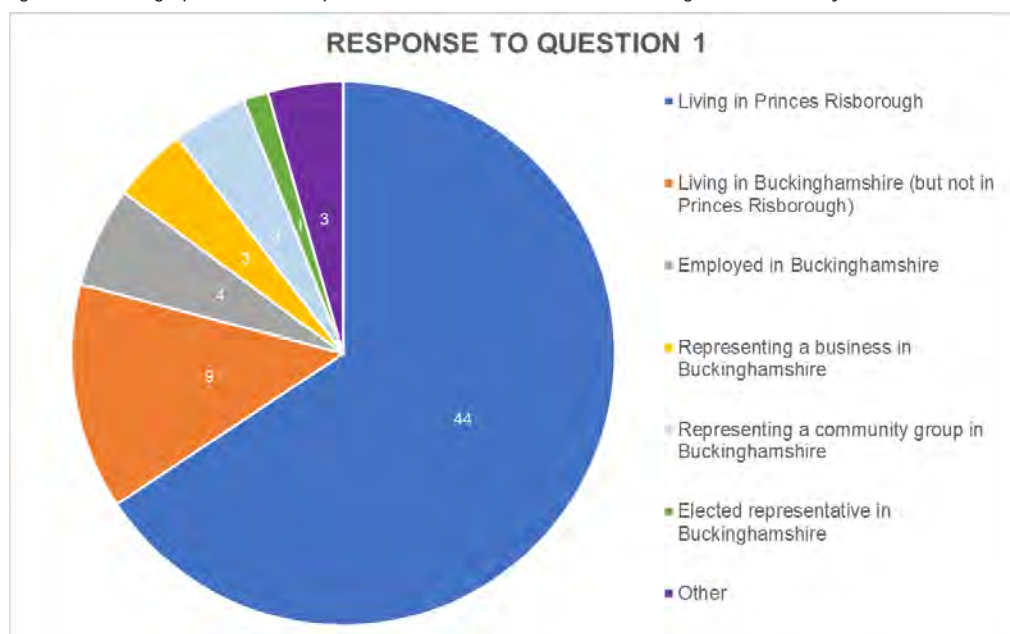
- 5.2.1 A total of 308 responses were received via the online engagement activity, including:
- 55 feedback form responses submitted via the consultation portal website.
  - 91 written responses submitted by email.
  - Circa 162 comments, queries and concerns raised during the live webinar Question & Answer session (of which 131 attendees were recorded).

### 5.3 Feedback Form Responses

#### Demographic Data - Questions 1 and 2

- 5.3.1 To gain an understanding of the demographics of those who responded to the feedback form, Questions 1 and 2 asked respondents to confirm in what capacity they were responding to the questionnaire. Respondents were asked to select from the options shown in **Figure 5.1** below (respondents could select multiple answers).

Figure 5.1: Demographic Data – Response to Question 1: Which of these categories describes you?





5.3.2 In total 80% of the respondents via the feedback form were individuals living in Princes Risborough. One respondent was an elected representative.

5.3.3 Three community groups also responded to the feedback form, as well as four businesses/organisations.

## 5.4 Questions 4-12

5.4.1 Questions 4-12 on the Feedback Form sought feedback on specific aspects of the Proposed Development, referring to six different locations along the route alignment.

5.4.2 Feedback was categorised into six themes. The categorised feedback is reported below.

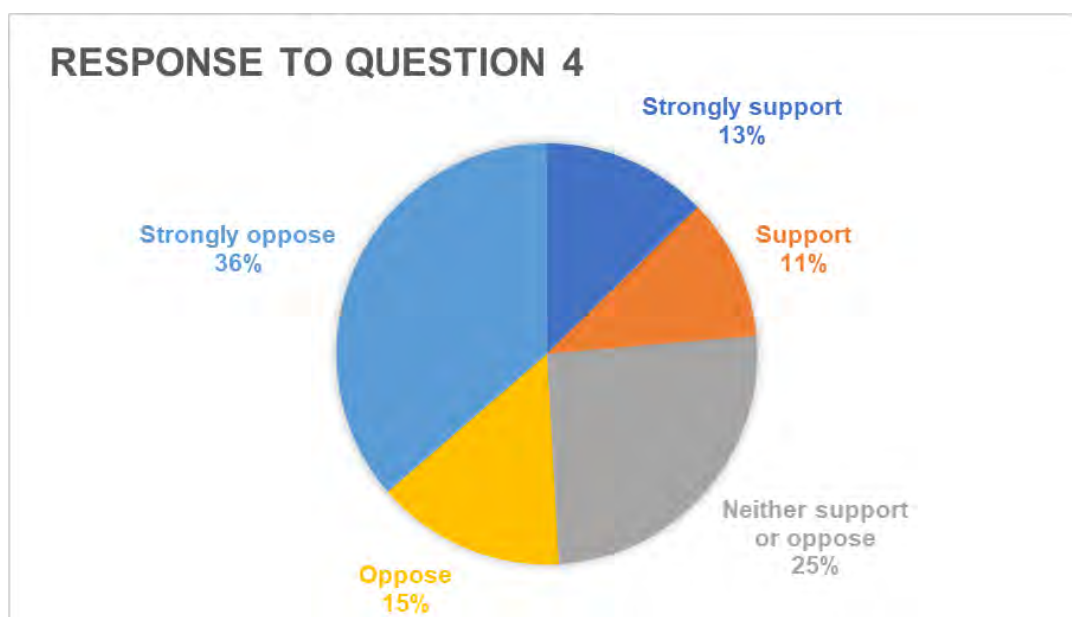
## 5.5 Response to Question 4: Location 1

5.5.1 Question 4 of the feedback form asked respondents:

**To what extent do you support or oppose the proposed design for a new link road connecting the Princes Risborough Expansion Area (PREA) to Summerleys Road south of the main railway line (location 1 on project map)?**

5.5.2 The following pie chart (**Figure 5.2**) shows the results from Question 4.

Figure 5.2: Response to Question 4: Support or Oppose

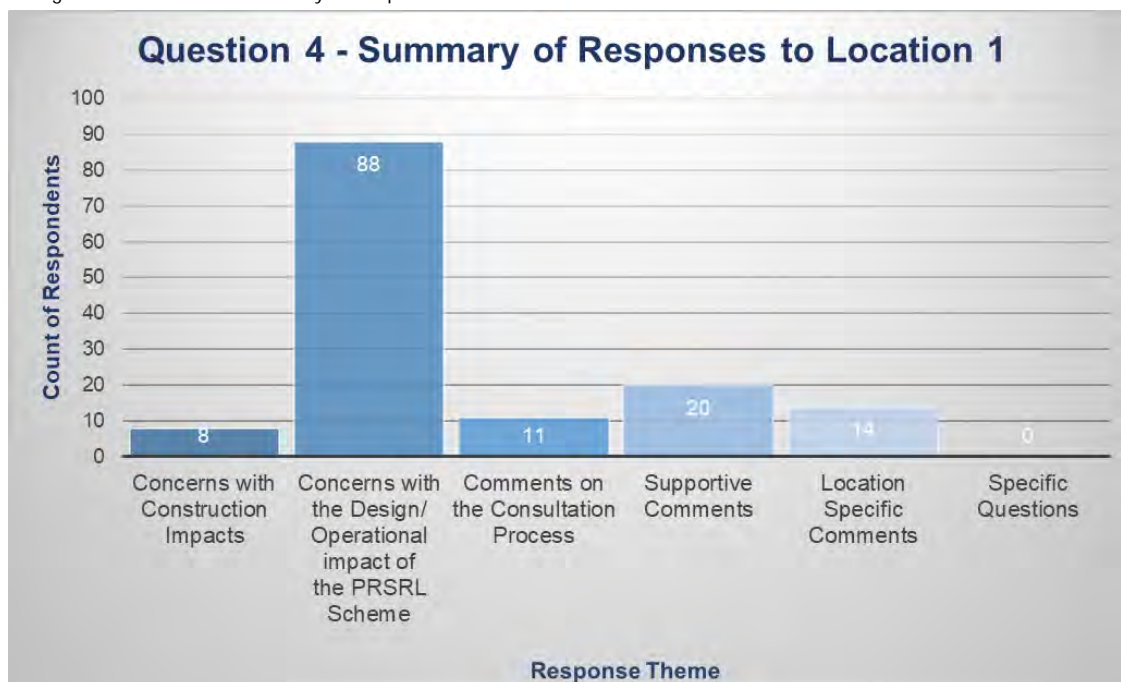


5.5.3 Just over half (51%) of the respondents either strongly opposed or opposed the design at location 1. 24% of the respondents either strongly supported or supported the proposals, while 25% neither supported nor opposed the proposed design.

5.5.4 Question 4 also gave respondents the opportunity to explain why they supported or opposed the proposed design. Most respondents raised concerns and queries regarding the design/operational impact of the Proposed Development, as shown in **Figure 5.3** below. **Table 5.1** below lists the most popular responses to this question across the six main categorised themes highlighted in the bar graph below.



Figure 5.3: Question 4: Summary of Responses to Location 1



5.5.5 The categorised responses, to part 2 of Question 4, that were raised more than twice are included in **Table 5.1** below.

Table 5.1: Question 4: Count of categorised responses within the six main themes that arose more than twice.

Specific Comment	Count of Responses
<b>Concerns with Construction Impacts</b>	
Concerned about length of the construction period.	3
<b>Concerns with the Design/ Operational Impact of the PRSRL Scheme</b>	
Concerned with impact on environment/wildlife.	9
Concerned with increase in traffic/congestion as a result of the PRSRL.	9
Concerned with increase in noise as a result of the PRSRL.	7
Concerned with impact on air quality as a result of the PRSRL.	6
Disagree with the principle of the PRSRL scheme.	5
Concerned with Highway Safety (including cyclists, walkers and horse riders).	5
Impact on objectors' property and land (in general, not in relation to construction or operational).	5
Concerned with impact on water course.	5
Concerned with impact on the countryside.	4

Specific Comment	Count of Responses
The proposals do not include any commitment to deliver future phases of the relief road/ the relief road should not be built in phases.	3
Concerned about loss of trees.	3
Details need to be provided on biodiversity net gain, including how it will be managed long term.	3
<b>Comments on the Consultation Process</b>	
There is a lack of detail in the consultation.	5
Request for further technical surveys and more detail about the proposals.	4
<b>Supportive Comments</b>	
The PRSRL will support growth potential.	4
The PRSRL scheme will provide relief.	3
<b>Location Specific Questions</b>	
Ensure the chalk stream is protected with respect to the proposal for pumping and disposal of surface drainage from the deeply cut new bridge area.	4

5.5.6 One of the most recurring themes in the comments section relates to concerns with the impact on the environment/wildlife and increase in traffic/congestion as a result of the PRSRL – these were both mentioned nine times.

5.5.7 The top comment made specifically in relation to location 1 (across all questions/responses in the feedback form) was in relation to ensuring the chalk stream is protected, particularly regarding the pumping and disposal of surface drainage from the deeply cut new bridge area.

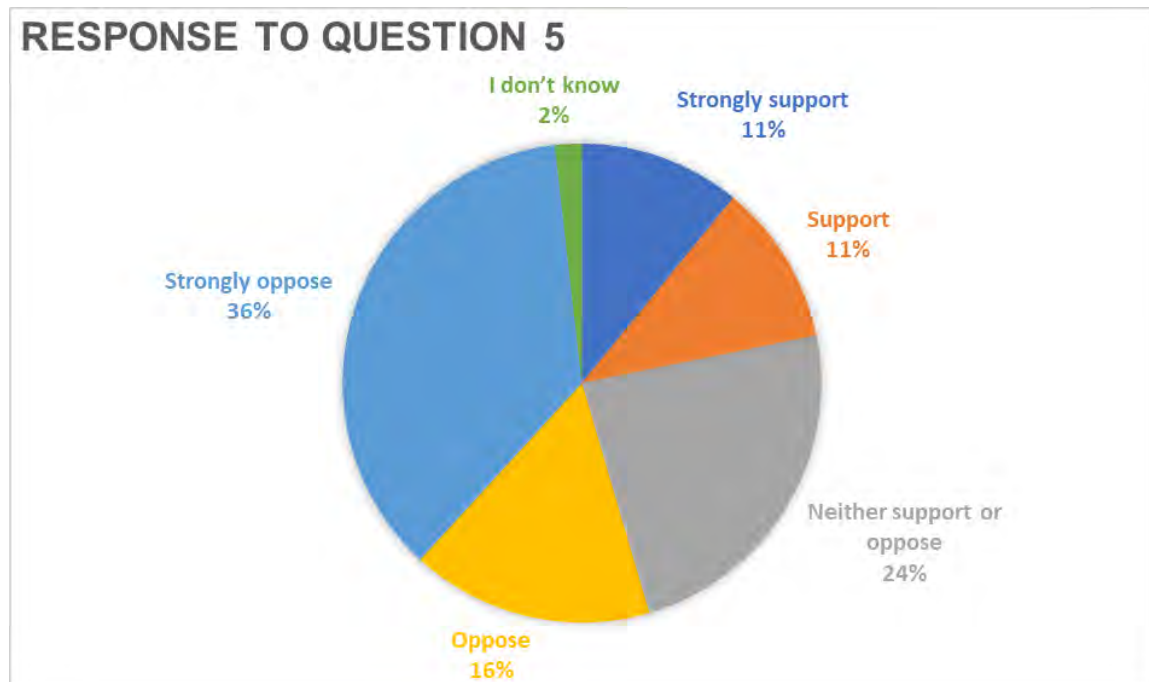
## 5.6 Response to Question 5: Location 2

5.6.1 Question 5 of the feedback form asked respondents:

**To what extent do you support or oppose the proposed design for a new junction connecting the future relief road to Summerleys Road to the north of the Princes Risborough to Aylesbury railway line (location 2 on project map)?**

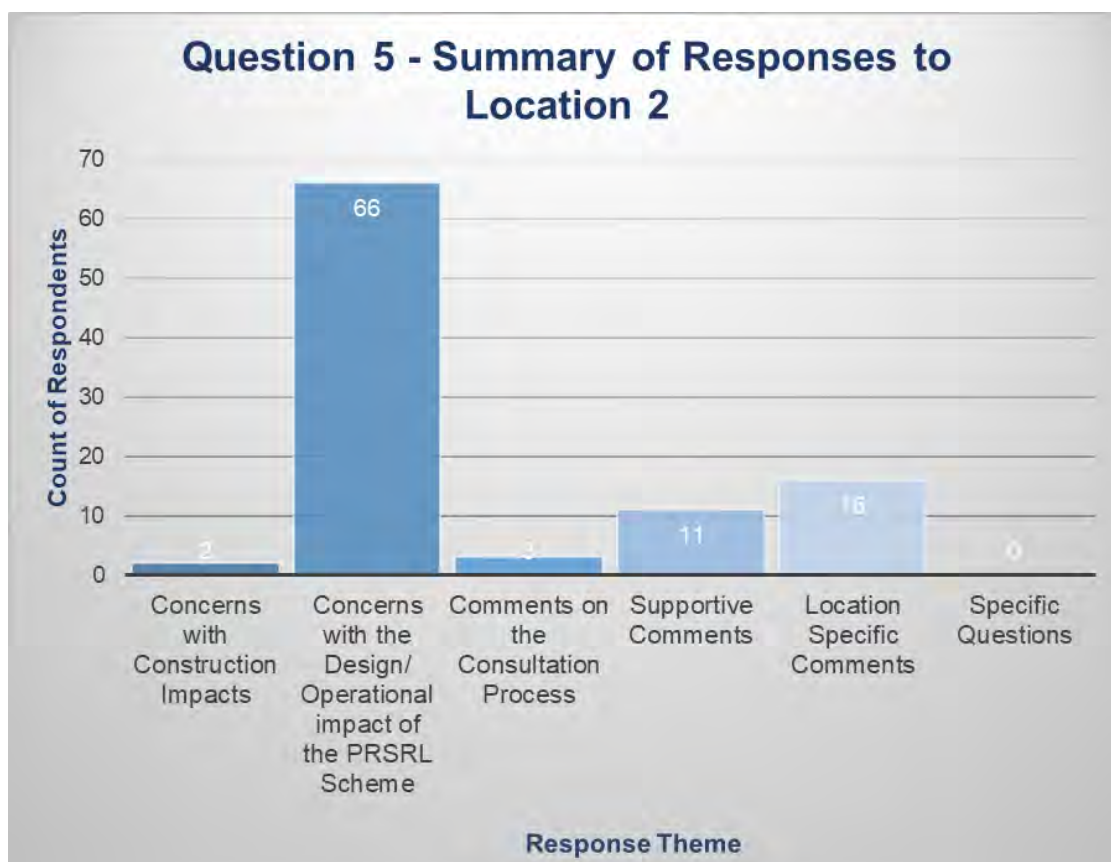
5.6.2 The following pie chart (**Figure 5.4**) shows the results from Question 5.

Figure 5.4: Response to Question 5: Support or Oppose



- 5.6.3 Just over half (52%) of the respondents either strongly opposed or opposed the design at location 2. 22% of the respondents either strongly supported or supported the proposals, while 24% neither supported nor opposed the proposed design and 2% did not know.
- 5.6.4 Question 5 also gave respondents the opportunity to explain why they supported or opposed the proposed design. Most respondents raised concerns and queries regarding the design/operational impact of the PRSRL scheme, as shown in **Figure 5.5** below. **Table 5.2** below lists the most popular responses to this question across the six main categorised themes highlighted in the bar graph below.

Figure 5.5: Question 5: Summary of Responses to Location 2



5.6.5 The categorised responses, to part 2 of Question 5, that were raised more than twice are included in **Table 5.2** below.

Table 5.2: Question 5: Count of categorised responses within the six main themes that arose more than twice.

Specific Comment	Count of Responses
<b>Concerns with the Design/ Operational Impact of the PRSRL Scheme</b>	
Disagree with the principle of the PRSRL scheme.	8
Concerned with Highway Safety (including cyclists, walkers and horse riders).	6
Footpaths/Cycle ways - should not have shared footpaths and cycleways, they should be segregated.	4
Concerned with impact on environment/wildlife.	4
Concerned with increase in noise as a result of the PRSRL.	4
Concerned with increase in traffic/congestion as a result of the PRSRL.	4
Concerned with impact on the countryside.	3

Specific Comment	Count of Responses
Impact on objectors' property and land (general, not in relation to construction or operational)	3
Concerned with impact on air quality as a result of the PRSRL.	3
<b>Location Specific Questions</b>	
It is possible that there will be a need to change the rail route again when the east west rail line plan comes into play.	4

5.6.6 One of the most recurring responses was respondents disagreeing with the principle of the Proposed Development – this was mentioned eight times. This was closely followed by concerns with highway safety which was mentioned six times.

5.6.7 In terms of comments specifically in relation to location 2 (across all questions/responses in the feedback form), the top comment was a request for a safe cycling lane to and from Summerleys Road for when the Phase 2 is built.

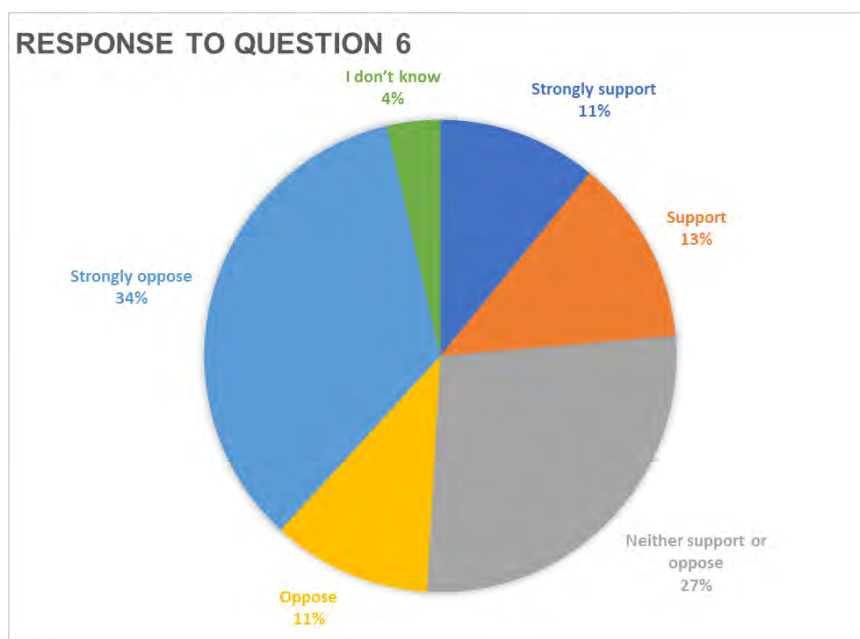
## 5.7 Response to Question 6: Location 3

5.7.1 Question 6 of the feedback form asked respondents

**To what extent do you support or oppose the proposed design for a new rail bridge on land west of the existing Summerleys Road rail bridge (location 3 on project map)?**

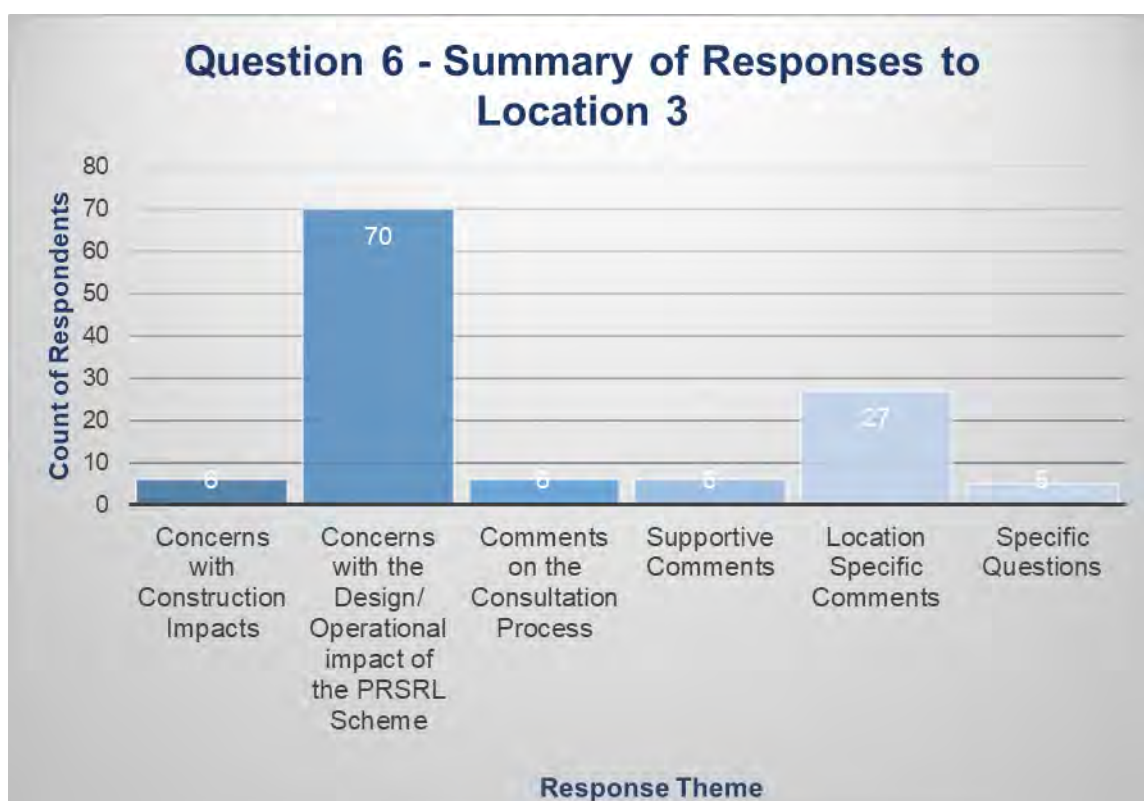
5.7.2 The following pie chart (**Figure 5.6**) shows the results from Question 6.

Figure 5.6: Response to Question 6: Support or Oppose



- 5.7.3 Just under half (45%) of the respondents either strongly opposed or opposed the design at location 3. 24% of the respondents either strongly supported or supported the proposals, while 27% neither supported nor opposed the proposed design and 4% did not know.
- 5.7.4 Question 6 also gave respondents the opportunity to explain why they supported or opposed the proposed design. Most respondents raised concerns and queries regarding the design/operational impact of the PRSRL scheme, as shown in **Figure 5.7** below. **Table 5.3** below lists the most popular responses to this question across the six main categorised themes highlighted in the bar graph below.

Figure 5.7: Question 6: Summary of Responses to Location 3



- 5.7.5 The categorised responses, to part 2 of Question 6, that were raised more than twice are included in **Table 5.3** below.

Table 5.3: Question 6: Count of categorised responses within the six main themes that arose more than twice.

Specific Comment	Count of Responses
<b>Concerns with Construction Impacts</b>	
Concerned about disruption during construction.	3
<b>Concerns with the Design/ Operational Impact of the PRSRL Scheme</b>	
How will the PRSRL be funded?	7
Concerned with an increase in noise as a result of the PRSRL.	6

Specific Comment	Count of Responses
Disagree with the principle of the PRSRL scheme.	5
Concerned with impact on the environment/wildlife.	5
Impact on objectors' property and land (general, not in relation to construction or operational).	4
Concerned with impact on water course.	4
Concerned with increase in traffic/congestion as a result of the PRSRL.	4
General impact on property (not objectors' property).	4
Concerned about loss of trees.	4
Details need to be provided on biodiversity net gain, including how it will be managed long term.	4
The proposals do not include any commitment to deliver future phases of the relief road/ the relief road should not be built in phases.	3
Object to the impact of the scheme on flooding and flood risk.	3
Concerned with impact on the countryside.	3
<b>Comments on the Consultation Process</b>	
There is a lack of detail in the consultation.	3
<b>Location Specific Questions</b>	
Impact on properties (Location 3).	4
Concerned with lowering road in a flood risk area (and damage to nearby properties as result).	3

5.7.6 Several respondents queried how the Proposed Development will be funded – this was mentioned seven times. This was closely followed by concerns about the anticipated increase in noise because of the Proposed Development, which was mentioned six times.

5.7.7 In terms of comments specifically in relation to location 3 (across all questions/responses in the feedback form), the top comments were in relation to concern about the general impact to properties, and consternation with the lowering of the road in a flood risk area, and any potential damage to nearby properties as a result.

## 5.8 Response to Question 7: Location 4

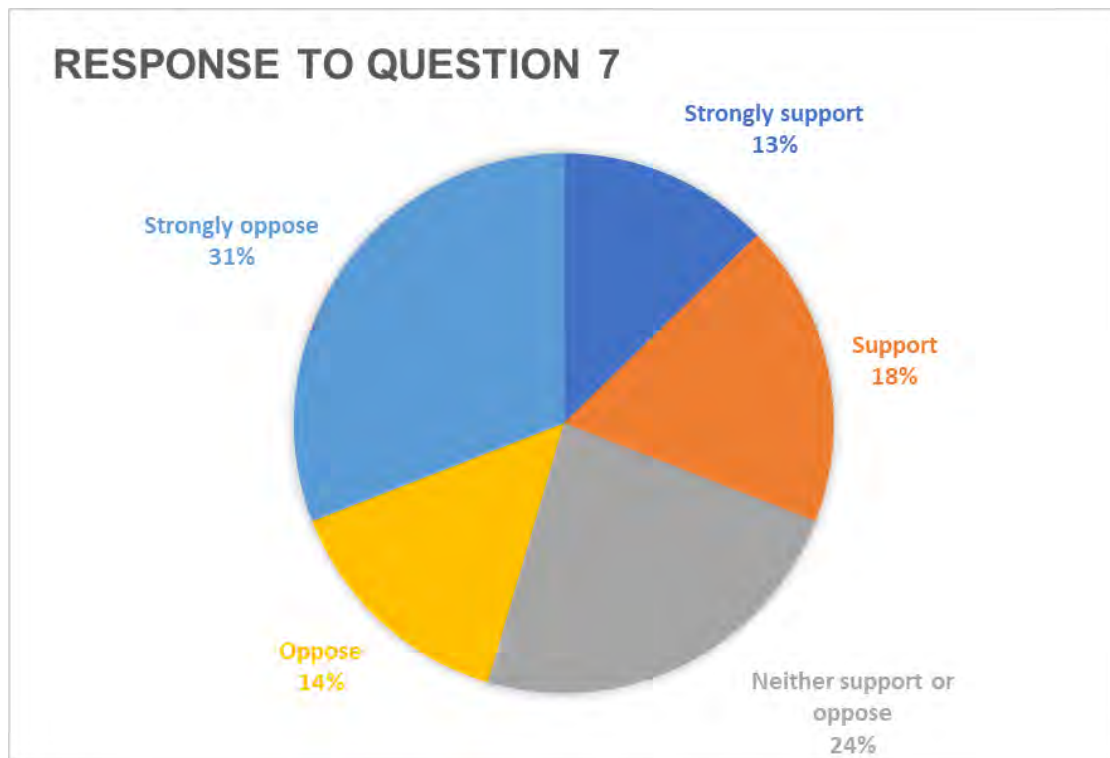
5.8.1 Question 7 of the feedback form asked respondents:



**To what extent do you support or oppose the proposed design to retain the rerouted section of Summerleys Road as a shared pedestrian and cycle route, and residents only access for vehicles (location 4 on project map)?**

5.8.2 The following pie chart (**Figure 5.8**) shows the results from Question 7.

Figure 5.8: Response to Question 7: Support or Oppose

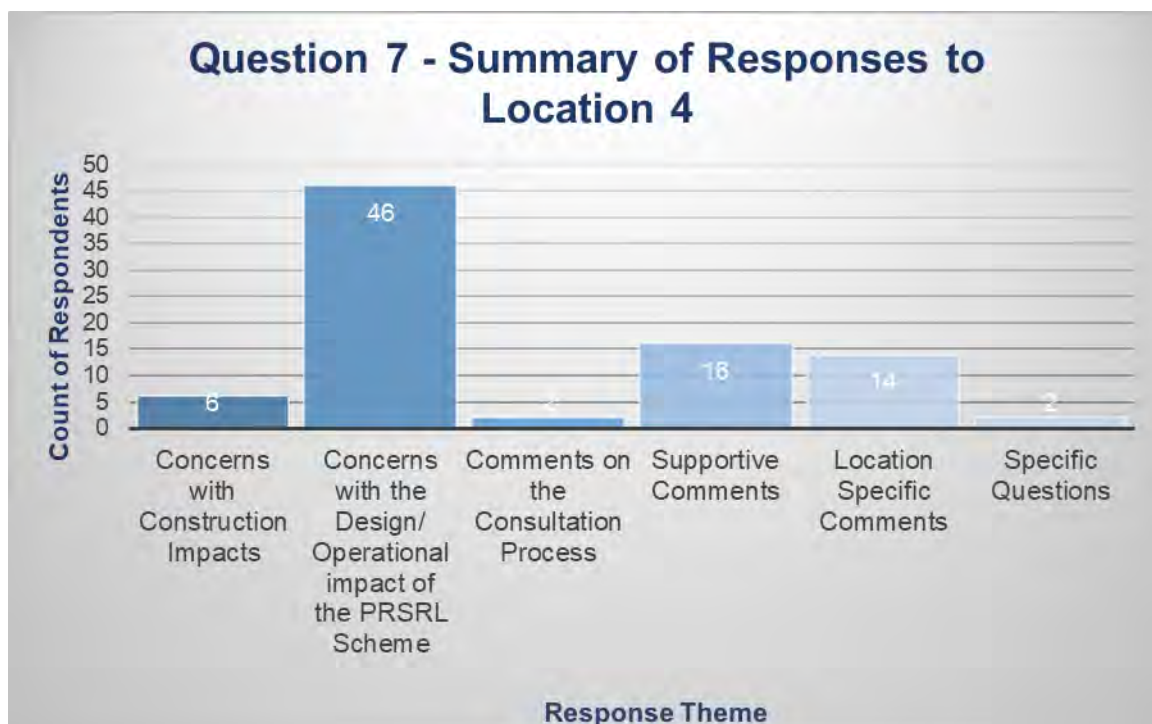


5.8.3 Just under half (45%) of the respondents either strongly opposed or opposed the design at location 4. 31% of the respondents either strongly supported or supported the proposals, while 24% neither supported nor opposed the proposed design.

5.8.4 Question 7 also gave respondents the opportunity to explain why they supported or opposed the proposed design. Most respondents raised concerns and queries regarding the design/operational impact of the Proposed Development as shown in **Figure 5.9** below. **Table 5.4** below lists the most popular responses to this question across the six main categorised themes highlighted in the bar graph below.



Figure 5.9: Question 7: Summary of Responses to Location 4



5.8.5 The categorised responses, to part 2 of Question 7, that were raised more than twice are included in **Table 5.4** below.

Table 5.4: Question 7: Count of categorised responses within the six main themes that arose more than twice.

Specific Comment	Count of Responses
<b>Concerns with Construction Impacts</b>	
Concerned about disruption during construction	3
<b>Concerns with the Design/ Operational Impact of the PRSRL Scheme</b>	
Footpaths and Cycleways - should not have shared footpaths and cycleways, they should be segregated.	7
Concerned with Highway Safety (including cyclists, walkers and horse riders).	4
Concerned with impact on environment/wildlife.	4
Footpaths/Cycle ways – Object in general.	3
Impact on objectors' property and land (general, not in relation to construction or operational)	3
Increase in noise as a result of the Proposed Development.	3
General impact on property (not objectors' property)	3

Specific Comment	Count of Responses
<b>Supportive Comments</b>	
Support improvements for cycling	4
Support separate paths for cyclist/pedestrians to the road.	3
Support safer footpaths.	3
<b>Location Specific Questions</b>	
Question- What are your plans for the grass verge and front gardens on Summerleys Road?	3

5.8.6 Respondents were also concerned about the shared footpath and cycleways – this was mentioned seven times.

5.8.7 In terms of comments specifically in relation to location 4 (across all questions/responses in the feedback form), the top comments queried the plans for the grass verges and front gardens along Summerleys Road and also concern with the safety of the design as residents will have to drive across the pedestrian footpath and cycle path in order to join the road.

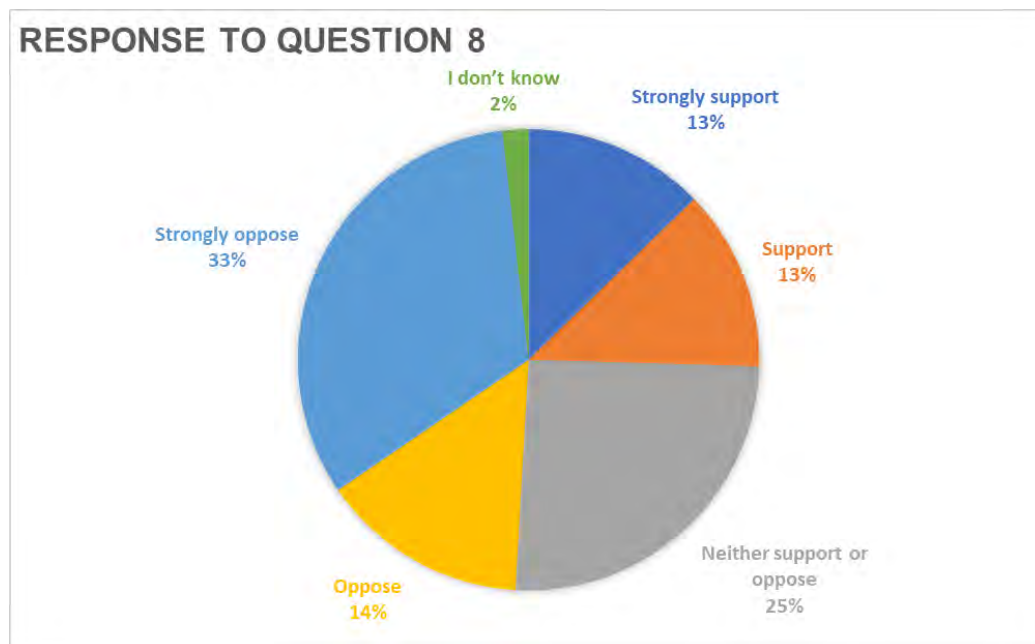
## 5.9 Response to Question 8: Location 5

5.9.1 Question 8 of the feedback form asked respondents:

**To what extent do you support or oppose the proposed design for a new traffic light-controlled junction, including pedestrian crossings, at Summerleys Road, Station Road, Station Approach, and the new link road (location 5 on project map)?**

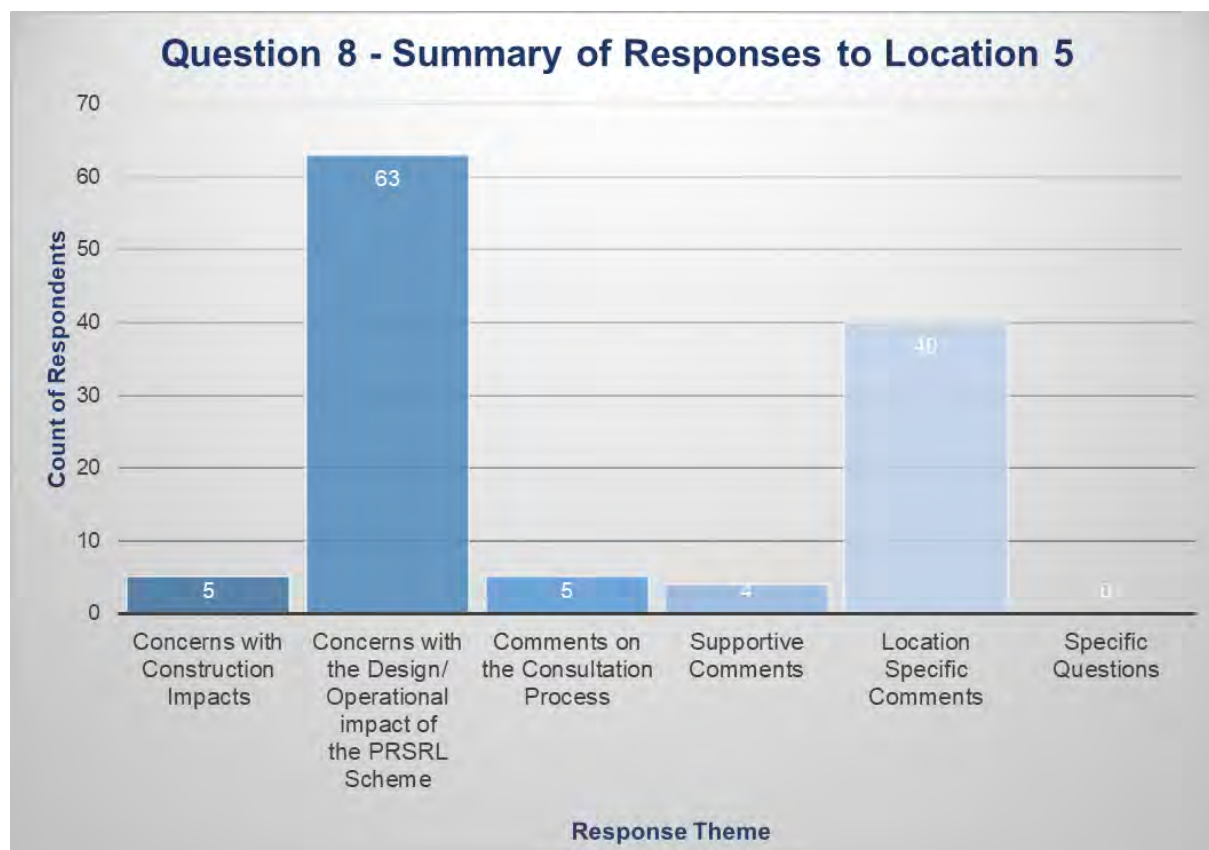
5.9.2 The following pie chart (**Figure 5.10**) shows the results from Question 8.

Figure 5.10: Response to Question 8: Support or Oppose



- 5.9.3 Just under half (47%) of the respondents either strongly opposed or opposed the design at location 5. 26% of the respondents either strongly supported or supported the proposals, while 25% neither supported nor opposed the proposed design and 2% did not know.
- 5.9.4 Question 8 also gave respondents the opportunity to explain why they supported or opposed the proposed design. Most respondents raised concerns and queries regarding the design/operational impact of the Proposed Development, as shown in **Figure 5.11** below. **Table 5.5** below lists the most popular responses to this question across the six main categorised themes highlighted in the bar graph below.

Figure 5.11: Question 8: Summary of Responses to Location 5



5.9.5 The categorised responses, to part 2 of Question 8, that were raised more than twice are included in **Table 5.5** below.

Table 5.5: Question 8: Count of categorised responses within the six main themes that arose more than twice.

Specific Comment	Count of Responses
<b>Concerns with Construction Impacts</b>	
Concerned about disruption during construction	3
<b>Concerns with the Design/ Operational Impact of the PRSRL Scheme</b>	
Concerned with increase in traffic/congestion as a result of the PRSRL.	11
Concerned with impact on air quality as a result of the PRSRL.	9
Concerned with impact on environment/wildlife.	5
Concerned with increase in noise as a result of the PRSRL.	5
Disagree with the principle of the PRSRL scheme.	3
Impact on the countryside.	3

Specific Comment	Count of Responses
Impact on objectors' property and land (general, not in relation to construction or operational).	3
<b>Location Specific Questions</b>	
Roundabout required here.	6
Until phases 2 and 3 are completed, the proposed 4-way signalised junction is inappropriate. A roundabout or normal junction arrangement with a simple signalised pedestrian crossing, perhaps with only 'peak hour' signals, is likely to be adequate for the low traffic volumes that are typically experienced on this route.	5
Pedestrian crossing needed here. Refuges are required, particularly when heading to or from Station Approach.	4
The proposed crossing points for pedestrians and cyclists are not ideally located (too far from the 'straight line' path that commuters from town will make when hurrying for a train).	4
The proposed traffic light-controlled junction will lead to congestion on the surrounding roads.	3

5.9.6 A recurring comment related to the increase in traffic/congestion as a result of the Proposed Development – this was mentioned eleven times. This was closely followed by concerns with the impact on air quality– this was mentioned nine times.

5.9.7 In terms of feedback in relation location 5 (across all questions/responses in the feedback form), the top comments were in relation to the junction; stating that until phases 2 and 3 are complete, the proposed 4-way signalised junction is inappropriate. A roundabout would be better suited for the typically low traffic volumes experienced on this route. The other top comment was in relation to the proposed pedestrian and cyclist crossing point; the proposed crossing is not ideally located and is too far from the 'straight line' path that commuters from town will make when hurrying for a train.

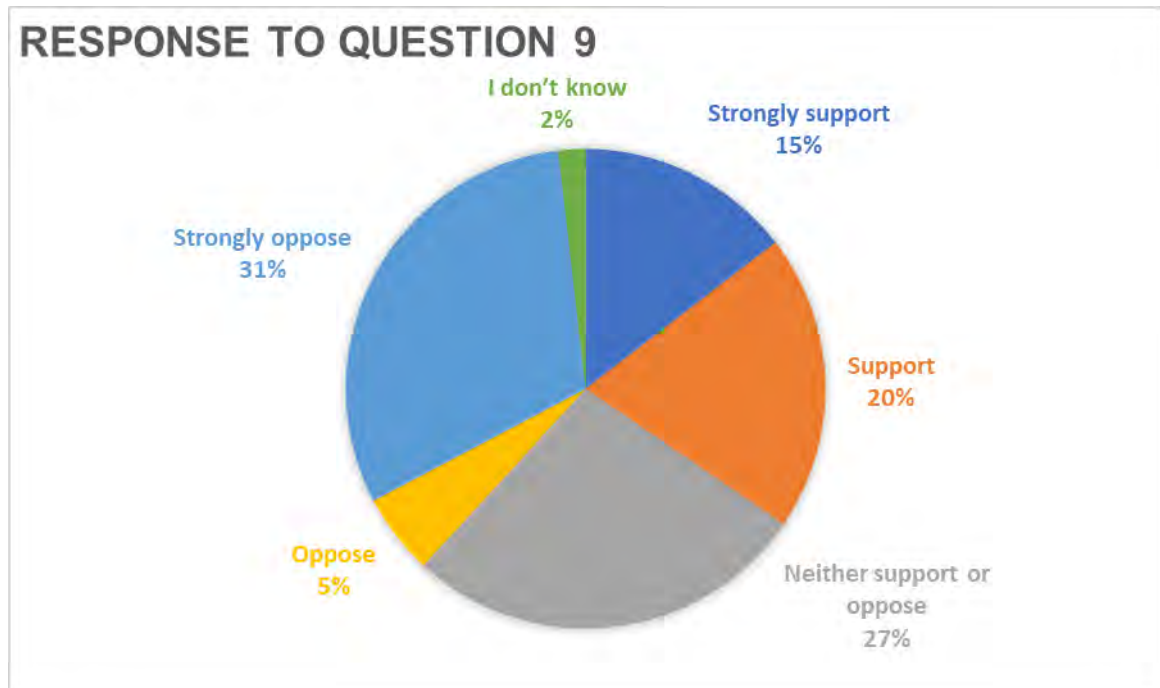
## 5.10 Response to Question 9: Location 6

5.10.1 Question 9 of the feedback form asked respondents:

**To what extent do you support or oppose the proposed design for a new link road connecting Summerleys Road to Picts Lane (location 6 on project map) including enhancements to the watercourse and provisions of new swales to aid the flow of flood water?**

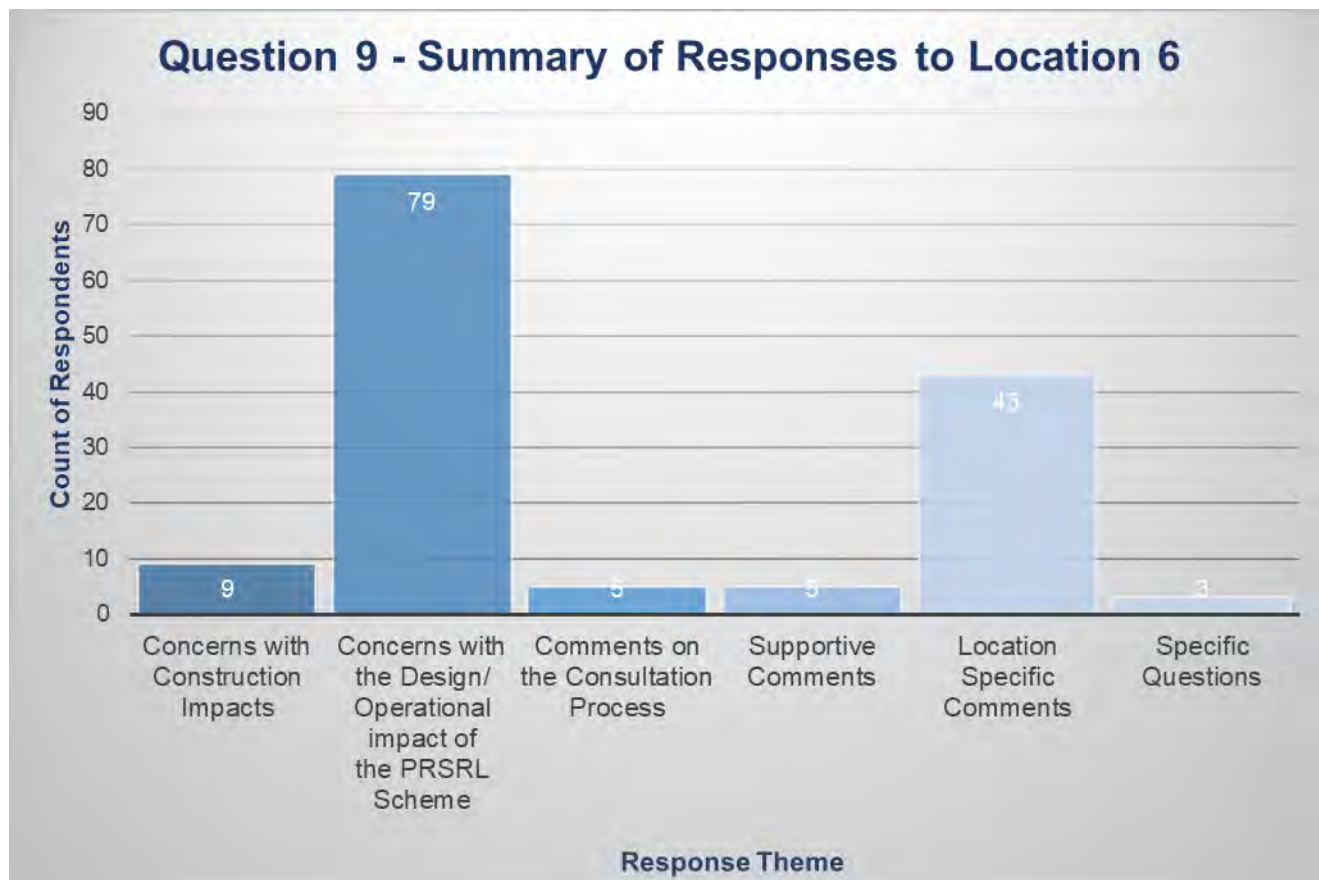
5.10.2 The following pie chart (**Figure 5.12**) shows the results from Question 9.

Figure 5.12: Response to Question 9: Support or Oppose



- 5.10.3 In total, 36% of the respondents either strongly opposed or opposed the design at location 6. 35% of the respondents either strongly supported or supported the proposals, while 27% neither supported nor opposed the proposed design and 2% did not know.
- 5.10.4 Question 9 also gave respondents the opportunity to explain why they supported or opposed the proposed design. Most respondents raised concerns and queries regarding the design/operational impact of the PRSRL scheme, as shown in **Figure 5.13** below. **Table 5.6** below lists the most popular responses to this question across the six main categorised themes highlighted in the bar graph below.

Figure 5.13: Question 9: Summary of Responses to Location 6



5.10.5 The categorised responses, to part 2 of Question 9, that were raised more than twice are included in **Table 5.6** below.

Table 5.6: Question 9: Count of categorised responses within the six main themes that arose more than twice.

Specific Comment	Count of Responses
<b>Concerns with Construction Impacts</b>	
Concerned about length of the construction period.	3
Concerned about disruption during construction.	3
<b>Concerns with the Design/ Operational Impact of the PRSRL Scheme</b>	
Object to the impact of the scheme on flooding and flood risk.	7
Impact on respondents' property and land (general, not in relation to construction or operational)	7
Concerned with impact on environment/wildlife.	7
Concerned with increase in noise as a result of the PRSRL. .	7



Specific Comment	Count of Responses
Concerned with increase in traffic/congestion as a result of the PRSRL.	6
Disagree with the principle of the PRSRL scheme.	5
Concerned with impact on the countryside.	4
Concerned with lighting impact/light pollution.	4
Question - What type of road surface will be used (low noise asphalt is preferable).	4
Concerned with impact on water course.	3
Concerned with impact on air quality as a result of the PRSRL.	3
Details need to be provided on biodiversity net gain, including how it will be managed long term.	3
<b>Location Specific Questions</b>	
Need a safe crossing of the relief road for non- motorised users between the east and west parts of Picts Lane.	4
Protecting the important chalk stream (originating from Pyrtle Spring), including from sewage/contamination.	4
Concerned about flooding/sewage risk.	4

5.10.6 The most recurring themes in the comments section relates to concerns with flooding and flood risk, impact on the respondents' property, impact on the environment/wildlife, and increase in noise as a result of the PRSRL. – these were all mentioned seven times. This was closely followed by concerns with an increase in traffic/congestion as a result of the PRSRL – this was mentioned six times.

5.10.7 In terms of comments specifically in relation to location 6 (across all questions/responses in the feedback form), the top comments were in relation to improving the current access to Blanchfords building yard to reduce the associated transport movements accessing the site through Picts Lane.

## 5.11 Response to Question 10: Shared Footpaths and Cycle Paths

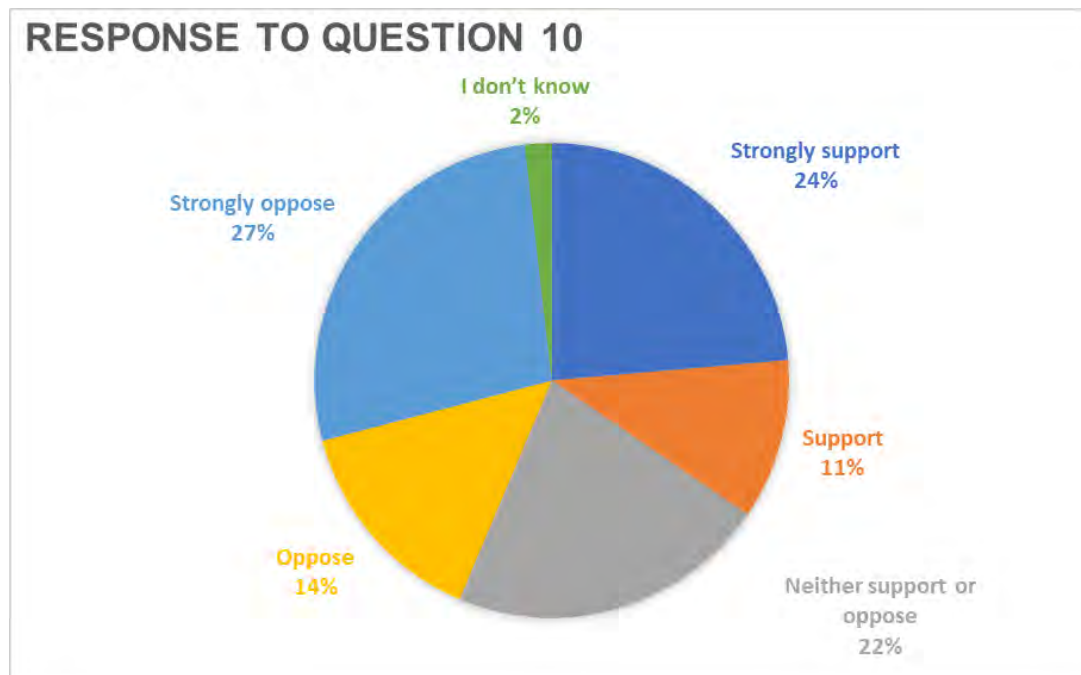
5.11.1 Question 10 of the feedback form asked respondents:

**To what extent do you support or oppose the proposed design to include shared footpaths and cycle paths along the Princes Risborough Southern Road Links (PRSRL) scheme?**

5.11.2 The following pie chart (**Figure 5.14**) shows the results from Question 10.

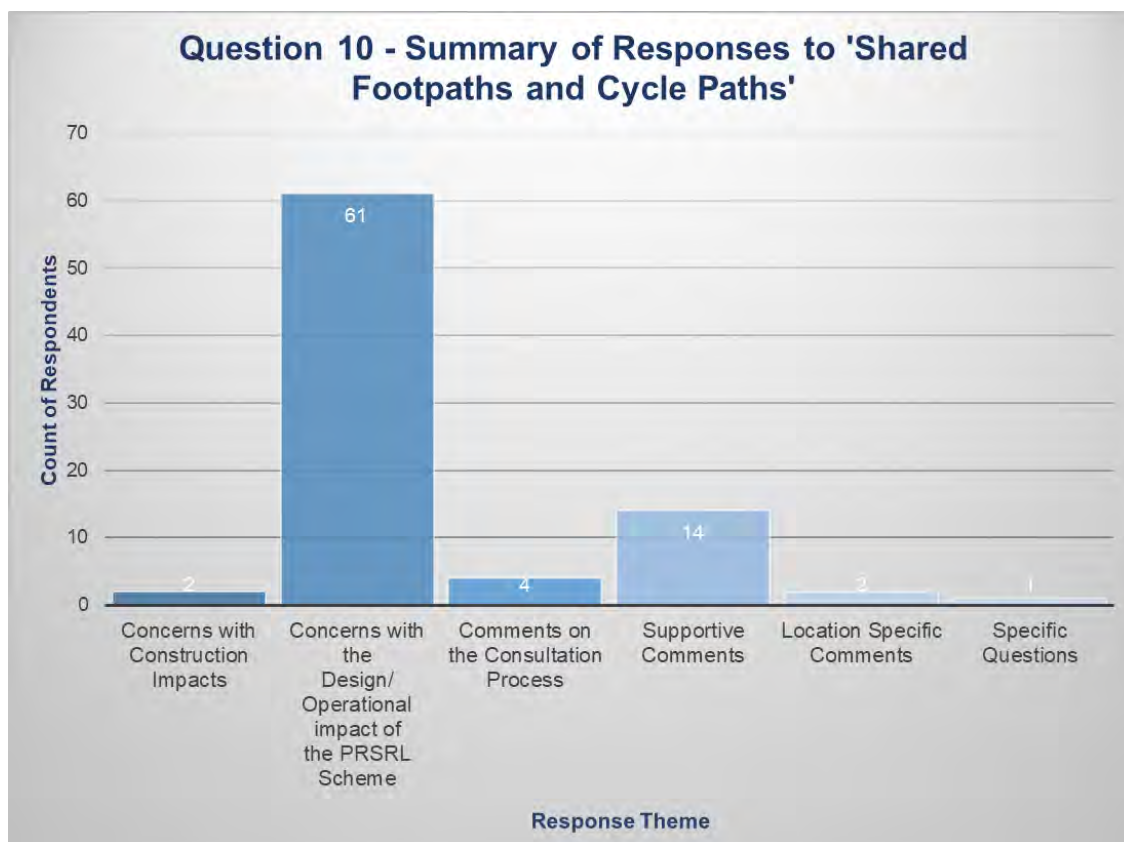


Figure 5.14: Response to Question 10: Support or Oppose



- 5.11.3 Almost half (45%) of the respondents either strongly opposed or opposed the design to include shared footpaths and cycle paths. 35% of the respondents either strongly supported or supported the proposals, while 22% neither supported nor opposed the proposed design and 2% did not know.
- 5.11.4 Question 10 also gave respondents the opportunity to explain why they supported or opposed the proposed design. Most respondents raised concerns and queries regarding the design/operational impact of the PRSRL scheme, as shown in **Figure 5.15** below. **Table 5.7** below lists the most popular responses to this question across the six main categorised themes highlighted in the bar graph below.

Figure 5.15: Question 10: Summary of Responses to Shared Footpaths and Cycle Paths



5.11.5 The categorised responses, to part 2 of Question 10, that were raised more than twice are included in **Table 5.7** below.

Table 5.7: Question 10: Count of categorised responses within the six main themes that arose more than twice.

Specific Comment	Count of Responses
<b>Concerns with the Design/ Operational Impact of the PRSRL Scheme</b>	
Footpaths/Cycle ways - Should not have shared footpaths and cycleways, they should be (physically) segregated.	13
Footpaths/Cycle ways – object in general	5
Footpaths/Cycle ways - Cycle lanes and footpaths would be better located as far away from the traffic as possible	5
Concerned with Highway Safety (including cyclists, walkers and horse riders).	5
Disagree with the principle of the PRSRL scheme.	3
Footpaths/Cycle ways - Provide separate crossings for cyclists and pedestrians/ prioritised over other traffic/lack of crossing points	3
Concerned with impact on environment/wildlife.	3

Specific Comment	Count of Responses
Concerned with increase in traffic/congestion as a result of the PRSRL.	3

5.11.6 As shown in **Table 5.7**, the feedback to Question 10, where the same response was raised more than once, all related to the design/ operational impact of the PRSRL scheme.

5.11.7 The most recurring response related to respondents objecting to the shared footpaths and cycle paths, commenting that they should be physically separated – this was mentioned 13 times. The next most common responses were mentioned five times each: objecting to footpaths and cycleways in general, commenting that cycle lanes and footpaths would be better located as far away from the traffic as possible and concerns with highway safety (including cyclists, walkers and horse riders).

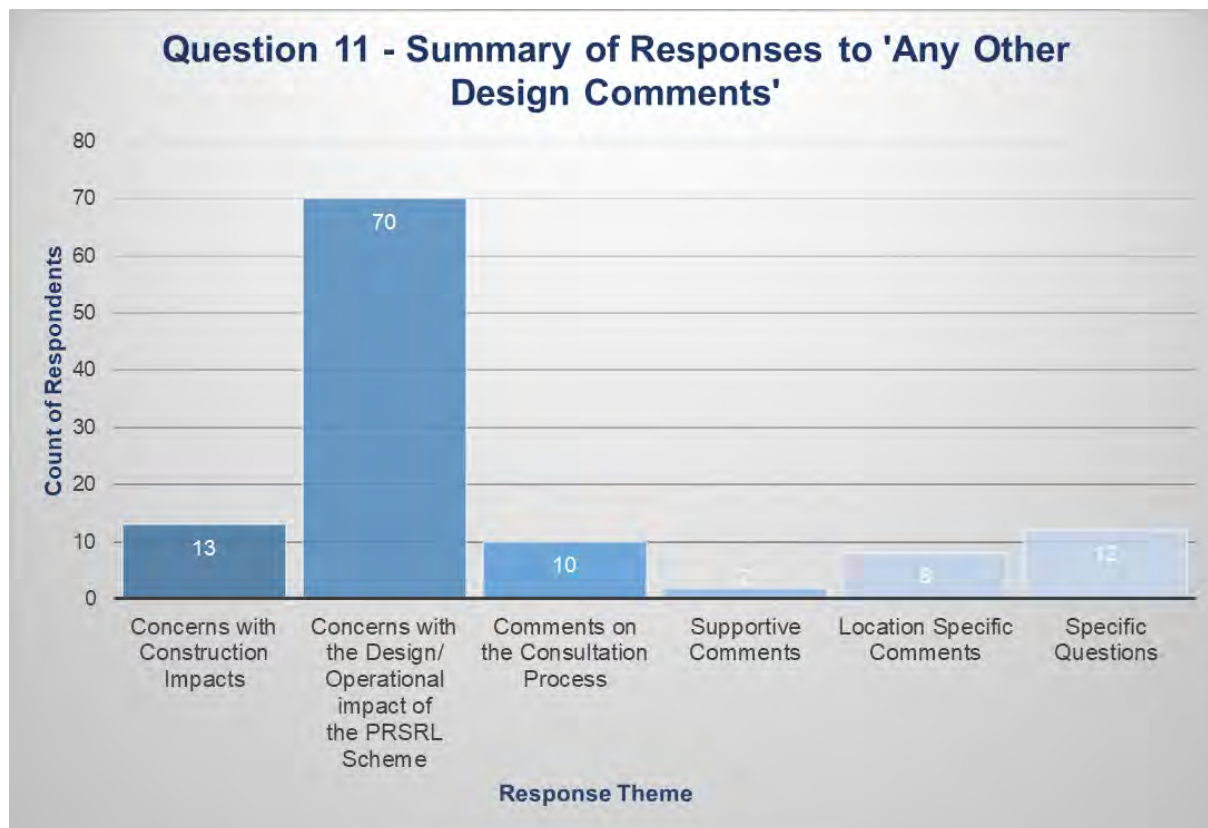
## 5.12 Response to Question 11: Any Other Design Comments

5.12.1 To capture any other design responses, and to gain an understanding of the respondent's perspective, Question 11 of the feedback form gave respondents the opportunity to provide any other comments about the design of the Princes Risborough Southern Road Links (PRSRL) project. Question 11 asked respondents:

**If you have any other comments about the design of the Princes Risborough Southern Road Links (PRSRL) project, that you have not already told us about, please tell us here.**

5.12.2 Most respondents raised concerns and queries regarding the design/operational impact of the PRSRL scheme, as shown in **Figure 5.16** below. **Table 5.8** below lists the most popular responses to this question across the six main categorised themes highlighted in the bar graph below.

Figure 5.16: Question 11: Summary of Responses to Any Other Design Comments



5.12.3 The categorised responses, to part 2 of Question 11, that were raised more than twice are included in **Table 5.8** below.

Table 5.8: Question 11: Count of category of responses within the six main themes that arose more than twice.

Specific Comment	Count of Responses
<b>Concerns with Construction Impacts</b>	
Concerned about disruption during construction.	4
<b>Concerns with the Design/ Operational Impact of the PRSRL Scheme</b>	
Disagree with the principle of the PRSRL scheme.	8
Impact on respondents' property and land (general, not in relation to construction or operational).	7
Concerned with impact on environment/wildlife.	6
The proposals do not include any commitment to deliver future phases of the relief road/ the relief road should not be built in phases.	5
How will the whole PRSRL be funded/funding needs to be secured for the whole route.	5

Specific Comment	Count of Responses
Concerned with increase in traffic/congestion as a result of the PRSRL.	5
Require details on the phasing /timeline.	4
Concerned about the impact of the proposals on climate change.	4
Disagree with the Princes Risborough Expansion Area.	3
Concerned with impact on the countryside.	3
Concerned about loss of trees.	3
<b>Comments on the Consultation Process</b>	
There is a lack of detail in the consultation.	3
<b>Specific Questions</b>	
Question - How do residents claim compensation/ compensation for impact to property price /relocation assistance/ will there be compulsory purchase of property?	3

5.12.4 The most recurring theme in the comments section is respondents disagreeing with the principle of the PRSRL scheme – this was mentioned eight times. This was closely followed by concerns of the general impact on the respondents' property and land, which was mentioned six times.

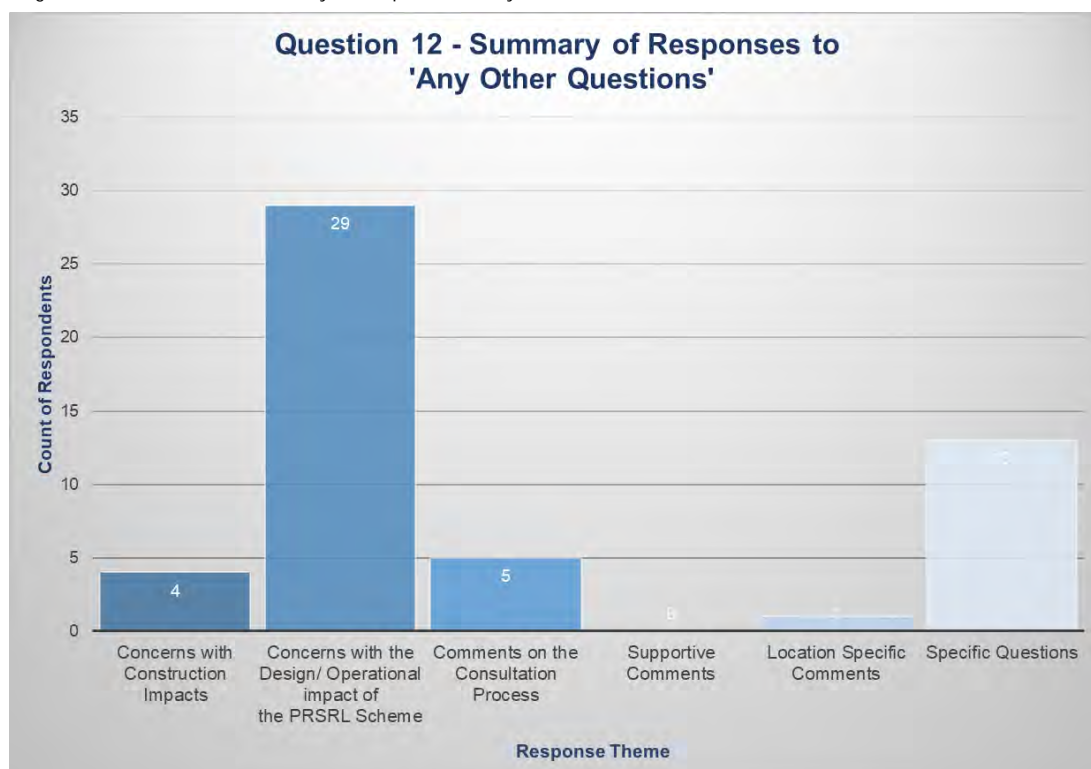
### 5.13 Response to Question 12: Any Other Questions

5.13.1 To capture any other questions, Question 12 of the feedback form asked:

**If there is anything else you would like to know about the PRSRL project, please tell us here.**

5.13.2 Most respondents raised concerns and queries regarding the design/operational impact of the PRSRL scheme, as shown in **Figure 5.17** below. **Table 5.9** below lists the popular comments that arose from this question across the six main themes highlighted in the bar graph below.

Figure 5.17: Question 12: Summary of Responses to Any Other Questions



5.13.3 Only one response to Question 12 was raised more than twice, which was a request for an in person public meeting to enable a wider audience of Risborough residents to see the slide presentations and be involved in a discussion face to face. In total 11 other categorised comments were counted twice, as shown in **Table 5.9** below.

Table 5.9: Question 12: Count of specific responses within the six main themes that arose at least twice.

Specific Comment	Count of Responses
<b>Concerns with the Design/ Operational Impact of the PRSRL Scheme</b>	
The proposals do not include any commitment to deliver future phases of the relief road/ the relief road should not be built in phases.	2
Disagree with the principle of the PRSRL scheme.	2
Require details on the phasing /timeline.	2
Details need to be provided on biodiversity net gain, including how it will be managed long term.	2
Concerned with lighting impact/light pollution.	2
Impact on objectors' property and land (general, not in relation to construction or operational).	2
Concerned with impact on environment/wildlife.	2

Specific Comment	Count of Responses
How will the whole PRSRL be funded/funding needs to be secured for the whole route.	2
<b>Comments on the Consultation Process</b>	
Late notice about consultation (object).	2
There is a lack of detail in the consultation.	2
<b>Specific Questions</b>	
Requesting an in person public meeting to enable a wider audience of Risborough residents to see the slide presentations and be involved in a discussion face to face.	5
How do residents claim compensation/ compensation for impact to property price /relocation assistance/ will there be compulsory purchase of property?	2

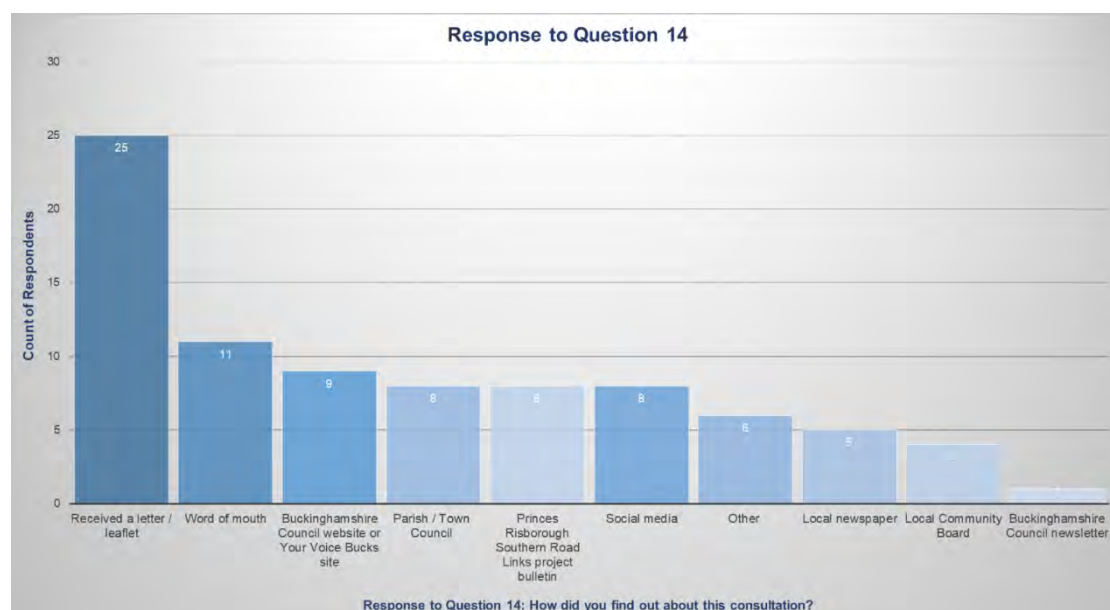
## 5.14 Response to Question 14: How did you find out about this consultation?

5.14.1 Question 14 of the Feedback Form asked the following:

**How did you find out about this consultation? (Select all that apply)**

5.14.2 Most respondents heard about the consultation via a letter/leaflet, as shown in **Figure 5.18** below.

Figure 5.18: Demographic Data – Response to Question 14: How did you find out about this consultation?





## 5.15 Feedback Form Questions

5.15.1 A number of questions were raised by respondents in the feedback forms. The top questions/specific comments<sup>4</sup> are listed below.

- i. Request for an in person public meeting to enable a wider audience of Risborough residents to see the slide presentations in person and be involved in a discussion face to face.
- ii. Requesting explanation of the grey small access road into the eastern side of the chalk stream to the south of Blanchfords - is this proposed public access opposite Almond way for vehicles or pedestrians?
- iii. A suggestion to save a big expense upfront: as part of Phase 1, building the Picts Lane to Station Approach link (including cul de sac of Picts Lane) and the Sumitomo access road to Park Mill Farm only, with the station junction and Summerleys road works and bridge held back for Phase 3.
- iv. How will cyclists be protected beyond the new Phase 1 section as they continue on Picts Lane to Shootacre Lane.
- v. We would welcome early sight of any more detailed plans and discussions around the future link road to the A4010 as this will affect Picts Lane considerably.
- vi. Requiring a new pumping station to overcome flood risk is not a sustainable long-term solution. Who is going to pay for and maintain this facility?

## 5.16 Email Responses

5.16.1 The dedicated Princes Risborough mailbox received 91 responses from residents and organisations as part of the consultation.

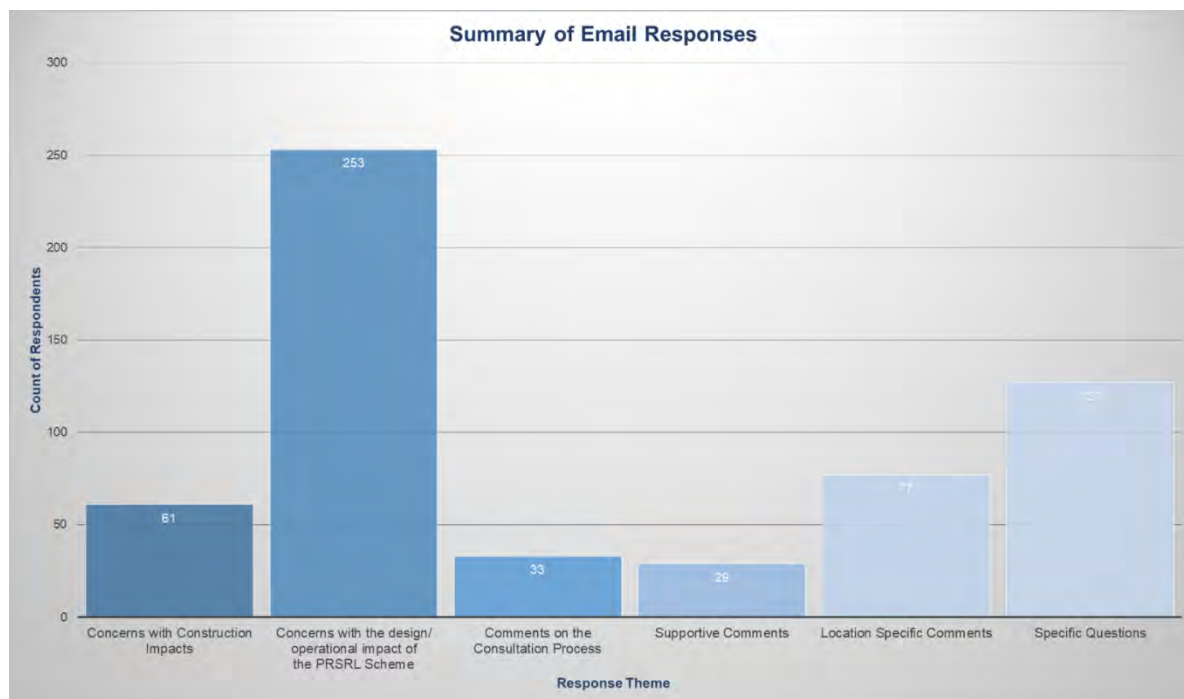
5.16.2 A summary of the general themes and questions raised via email are set out below in **Figure 5.19**. Most respondents raised concerns and queries with the design/operational impact of the PRSRL scheme, followed by specific questions, as shown in **Figure 5.19** below. **Table 5.10** below lists the most popular comments that arose from this question.

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<sup>4</sup> This encompasses specific comments that were received two or more times from across all responses to the feedback form.



Figure 5.19: Summary of Email Responses



5.16.3 The top categorised comments raised in the email responses eight times or more have been listed in **Table 5.10** below.

Table 5.10: Email Responses: Count of categorised responses within the six main themes that arose eight times or more.

Specific Comment	Count of Responses
<b>Concerns with Construction Impacts</b>	
Concerned about noise/vibration impacts	12
Concerned about disruption during the construction period	9
<b>Concerns with the Design/ Operational Impact of the PRSRL Scheme</b>	
Concerned with Highway Safety (including cyclists, walkers and horse riders).	44
The proposals do not include any commitment to deliver future phases of the relief road/ the relief road should not be built in phases.	26
Concerned with increase in traffic/congestion as a result of the PRSRL.	26
How will the whole PRSRL be funded/funding needs to be secured for the whole route.	16
Require details on the phasing /timeline.	14

Specific Comment	Count of Responses
Impact on objectors' property and land (general, not in relation to construction or operational)	12
Concerned with increase in noise as a result of the PRSRL.	12
Traffic calming measures/speed restriction for safety and to reduce air pollution needed	12
Concerned about impact on air quality as a result of the PRSRL.	10
Disagree with the principle of the PRSRL scheme.	8
Footpaths/Cycle ways - link new cycleways/footpaths to wider cycle/path networks / to future phases.	8
<b>Comments on the Consultation Process</b>	
Request for further technical surveys and more detail about the proposals.	13
<b>Supportive Comments</b>	
Support the Culverton Link and the dropped plans to upgrade/widen Shootacre and Picts Lanes in light of the prospect of more traffic.	16
<b>Location Specific Questions</b>	
Culverton Link needs to be an integral component of the current phase.	26
<b>Specific Questions</b>	
Questions concerned with routeing of traffic prior to completion of the full PRSRL road.	35
What measures will be put in place on completion of Phase 1 to ensure Picts Lane and Shootacre Lane can accommodate the extra traffic from the PRSRL scheme (in terms of safety, speed limits and widening the road and pavement)?	24
How do residents claim compensation/ compensation for impact to property price / relocation assistance/ will there be compulsory purchase of property?	16
Traffic calming measures and speed limits on Picts Lane, Shootacre Lane and Summerleys Road	11

5.16.4 The most recurring theme in the emails relates to concerns with highway safety – this was mentioned 44 times. This was followed by concerns with the routeing of traffic prior to completion of the full PRSRL road - this was mentioned 35 times. The routeing of traffic was specifically mentioned in relation to the Phase 1 route being used as an alternative to the A4010 through Princes Risborough until the Culverton Link Road is open and the resulting

increase in traffic. Respondents questioned whether measures will be put in place to discourage traffic from using the PRSRL road to bypass the A4010 until the full route is completed.

## 5.17 Feedback from Community Groups and Parish Council

- 5.17.1 Feedback specifically from community groups and Parish Councils via email and the feedback form is summarised below, although note that these comments have also been included for analysis in the graphs and tables in the preceding sub-sections.
- 5.17.2 In total, seven community groups and parish council's submitted feedback in response to the PRSRL online consultation. **Table 5.11** below sets out the comments and concerns raised more than three times.

Table 5.11: Feedback from community groups and Parish Councils: Count of categorised responses within the six main themes that arose three times or more.

Specific Comment	Count of Responses
<b>Concerns with the Design/ Operational Impact of the PRSRL Scheme</b>	
Comments /concerns regarding the proposed footpaths and cycle paths	19
Concerned with increase in traffic/congestion as a result of the PRSRL.	6
Concerned with Highway Safety (including cyclists, walkers and horse riders).	5
The proposals do not include any commitment to deliver future phases of the relief road/ the relief road should not be built in phases.	4
Concerned with lighting impact/light pollution as a result of the scheme	4
Concerned with impact on environment/wildlife	4
General impact on properties (not in relation to objectors' property)	4
Concerned with impact on water course	3
Details need to be provided on biodiversity net gain, including how it will be managed long term.	3
<b>Comments on the Consultation Process</b>	
Request for further technical surveys and more detail about the proposals.	10
<b>Location Specific Questions</b>	
Protecting the chalk stream (originating from Pyrtle Spring), including from sewage/contamination.	3

- 5.17.3 In total, 19 comments and concerns were raised in relation to the proposed foot and cycle paths. Respondents are concerned about this being a shared facility and six people commented that these paths should be segregated (with consideration given to Cycle Infrastructure Design guidance 202, LTN1/20). Other suggestions included clear signage should be provided along the route to make it clear which side is designated for the users (this received four responses), and these footpaths and cycleways should be linked to the wider networks and future phases, which received three comments.
- 5.17.4 Six people also responded with supportive comments, including supporting general improvements for cycling and supporting safer footpaths.
- 5.17.5 Other comments made in regard to footpaths and cycleways included:
- Provision of a formal safe crossing point on the relief road to enable cyclists and walkers using Picts Lane to cross the Phase 1 relief road to access the relief road cycle route;
  - Widening the footpath link from the end of the severed Picts Lane across the verge to the Phase 1 relief road;
  - Improve connectivity of the cycle route to the northern section of Summerleys Road leading to Kites Park and a central crossing island located where the route crosses the northern section Summerleys Road adjacent to the relief road junction;
  - Extend proposed cycleways to link into the existing road network;
  - Several respondents also supported any improvements for cycling and safer footpaths as part of the PRSRL.
- 5.17.6 The second most common comment was in relation to the technical surveys and assessments undertaken to support the design of the PRSRL and planning application. In summary, further technical information was requested on:
- Ecology surveys/assessments;
  - Lighting Impact Assessment (including impact on dark sky policies);
  - Transport Assessment and Traffic Modelling, including the impact of the proposals on Picts Lane, Shootacre Lane, Poppy Road and the Shootacre Lane, junction with A4010, Station Approach Road Junction. Impact of deliveries/transport movements to/from the local building supplies business and impact on HGV parking and congestion in Picts Lane.
  - Environmental Impact Assessment;
  - Equality Impact Assessment;
  - Impact on the AONB;
  - Design of the ponds by location 65 - the ponds appear to be disconnected from the water course and the scale of the vertical profile across the swales is not clear from the plan.
  - Surface Water and Sewage Impact Assessment - how surface water and sewage be managed.

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<sup>5</sup> As shown on the plan in the Public Consultation leaflet (see **Appendix A**).

- 5.17.7 In terms of comments made in regard to protecting the chalk stream, one respondent welcomed the inclusion of drainage 'gravel' sections to ensure run off drainage to the aquifer rather than into the stream network.

## 5.18 Live Webinar Q&A

- 5.18.1 During the online consultation period, the Applicant held a live Microsoft Teams event on the 23rd of November 2021, which recorded 131 attendees. Circa 162 questions/concerns were raised during the Question & Answer (Q&A) session. A follow up Part 2 Q&A session was held on the 29<sup>th</sup> November 2021 to cover any questions not answered in the first live event. BC answered as many questions as possible during the Q&A, and if any queries were missed, residents were encouraged to respond via the mailbox or feedback form.
- 5.18.2 Any queries received as part of the feedback form or mailbox have been captured as part of the analysis in this document.

## 5.19 Responses to Feedback received during the Online Consultation

- 5.19.1 The Applicant sought to respond directly to specific queries and comments raised as a result of the online public consultation, and where possible have;
- Provided requested drawings to property owners.
  - Responded to specific questions received via the mailbox.
  - Provided initial responses to landowners and tenants within the proposed planning application boundary.
- 5.19.2 One of the most popular feedback responses concerned the shared cycleway/footpath. The Applicant will explore options at the detailed design phase.
- 5.19.3 The design of the PRSRL has evolved as a result of engagement with a wide range of stakeholders. Section 6 of this report provides a summary of the scheme evolution (see the Design and Access Statement for further details).
- 5.19.4 Feedback from the online public consultation included requests for the technical surveys and assessments undertaken to support the design of the PRSRL and planning application. The planning application is accompanied by an Environmental Statement and other technical documents that assess the impacts of the scheme during the construction and operational phase. **Table 5.12** below lists the documents submitted as part of the planning application package. Should planning permission be granted, a Construction Environmental Management Plan (CEMP) will be prepared.

Table 5.12: Technical Documents to accompany the planning application

Forms, Plans and Information	Document reference / where the information is included in the application package
<b>Forms</b>	
Application Form	Submitted via the Planning Portal
CIL additional questions form	Standalone document
Ecology and trees: checklist	Standalone document
<b>Plans / Drawings</b>	
Location Plan	Standalone document - PRSRL-STN-PH1-XX-DR-P-0005-P03

<b>Forms, Plans and Information</b>	<b>Document reference / where the information is included in the application package</b>
Existing Site Plan	Standalone document - PRSRL-STN-PH1-XX-DR-P-0006-P03
Proposed Site Plan – Overview Plan	Standalone document - PRSRL-STN-PH1-XX-DR-P-0007-P03
Proposed Site Plan	Standalone document - PRSRL-STN-PH1-XX-DR-P-0008-P03 and PRSRL-STN-PH1-XX-DR-P-0009-P03
Proposed Highway Longitudinal Sections	Standalone document - PRSRL-STN-PH1-XX-DR-P-0010-P02
Proposed Highway Cross Sections	Standalone document - PRSRL-STN-PH1-XX-DR-P-0011-P02
Proposed Highway Contours Layout	Standalone documents - PRSRL-STN-PH1-XX-DR-P-0012-P02
Landscape Mitigation Plan	Standalone documents - PRSRL-STN-PH1-XX-DR-P-0013-P02
Proposed Street Lighting Layout	Standalone documents - PRSRL-STN-PH1-XX-DR-P-0014-P02
Existing Drainage Layout	Standalone documents - PRSRL-STN-PH1-XX-DR-P-0015-P02
Proposed Drainage Layout	Standalone documents - PRSRL-STN-PH1-XX-DR-P-0016-P02
Proposed Junction Geometry	Standalone documents - PRSRL-STN-PH1-XX-DR-P-0017-P02
Vehicle Swept Path Analysis Station Road Signalised Crossroads	Standalone documents - PRSRL-STN-PH1-XX-DR-P-0018-P02
Vehicle Swept Path Analysis Summerleys Road Junction	Standalone documents - PRSRL-STN-PH1-XX-DR-P-0019-P02
Summerleys Road Existing Underbridge	Standalone documents - PRSRL-STN-PH1-XX-DR-P-0020-P02
Proposed Summerleys Road Railway Underbridge	Standalone documents - PRSRL-STN-PH1-XX-DR-P-0021-P02
Visualisations (for illustrative purposes only)	Standalone documents: PRSRL-STN-PH1-XX-DR-C-0002-P02 PRSRL-STN-PH1-XX-DR-C-0003-P03 PRSRL-STN-PH1-XX-DR-C-0004-P03 PRSRL-STN-PH1-XX-DR-C-0005-P04 PRSRL-STN-PH1-XX-DR-C-0006-P03 PRSRL-STN-PH1-XX-DR-C-0007-P03
<b>Planning Documents</b>	
Planning Statement (including Minerals Assessment)	Standalone document - PRSRL-STN-PH1-XX-R-P-0006 -P04
Design and Access Statement	Standalone document - PRSRL-STN-PH1-XX-R-P-0004-P03
Statement of Community Involvement	Standalone document - PRSRL-STN-PH1-XX-R-P-0005-P03
<b>Environmental Impact Assessment (EIA)</b>	
Environmental Statement – Volume 1 Main Report	PRSRL-STN-PH1-XX-R-EN-0002-P06
Environmental Statement – Volume 2 - Appendices	PRSRL-STN-PH1-XX-R-EN-0003-P03
Environmental Statement – Non-Technical Summary	PRSRL-STN-PH1-XX-R-EN-0004-P04
<b>Environmental Statement Volume 1 – Main Report</b>	PRSRL-STN-PH1-XX-R-EN-0002-P06

<b>Forms, Plans and Information</b>	<b>Document reference / where the information is included in the application package</b>
Introduction	Chapter 1
The Site and Surrounding Area	Chapter 2
The Proposed Development	Chapter 3
Planning and Policy Context	Chapter 4
Construction and Site Management	Chapter 5
Assessment Method	Chapter 6
Traffic and Transport	Chapter 7
Air Quality	Chapter 8
Noise and Vibration	Chapter 9
Biodiversity	Chapter 10
Landscape and Visual Impact Assessment	Chapter 11
Hydrology and Flood Risk	Chapter 12
Socio-economics	Chapter 13
Impact Interactions	Chapter 14
Schedule of Mitigation and Monitoring	Chapter 15
Glossary	Chapter 16
<b>Environmental Statement Volume 2 – Appendices</b>	
Site Location Plan	Appendix A.1
Phase 2 and 3 Indicative Route Alignment	Appendix A.2
Application Boundary	Appendix A.3
Statement of Expertise	Appendix A.4
Environmental Mitigation	Appendix A.5
Heritage Desk Based Assessment	Appendix A.6
Lighting Assessment and Detailed Lighting Design	Appendix A.7
GHG Emission Sources	Appendix A.8
Planning Appendix	Appendix B.1
EIA Scoping Report	Appendix B.2
BC Scoping Opinion	Appendix B.3
Scoping Opinion Response Table	Appendix B.4
Revised Option Scoping Letter	Appendix B.5
Picts Lane Letter	Appendix B.6
Cumulative Developments Schedule	Appendix B.7
Transport Figures	Appendix C.1
Air Quality Appendices	Appendix D.1-D.5
Noise and Vibration Appendices	Appendix E.1-E.5
Biodiversity Appendices	Appendix F.1-F.10
Landscape and Visual Impact Assessment Appendices	Appendix G.1-G.6
Hydrology and Flood Risk Appendices	Appendix H.1 & H.2
Socioeconomic Figures	Appendix I.1
<b>Technical Documents</b>	
Surface Water Drainage Strategy	Standalone document - PRSRL-STN-PH1-XX-R-C-0002-P01
Hydraulic Modelling Report	Standalone document - PRSRL-STN-PH1-XX-R-HY-0002-P01
Flood Risk Assessment	Standalone document - PRSRL-STN-PH1-XX-R-HY-0003-P03
Transport Assessment	Standalone document - PRSRL-STN-PH1-XX-R-TR-0001-P03
Phase 1 Ground Condition Assessment, including Water Environment Assessment.	Standalone document - PRSRL-STN-PH1-XX-R-GE-0001-P04



Forms, Plans and Information	Document reference / where the information is included in the application package
Habitats Regulation Assessment	Standalone document - PRSRL-STN-PH1-XX-R-EC-0001-P02
Tree / Arboricultural Report, including tree survey and canopy calculations	<p>Standalone documents – Constraints Plans:  PRSRL-TEP-PH1-XX-DR-SY-0001-P01  PRSRL-TEP-PH1-XX-DR-SY-0002-P01  PRSRL-TEP-PH1-XX-DR-SY-0003-P01  PRSRL-TEP-PH1-XX-DR-SY-0004-P01  PRSRL-TEP-PH1-XX-DR-SY-0005-P01  PRSRL-TEP-PH1-XX-DR-SY-0006-P01</p> <p>Tree Protection Plans:  PRSRL-TEP-PH1-XX-DR-SY-0007-P01  PRSRL-TEP-PH1-XX-DR-SY-0008-P01  PRSRL-TEP-PH1-XX-DR-SY-0009-P01  PRSRL-TEP-PH1-XX-DR-SY-0010-P01  PRSRL-TEP-PH1-XX-DR-SY-0011-P01  PRSRL-TEP-PH1-XX-DR-SY-0012-P01</p> <p>Tree Canopy Calculator:  PRSRL-TEP-PH1-XX-DR-SY-0019-P01  PRSRL-TEP-PH1-XX-DR-SY-0020-P01  PRSRL-TEP-PH1-XX-DR-SY-0021-P01  PRSRL-TEP-PH1-XX-DR-SY-0022-P01  PRSRL-TEP-PH1-XX-DR-SY-0023-P01  PRSRL-TEP-PH1-XX-DR-SY-0024-P01  PRSRL-TEP-PH1-XX-R-SY-0002-P02</p> <p>Tree Retention and Removal:  PRSRL-TEP-PH1-XX-DR-SY-0013-P01  PRSRL-TEP-PH1-XX-DR-SY-0014-P01  PRSRL-TEP-PH1-XX-DR-SY-0015-P01  PRSRL-TEP-PH1-XX-DR-SY-0016-P01  PRSRL-TEP-PH1-XX-DR-SY-0017-P01  PRSRL-TEP-PH1-XX-DR-SY-0018-P01</p> <p>Tree Survey:  PRSRL-TEP-PH1-XX-R-SY-0001-P02</p> <p>Arboricultural Impact Assessment:  PRSRL-TEP-PH1-XX-R-SY-003-P02</p>



## 6 Scheme Evolution

### 6.1 Introduction

- 6.1.1 This Section demonstrates how the evolution of the Proposed Development has been directly and indirectly influenced by the extensive pre-application engagement carried out by the Applicant.
- 6.1.2 The design approach to the PRSRL scheme was iterative, whereby design options and the results of technical analysis and consultation were interpreted and refinements incrementally made to the scheme.
- 6.1.3 The Proposed Development is the outcome of a collaborative and iterative design process that had resulted from pre-application engagement with the LPA, statutory and non-statutory consultees, landowners, the community and Council Members and other interested parties, to reach an optimum design solution for the PRSRL scheme.
- 6.1.4 A summary of the design evolution is reported under the following sub-headings:
- Route Alignment – Network Rail Underpass
  - Route Alignment – Existing watercourse
  - Removal of part of Picts Lane and Shootacre Lane
  - Engagement with the LPA and technical officers
  - Online public engagement
- 6.1.5 Further details on design evolution are provided in the PRSRL Design and Access Statement.

### 6.2 Route Alignment – Network Rail Underpass

- 6.2.1 The Proposed Development includes the replacement of the Summerleys Road rail underpass, Network Rail reference PRA/14, located to the west of Princes Risborough.
- 6.2.2 The underpass currently provides signal controlled single lane vehicle access under the railway track with a headroom restriction of 4.1m. The Proposed Development includes replacing the existing underpass by a structure that facilitates two lane vehicle access and provides a headroom clearance of 5.3m, the minimum height clearance required by Network Rail and the Design Manual for Roads and Bridges (DMRB).
- 6.2.3 Three options have been considered and the outcome of technical assessment work and consultation with Network Rail led to the Option 3 solution being carried forward into the final Proposed Development. Section 9 of the Design and Access Statement and Section 3.5 of the ES (Volume 1) explains the three options and how the final option was selected.

### 6.3 Route Alignment – Existing Watercourse

- 6.3.1 Where the PRSRL leaves Picts Lane and crosses the W.E Blacks development site there is an existing section of open surface water channel 65 metres in length.
- 6.3.2 This section of open channel is linked via two culverts; Picts Lane culvert and long culvert, to an unnamed watercourse that runs south to north through Princes Risborough.

6.3.3 As the development of the highway alignment progressed four potential options for the routing of the proposed road in the vicinity of this open section of channel were considered. All four options were developed in accordance with the agreed highway design standard, Manual for Streets (MfS) and showed that there were several options for linking Picts Lane to the Station Approach / Station Road junction across the Station site while taking the location of the existing channel into account.

- Option 1 followed the original alignment of Picts Lane the furthest north before heading west across the Station redevelopment site to the north of the open channel. Horizontal radii of 60.0m and 75.0m curves are utilised within the vicinity of the watercourse.
- Option 2 followed the original alignment of Picts Lane the furthest north before heading west across the Station redevelopment site to the north of the open channel. 80.0m and 100.0m curves are utilised within the vicinity of the watercourse.
- Option 3 followed the original alignment of Picts Lane the furthest north before heading west across the Station redevelopment site to the north of the open channel. 63.65m and 75.0m curves are utilised within the vicinity of the watercourse.
- Option 4 followed the original alignment of Picts Lane the furthest north before heading west across the Station redevelopment site to the north of the open channel. 75.0m and 60.0m curves are utilised within the vicinity of the watercourse.

6.3.4 All four options were subsequently assessed against the requirements of Local Planning Policy and the impact on existing development, the open channel and culverts and future connectivity to the Culverton Link.

6.3.5 Following the conclusion of this review Option 2 was selected by the Project Team to be taken forward as part of the design. While this option encroached into the existing open channel it was established that this provided the best alignment for the future connection to the Culverton Link, could accommodate connections from all the existing development and provided open space to the north and south of the road for planting. It was also agreed that due to the encroachment into the open channel opportunities would be sought to improve the channel. These can be seen within the design proposed in this planning application.

## **6.4 Removal of temporary improvement measures along Picts Lane and Shootacre Lane**

6.4.1 As the Applicant has developed the design, it has reviewed the case for the interim measures along Picts Lane and Shootacre Lane. Due to the expected traffic flows for Phase 1 being low, and the time between Phase 1 and Phases 2 and 3 it has been determined that these interim measures will not be delivered as part of the Proposed Development

6.4.2 However, as the PREA is delivered, and the delivery of homes increases, improvements to this section of road may be required.

## **6.5 Landscape Design**

6.5.1 The Environmental Mitigation Design has been prepared by the project's landscape architect in collaboration with the project's ecologist, arboriculturist and engineers. The Landscape Design has evolved to take account of pre-application discussion with Buckinghamshire Council (BC) as the local planning authority and technical officers.

6.5.2 Mitigation landscape planting has been designed and is shown on the Environmental Mitigation Design plans (see ES, Volume 2 Appendix G.3). The draft Environmental Mitigation Design plans were shared with BC as the local planning authority through a pre-application meeting on 20<sup>th</sup> July 2021. Revisions were requested in comments received in July 2021. The

mitigation landscape planting proposals were amended where it was practicable to accommodate the requested changes within the technical limitations of the Proposed Development.

- 6.5.3 The LPA also requested that tree species in the wetter areas be reconsidered to make sure they are tolerant of occasional waterlogging. As a result, *Sorbus aria* and *Prunus padus* removed from the base of the drainage basin and replaced by *Alnus glutinosa* which is tolerant of dry or wet soils.

## 6.6 Lighting

- 6.6.1 Paragraph 6.3.8 of the Lighting Assessment (**ES Volume 2, Appendix A7**) explains that the preliminary lighting design is the result of an iterative design process to respond to the environmental and other constraints associated with the Proposed Development. The preliminary lighting design has sought to reduce adverse impacts on receptors such as the visual amenity of the Chilterns AONB and avoid obtrusive lighting onto adjacent residential receptors where possible, while providing safe and effective road lighting to maintain security and reduce fear of crime.

## 6.7 Biodiversity

- 6.7.1 Consultation has taken place with the Senior Ecological Advisor for Buckinghamshire Council (BC). BC were consulted on the proposed outline mitigation for Important Ecological Features, including the BNG. BC requested that the metric developed by Warwickshire County Council be used on the Proposed Development.

## 6.8 Transport

- 6.8.1 Throughout the development of the Transport Assessment and ES, consultation has been ongoing between Stantec and BC. The Rights of Way Officer highlighted the need to assess the impact of vehicle number upon vulnerable users of the Phoenix Trail which has been considered throughout the ES Transport Assessment (see **Chapter 7 of the ES**).

## 6.9 Online public consultation

- 6.9.1 A key theme that arose from the public engagement was the design of the proposed shared footpath and cycleway. As a result of the public engagement, BC will consider options on segregating the footpath/cycle path at the detailed design stage.
- 6.9.2 Landowners also raised several comments, concerns and queries during the online consultation. **Section 3 of this SCI** explains how BC (Applicant) has engaged with landowners. BC (Applicant) will continue to engage with individual landowners/ residents to discuss the design of the reinstatement of their land. Subsequent meetings with landowners will be managed by Carter Jonas with support from Officers.

## 7 Conclusion and Next Steps

- 7.1.1 The Applicant has undertaken extensive pre-application engagement, consulting a wide range of consultees including the community, landowners, Councillors, Local Planning Authority (LPA), statutory and non-statutory consultees and other stakeholder groups. The SCI explains the groups that the Applicant engaged with, and the methods of engagement undertaken.
- 7.1.2 The Proposed Development has been developed in a consultative manner informed by various phases of engagement/consultation. The five main phases of engagement/consultation can be summarised as follows:
- EIA Scoping Consultation
  - Landowner Engagement
  - Stakeholder Briefings/Meetings
  - LPA Pre-application Engagement
  - Community and public consultation
- 7.1.3 The Applicant engaged proactively with the community, seeking to involve local residents and landowners as well as local groups, bodies and organisations that may have an interest in the scheme. The Applicant used a variety of methods to engage with the community to ensure they undertook effective engagement, including:
- Ensuring the community had access to information on the scheme via the YourVoiceBucks website, which included appropriate links to other relevant information and regular e-bulletins.
  - Providing regular updates on the Proposed Development communicated via YourVoiceBucks website, social media, and advertisements.
  - Maintaining dialogue with stakeholders and landowners through focussed meetings and virtual briefings; and,
  - Encouraging feedback through specific consultation events.

### Next Steps

- 7.1.4 The pre-application engagement carried out by the Applicant summarised in this SCI adheres to the applicable policy and guidance set out in **Section 2 of this report**.
- 7.1.5 This SCI outlines the extensive, yet proportionate, engagement undertaken by the Applicant, the feedback received on the Proposed Development, and how the Applicant has had regard to this feedback when refining the scheme design.
- 7.1.6 The Proposed Development is the outcome of a collaborative and iterative design process that had resulted from extensive pre-application engagement with the LPA, statutory and non-statutory consultees, landowners, the community and Council Members and other interested parties, to reach an optimum design solution for the PRSRL scheme.
- 7.1.7 Should planning permission be granted, the Applicant expects the scheme design and discharge of planning conditions to be completed by late 2022 – early 2023. Following that, the main construction work should begin Autumn 2023, with completion by summer 2025.

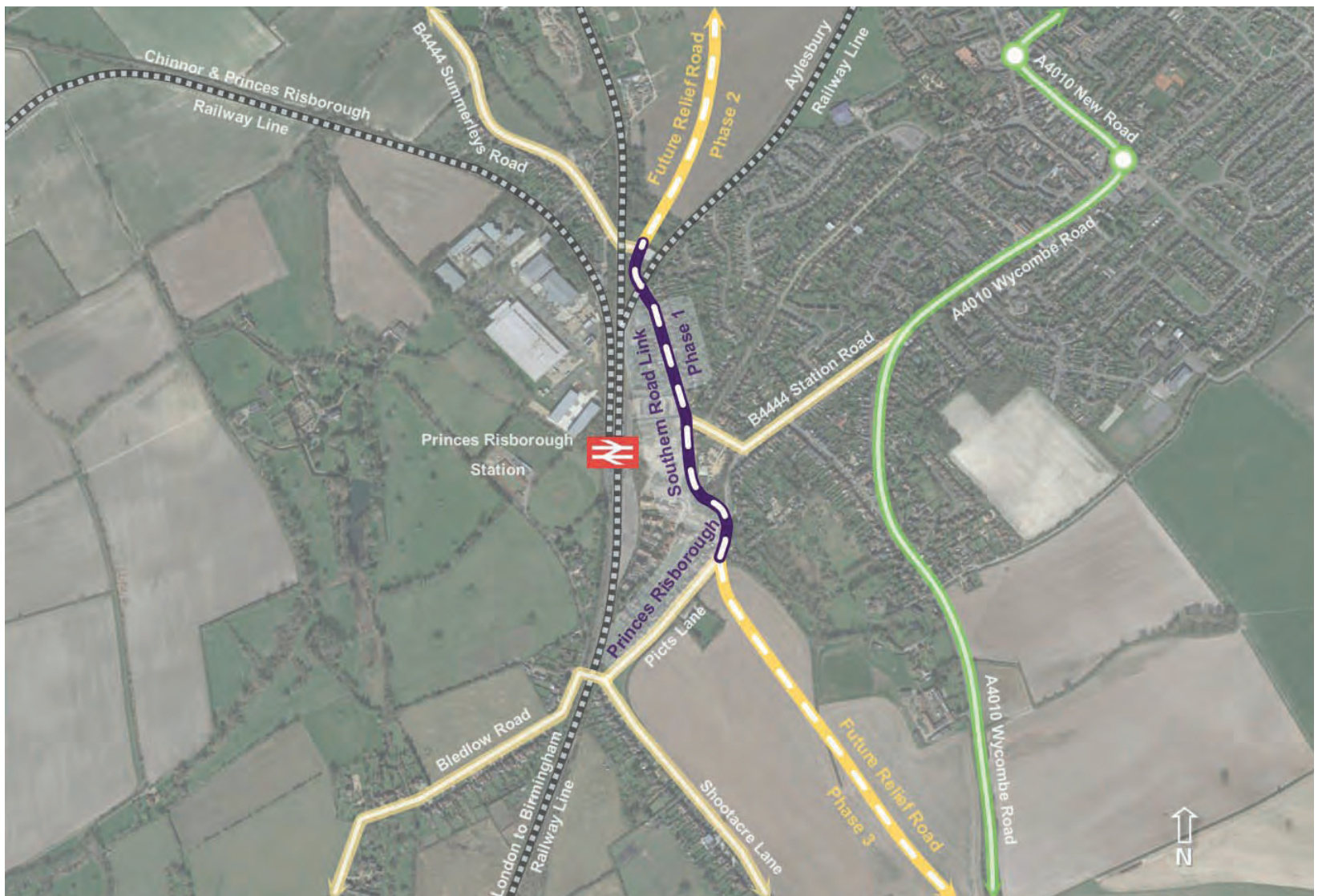
- 7.1.8 The Applicant is committed to continued engagement with the local community and stakeholders following submission of the application, as well as throughout the construction and operation of the Proposed Development, should permission be granted.

## **Appendix A    PRSRL Project Consultation Leaflet**





# Princes Risborough Southern Road Link (PRSRL) Public Consultation 19 November 2021 - 12 December 2021



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## Overview

The Princes Risborough Southern Road Link (PRSRL) project is the first phase of the Princes Risborough relief road, which is to be built in three phases to support the expansion of the town. The Wycombe Local Plan, which was adopted in 2019, allocates around 2500 new homes in Princes Risborough through a major expansion to the north west of the town.

The road will provide a complete alternative route to the existing A4010 and will connect the expansion area with the town. It is a key piece of infrastructure which will support delivery of new homes and relieve congestion on existing roads.

Following a successful bid by Buckinghamshire Council, the first phase of the new relief road is being supported by £12 million from Homes England (a government agency).

This consultation asks for feedback on the design of the PRSRL scheme.

## Design Consultation

Phase one of the works involves constructing new highway and widening over an 800m stretch of road to enable two-way traffic flow.

At the northern end of phase one, the scheme includes a new railway bridge on Summerleys Road, improving the current one-way traffic flows under the existing bridge. The southern end of the scheme will include a new traffic light-controlled junction at Summerleys Road, Station Road, Station Approach and new link road connecting to Picts Lane.

## Future Phases

In the future, phase one will connect to phase two of the relief road through the expansion area.

Phase 3 involves two main sections. To the north there will be a new junction at Grove Lane, Little Kimble connecting the B4009 to the A4010. The B4009 will be upgraded.

To the south phase one at Picts Lane will be connected to the A4010 via a proposed new road, known as the Culverton Link Road.



## Design

Phase one of the relief road will provide the following:



### Road

- 800m stretch of link roads and widening works
- new traffic light-controlled junction on Summerleys Road to access railway station and new link road



### Railway bridge

- new railway bridge and road alignment to allow increased headroom and two-way traffic flow
- existing railway bridge to be retained
- creation of a residents only access road off Summerleys Road



### Flood and drainage

- enhancements to existing watercourse and provision of new swales to aid the flow of flood water
- provision of sustainable drainage solutions to provide additional surface water storage



### Walking and cycling

- new cycleway/footway to enhance access for pedestrians and cyclists across the southern area of Princes Risborough
- provision of pedestrian crossings at the new traffic light-controlled junction



### Landscape and ecology

- provide net gain in biodiversity
- new grassland, woodland, shrub, hedgerows and trees to enhance existing planting
- minimal loss of existing vegetation wherever possible



# Northern Section



- 1 New link road
- 2 New junction - Summerleys Road / Link Road
- 3 New railway bridge
- 4 Residents only access for vehicles



View looking south towards the new Summerleys Road railway bridge and its approaches



View looking north approaching the new Summerleys Road railway bridge



View looking south of the new junction with Station Road and Station Approach



## Southern Section

- 5** New junction - Summerleys Road / Station Road / Station Approach / Link Road
- 6** New Link Road between Summerleys Road and Picts Lane including enhancements to water course

### KEY:

- PLANNING APPLICATION BOUNDARY
- RETAINED VEGETATION (TREES, WOODLAND AND HEDGEROW)
- PROPOSED GRASSLAND
- PROPOSED SHRUB PLANTING
- PROPOSED WOODLAND PLANTING
- PROPOSED INDIVIDUAL TREES
- - - PROPOSED NATIVE HEDGROWS
- PROPOSED RIPARIAN PLANTING TO SWALES AND PONDS



View north approaching the new signalised junction with Station Road and Station Approach



Aerial view looking north from Picts Lane of the whole PRSRL scheme





## Benefits



Delivery of the first phase of the relief road provides infrastructure required to accommodate the future growth of Princes Risborough.



Enhances local ecology by achieving net gain in biodiversity, including open watercourse and surface water drainage improvements.



New shared cycleway and footways to enhance sustainable travel for pedestrians and cyclists.

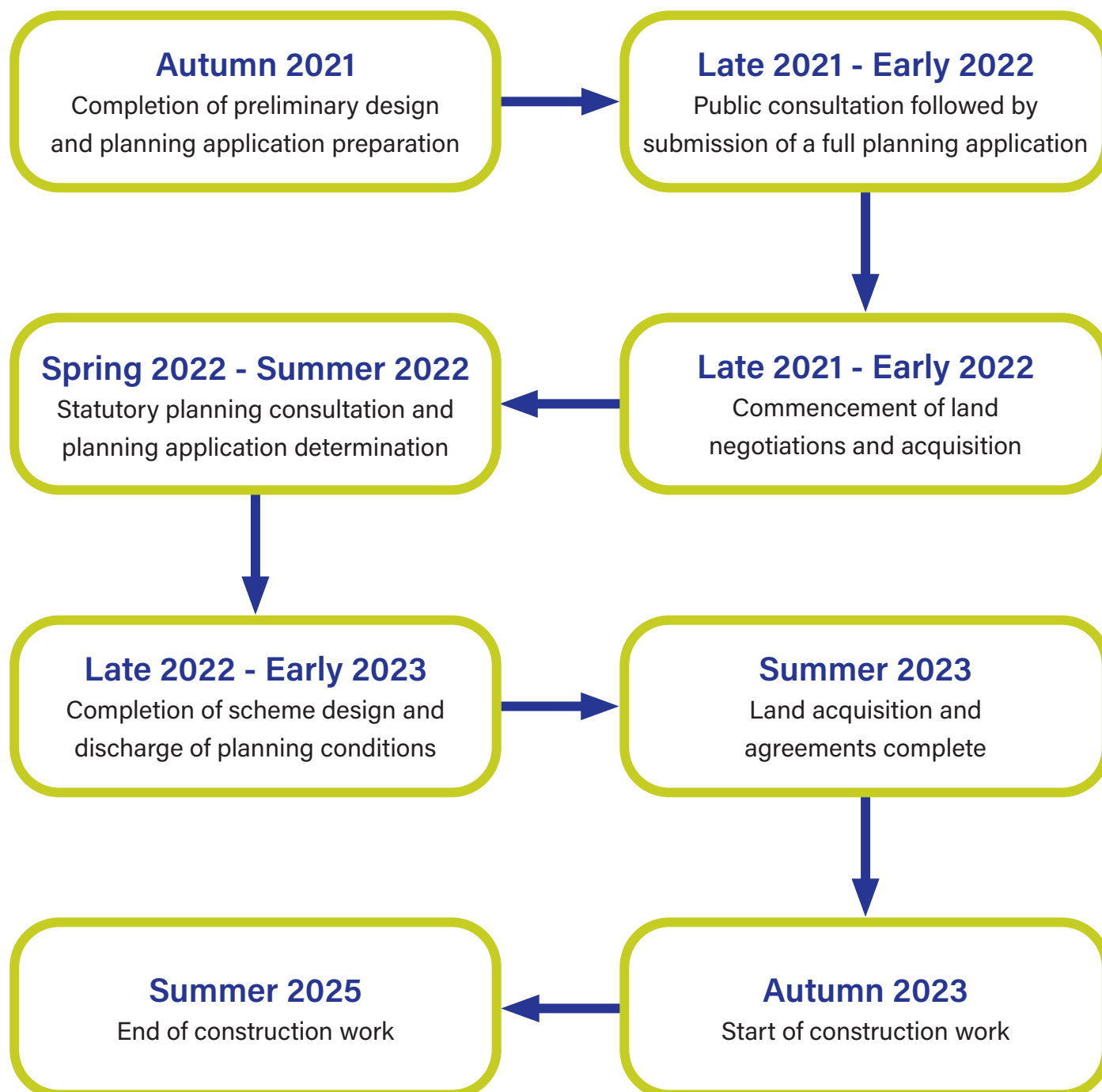


Design aims to minimise impacts on residents and businesses.



## Estimated timescale

Depending on the outcome of the consultation and future planning application, this timescale is subject to change.





## Further information and having your say



To find out more about the PRSRL proposal and to send us your feedback, please visit our webpage:

- **[yourvoicebucks.citizenspace.com](https://yourvoicebucks.citizenspace.com)**

Please scan the QR code above using a smartphone camera or go online and search for Your Voice Bucks. If you would prefer to provide feedback in another format, you can:

- Email us on **[hitmailbox@buckinghamshire.gov.uk](mailto:hitmailbox@buckinghamshire.gov.uk)**
- Write to us at PRSRL Consultation, Highways Infrastructure Projects Team, Floor 7, Walton Street Offices, Walton Street, Aylesbury, Bucks, HP20 1UY
- Call the Buckinghamshire Council contact centre on 01296 382416

**The consultation is scheduled to end 12 December 2021.**



## Live online event

We will host an online, live presentation and questions and answer session on 23 November 2021 from 6pm until 7:30pm.

If you would like to take part, please email us on **[hitmailbox@buckinghamshire.gov.uk](mailto:hitmailbox@buckinghamshire.gov.uk)**, including your questions, and we will send you an email invitation.

To help us answer questions effectively and make best use of the time, please email your questions in advance where possible.

## **Appendix B (as taken on the 7<sup>th</sup> February 2022)**

- Web address: <https://yourvoicebucks.citizenspace.com/highway-projects/prsrl-feedback/>



# Princes Risborough Southern Road Link (PRSRL) project consultation 2021

Closed 12 Dec 2021

Opened 19 Nov 2021

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## Contact

Highway Infrastructure Projects Team

01296 382416

[hitmailbox@buckinghamshire.gov.uk](mailto:hitmailbox@buckinghamshire.gov.uk) (<mailto:hitmailbox@buckinghamshire.gov.uk>)

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## Overview



The Princes Risborough Southern Road Link (PRSRL) project is the first phase of the Princes Risborough relief road, which is to be built in three phases to support the expansion of the town.

The [Wycombe Local Plan](https://www.wycombe.gov.uk/pages/About-the-council/Have-your-say/Consultations/Consultation-Princes-Risborough-Expansion.aspx) (<https://www.wycombe.gov.uk/pages/About-the-council/Have-your-say/Consultations/Consultation-Princes-Risborough-Expansion.aspx>), which was adopted in 2019, allocates around 2,500 new homes in Princes Risborough through a major expansion to the north west of the town. For more information about the process of preparing the Wycombe Local Plan, please see [Wycombe Local plan examination 2019: supporting evidence](https://www.wycombe.gov.uk/pages/Planning-and-building-control/Planning-policy/New-local-plan-examination-supporting-evidence.aspx) (<https://www.wycombe.gov.uk/pages/Planning-and-building-control/Planning-policy/New-local-plan-examination-supporting-evidence.aspx>).

For more information about the Princes Risborough expansion, please view the [Princes Risborough expansion area phasing plan \(PDF, 1.87MB\)](#) ([user\\_uploads/princes-risborough-expansion-area-phasing-plan.pdf](#))

A Capacity and Delivery Plan for the local plan was adopted as a [Supplementary Planning Document \(SPD\)](#) (<https://www.wycombe.gov.uk/pages/Planning-and-building-control/Planning-policy/SPDs-and-guidance.aspx#DevelopmentBriefs>) in March 2021 to address in more detail the issues and constraints that will need to be carefully taken into account when delivering the relief road.

The road will provide a complete alternative route to the existing A4010 and will connect the expansion area with the town. It is a key piece of infrastructure which will support delivery of new homes and relieve congestion on existing roads.

Following a successful bid by Buckinghamshire Council, the first phase of the new relief road is being supported by £12 million from Homes England (a government agency).

**This consultation asks for feedback on the design of the PR SRL scheme before the submission of a full planning application.**

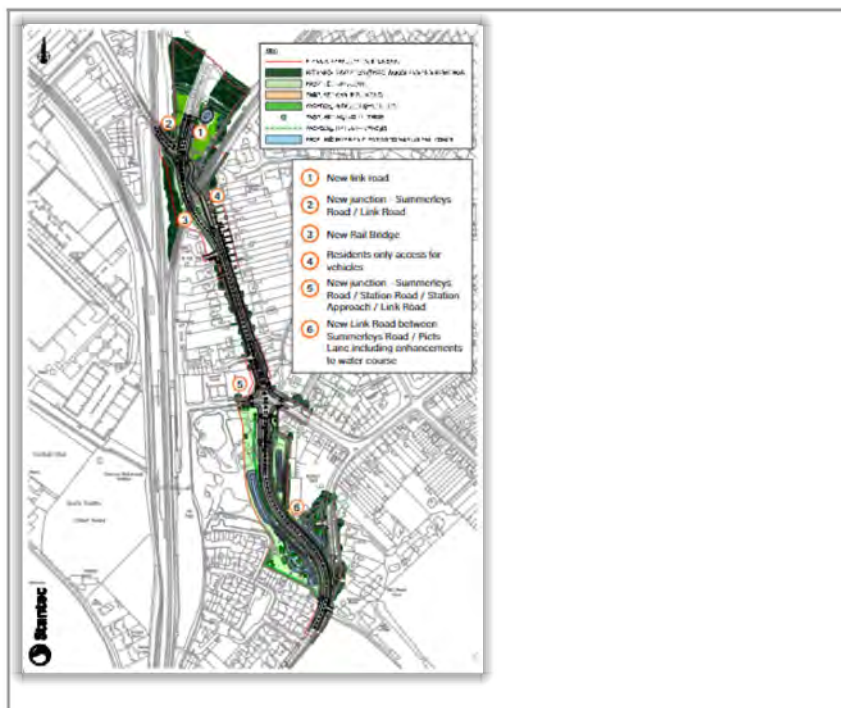
## Design consultation

Phase one of the works involves constructing new highway and widening over an 800m stretch of road to enable two-way traffic flow.

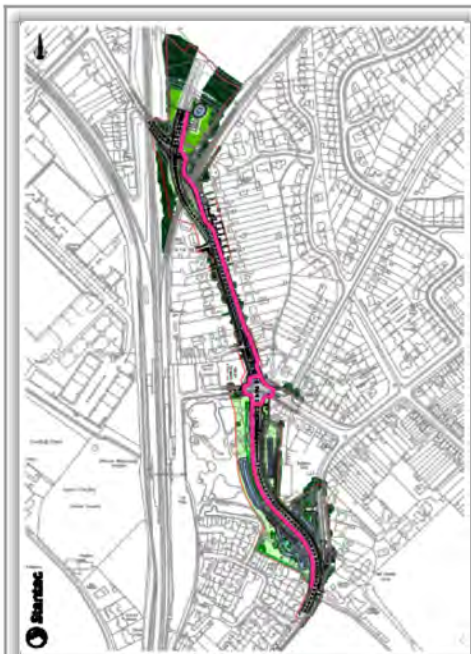
At the northern end of phase one, the scheme includes a new railway bridge on Summerleys Road, improving the current one-way traffic flows under the existing bridge.

The southern end of the scheme will include a new traffic light-controlled junction at Summerleys Road, Station Road, Station Approach and new link road connecting to Picts Lane.

### ▼ [View the proposed route road alignment and landscaping](#)



### ▼ [View the proposed shared footway and cycleway map](#)



The scheme includes:

1. Construction of a new section of road to connect to the future Princes Risborough expansion area and relief road.
2. New junction connecting the existing Summerleys Road to the new road alignment.
3. New railway bridge west of the existing southern Summerleys Road rail bridge to allow increased headroom and two-way traffic flow.
4. Existing railway bridge on Summerleys Road will be retained, along with the section of highway. This will be used to create a pedestrian/cycle route and residents only access for vehicles.
5. New traffic light-controlled junction with pedestrian crossing connecting Summerleys Road, Station Road, Station Approach and the new Link Road.
6. New link road connecting Summerleys Road to Picts Lane. Including enhancements to existing watercourse and provision of new swales to aid the flow of flood water. There will also be provision of sustainable drainage solutions to provide additional surface water storage.

## Scheme visualisations

▼ [View looking south of the new Summerleys Road railway bridge](#)



▼ View looking north along Summerleys Road towards railway bridge



▼ View looking south of the new junction with Station Road and Station Approach





▼ View north approaching the new signalised junction with Station Road and Station Approach



▼ Aerial view looking north from Picts Lane of the whole PRSRL scheme



## Future phases

In the future, phase one will connect to phase two of the relief road through the expansion area.

Phase 3 involves two main sections. To the north there will be a new junction at Grove Lane, Little Kimble connecting the B4009 to the A4010. The B4009 will be upgraded.

To the south, phase one at Picts Lane will be connected to the A4010 via a proposed new road, known as the Culverton Link Road.

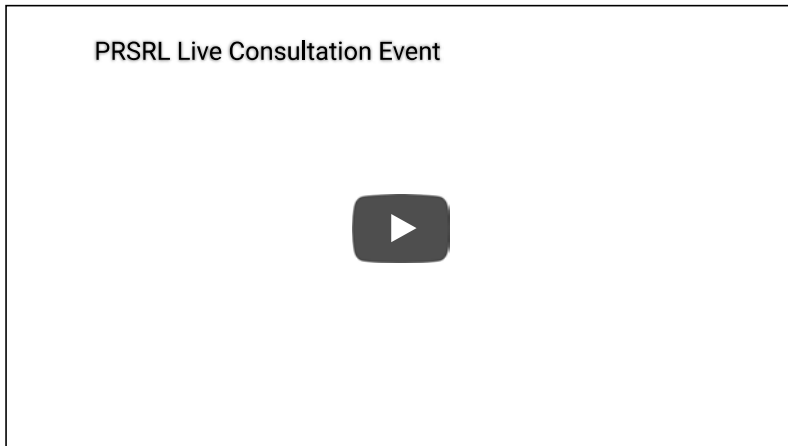
## Related documents and links

- [PRSL project map \(PDF, 1.35MB\) \(user\\_uploads/prsrl-project-map.pdf\)](#)
- [PRSL project shared footway and cycleway map \(PDF, 1.29MB\) \(user\\_uploads/prsrl-project-shared-footway-and-cycleway-map.pdf\)](#)
- [PRSL project consultation leaflet \(PDF, 2.92MB\) \(user\\_uploads/prsrl-project-consultation-leaflet--web-version-.pdf\)](#)
- [Princes Risborough expansion area phasing plan \(PDF, 1.87MB\) \(user\\_uploads/princes-risborough-expansion-area-phasing-plan.pdf\)](#)
- [PRSL project website \(https://www.buckinghamshire.gov.uk/prsrl/\)](https://www.buckinghamshire.gov.uk/prsrl/)
- [Princes Risborough Expansion Plan webpage \(https://www.wycombe.gov.uk/pages/About-the-council/Have-your-say/Consultations/Consultation-Princes-Risborough-Expansion.aspx\)](https://www.wycombe.gov.uk/pages/About-the-council/Have-your-say/Consultations/Consultation-Princes-Risborough-Expansion.aspx)
- [Princes Risborough Supplementary Planning Documentation webpage \(https://www.wycombe.gov.uk/pages/Planning-and-building-control/Planning-policy/SPDs-and-guidance.aspx#DevelopmentBriefs\)](https://www.wycombe.gov.uk/pages/Planning-and-building-control/Planning-policy/SPDs-and-guidance.aspx#DevelopmentBriefs)

## Live online event

We hosted a live presentation on **Tuesday 23 November 2021 between 6pm to 8.20pm.**

In case you missed it, you can [view the presentation slides \(PDF, 4.08MB\)](#) ([user\\_uploads/prsrl-live-event-presentation-23112021.pdf](#)) or watch the presentation below:



#### ▼ Timestamps for the video presentation

00:00:00 - Introduction  
00:04:00 - Agenda  
00:04:30 - Background 1  
00:06:45 - Background 2  
00:08:25 - Town Expansion – Phasing  
00:11:20 - Key Benefits  
00:12:05 - Funding  
00:12:55 - Purpose of the Consultation  
00:13:50 - Overview of the PRSRL  
00:16:20 - Progress to date  
00:19:00 - Scheme Summary 1 (North)  
00:22:20 - Bridge Layout  
00:25:00 - Scheme Summary 2 (South)  
00:27:03 - Other points  
00:28:30 - PRSRL Aerial View  
00:29:52 - Picts Lane Visualisation  
00:30:36 - Station Road Junction  
00:31:18 - Rail Bridge (South)  
00:32:29 - Rail Bridge (North)  
00:34:39 - Timescale  
00:36:15 - Feedback & Links / End of Presentation  
00:37:40 - Q&A Session Begins  
02:18:43 - Live Event End

We have also [recorded a follow up presentation](#) ([https://youtu.be/K\\_6s8cziT0k](https://youtu.be/K_6s8cziT0k)) covering the remaining questions not answered on 23 November 2021.

## How to provide feedback

Please submit your feedback on the design of the PRSRL scheme in one of the following ways:

- complete the online feedback form using the link at the end of the page



- complete and return the [printed feedback form \(PDF, 0.25MB\)](#)  
([user\\_uploads/prsl-project-consultation-2021-feedback-form---printed-version-2.pdf](#))
- email us on [hitmailbox@buckinghamshire.gov.uk](mailto:hitmailbox@buckinghamshire.gov.uk)  
([mailto:hitmailbox@buckinghamshire.gov.uk?subject=Princes%20Risborough%20Southern%20Road%20Link%20\(PRSL\)%20project%20Consultation%202021](mailto:hitmailbox@buckinghamshire.gov.uk?subject=Princes%20Risborough%20Southern%20Road%20Link%20(PRSL)%20project%20Consultation%202021))
- write to us at PRSL Consultation, Highways Infrastructure Projects Team, Buckinghamshire Council, Floor 7, Walton Street Offices, Walton Street, Aylesbury, HP20 1UY

If you know someone who might need the feedback form in another format, please email us on [hitmailbox@buckinghamshire.gov.uk](mailto:hitmailbox@buckinghamshire.gov.uk)  
([mailto:hitmailbox@buckinghamshire.gov.uk?subject=Princes%20Risborough%20Southern%20Road%20Link%20\(PRSL\)%20project%20Consultation%202021](mailto:hitmailbox@buckinghamshire.gov.uk?subject=Princes%20Risborough%20Southern%20Road%20Link%20(PRSL)%20project%20Consultation%202021)) or phone us on 01296 382416.

**Please submit your feedback by 12 December 2021.**

## What happens next?

Once the public consultation period is closed, we will review the comments and decide if we need to make any changes to the initial design and planning application.

Anonymised feedback will be shared with our appointed consultants for the purpose of reviewing and assessing the responses to this consultation, as part of a Statement of Community Involvement. We propose to submit a full planning application from early 2022.

Dependent on the outcome of the planning application, expected by summer 2022, the scheme design and discharge of planning conditions is estimated to be completed by late 2022 to early 2023. Following that, the main construction works should begin from autumn 2023 and be completed by summer 2025.

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### ▼ Estimated timescale of the project

Depending on the outcome of the consultation and future planning application, this timescale is subject to change.

- Autumn 2021 - Completion of preliminary design and planning application preparation
- Late 2021 to early 2022 - Public consultation followed by submission of a full planning application
- Late 2021 to early 2022 - Commencement of land negotiations and acquisition.
- Spring 2022 to summer 2022 - Statutory planning consultation and planning application determination
- Late 2022 to early 2023 - Completion of scheme design and discharge of planning conditions.
- Summer 2023 - Land acquisition and agreements complete
- Autumn 2023 - Start of construction work
- Summer 2025 - End of construction work

## Receive project updates

To keep you up to date with the project, we update the [PRSRL project website \(https://www.buckinghamshire.gov.uk/prsrl/\)](https://www.buckinghamshire.gov.uk/prsrl/) and send out email bulletins at key stages.

You can [read previous bulletins online \(https://us13.campaign-archive.com/home/?u=bc79f55f265b8ed1076e6f7cd&id=5d895f6730\)](https://us13.campaign-archive.com/home/?u=bc79f55f265b8ed1076e6f7cd&id=5d895f6730) and [sign up \(https://buckinghamshire.us13.list-manage.com/subscribe?u=bc79f55f265b8ed1076e6f7cd&id=5d895f6730\)](https://buckinghamshire.us13.list-manage.com/subscribe?u=bc79f55f265b8ed1076e6f7cd&id=5d895f6730) to receive future email updates.


## Privacy

We will use the information you provide here only for the purpose of this consultation. We will keep the information confidential and store it securely, in line with data protection laws and will not share or publish any personal details. For more information about data and privacy, please see our [Privacy Policy \(https://www.buckinghamshire.gov.uk/your-council/privacy/privacy-policy/\)](https://www.buckinghamshire.gov.uk/your-council/privacy/privacy-policy/).

If you have questions, please email us on [dataprotection@buckinghamshire.gov.uk](mailto:dataprotection@buckinghamshire.gov.uk) (<mailto:dataprotection@buckinghamshire.gov.uk>) or write to our Data Protection Officer at Buckinghamshire Council, The Gateway, Gatehouse Road, Aylesbury, HP19 8FF.

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## Related

 [PRSRL project consultation 2021 feedback form - Printed version \(https://yourvoicebucks.citizenspace.com/highway-projects/prsrl-feedback/supporting\\_documents/PRSRL%20project%20consultation%202021%20feedback%20form%20%20Printed%20version.pdf\)](https://yourvoicebucks.citizenspace.com/highway-projects/prsrl-feedback/supporting_documents/PRSRL%20project%20consultation%202021%20feedback%20form%20%20Printed%20version.pdf)  
252.9 KB (PDF document)

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### Interests

Transport Roads & parking

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### Share



(<http://twitter.com/share?url=https%3A%2F%2Fyourvoicebucks.citizenspace.com%2Fhighway-projects%2Fprsrl-feedback%2F&text=Have+a+look+at+this+consultation+from+%23citizenspace%3A>)



(<https://www.facebook.com/sharer/sharer.php?u=https%3A%2F%2Fyourvoicebucks.citizenspace.com%2Fhighway-projects%2Fprsrl-feedback%2F>)

[Accessibility \(https://yourvoicebucks.citizenspace.com/accessibility\\_policy/\)](https://yourvoicebucks.citizenspace.com/accessibility_policy/)

[Cookies \(https://yourvoicebucks.citizenspace.com/cookie\\_policy/\)](https://yourvoicebucks.citizenspace.com/cookie_policy/) [Privacy \(https://yourvoicebucks.citizenspace.com/privacy\\_policy/\)](https://yourvoicebucks.citizenspace.com/privacy_policy/)

[Help / feedback \(https://yourvoicebucks.citizenspace.com/support/\)](https://yourvoicebucks.citizenspace.com/support/)



## **Appendix C      PRSRL Project Online Feedback Form**



## **Princes Risborough Southern Road Link (PRSRL) project Consultation 2021**

**Opens:** 19 November 2021

**Closes:** 12 December 2021

**Contact:** Highway Infrastructure Projects Team  
01296 382416  
[hitmailbox@buckinghamshire.gov.uk](mailto:hitmailbox@buckinghamshire.gov.uk)

### **Overview**

The Princes Risborough Southern Road Link (PRSRL) project is the first phase of the Princes Risborough relief road, which is to be built in three phases to support the expansion of the town. The Wycombe Local Plan, which was adopted in 2019, allocates around 2,500 new homes in Princes Risborough through a major expansion to the north west of the town.

A Capacity and Delivery Plan for the local plan was adopted as a Supplementary Planning Document (SPD) in March 2021 to address in more detail the issues and constraints that will need to be carefully taken into account when delivering the relief road.

The road will provide a complete alternative route to the existing A4010 and will connect the expansion area with the town. It is a key piece of infrastructure which will support delivery of new homes and relieve congestion on existing roads.

Following a successful bid by Buckinghamshire Council, the first phase of the new relief road is being supported by £12 million from Homes England (a government agency).

This consultation asks for feedback on the design of the PRSRL scheme before the submission of a full planning application.

### **Design consultation**

Phase one of the works involves constructing new highway and widening over an 800m stretch of road to enable two-way traffic flow.

At the northern end of phase one, the scheme includes a new railway bridge on Summerleys Road, improving the current one-way traffic flows under the existing bridge.

The southern end of the scheme will include a new traffic light-controlled junction at Summerleys Road, Station Road, Station Approach and new link road connecting to Picts Lane.

## **Proposed route road alignment and landscaping**

The scheme includes:

1. Construction of a new section of road to connect to the future Princes Risborough expansion area and relief road.
2. New junction connecting the existing Summerleys Road to the new road alignment.
3. New railway bridge west of the existing southern Summerleys Road rail bridge to allow increased headroom and two-way traffic flow.
4. Existing railway bridge on Summerleys Road will be retained, along with the section of highway. This will be used to create a pedestrian/cycle route and residents only access for vehicles.
5. New traffic light-controlled junction with pedestrian crossing connecting Summerleys Road, Station Road, Station Approach and the new Link Road.
6. New link road connecting Summerleys Road to Picts Lane. Including enhancements to existing watercourse and provision of new swales to aid the flow of flood water. There will also be provision of sustainable drainage solutions to provide additional surface water storage.

## **Scheme visualisations**

The following scheme visualisations are able to view on the Princes Risborough Southern Road Link (PRSRL) project consultation 2021 page at <https://yourvoicebucks.citizenspace.com/>.

1. View looking south of the new Summerleys Road railway bridge
2. View looking north along Summerleys Road towards railway bridge
3. View looking south of the new junction with Station Road and Station Approach
4. View north approaching the new signalised junction with Station Road and Station Approach
5. Aerial view looking north from Picts Lane of the whole PRSRL scheme

## **Future phases**

In the future, phase one will connect to phase two of the relief road through the expansion area.

Phase 3 involves two main sections. To the north there will be a new junction at Grove Lane, Little Kimble connecting the B4009 to the A4010. The B4009 will be upgraded.

To the south, phase one at Picts Lane will be connected to the A4010 via a proposed new road, known as the Culverton Link Road.

## Related documents

The following documents are available on the Princes Risborough Southern Road Link (PRSRL) project consultation 2021 page at <https://yourvoicebucks.citizenspace.com/>.

- PRSRL project map
- PRSRL project shared footway and cycleway map
- PRSRL project consultation leaflet
- Princes Risborough expansion area phasing plan

## Live online event

We are hosting a live presentation followed by an online question and answer session on Tuesday 23 November 2021 from 6pm to 7.30pm.

If you would like to take part, please email us on [hitmailbox@buckinghamshire.gov.uk](mailto:hitmailbox@buckinghamshire.gov.uk) and we will send you an email invitation.

To help us answer questions effectively and make best use of the time, please email your questions in advance wherever possible.

After the event, we will also make the live presentation recording available at <https://yourvoicebucks.citizenspace.com/>.

## How to provide feedback

Please submit your feedback on the design of the PRSRL scheme in one of the following ways:

- complete the online feedback form at <https://yourvoicebucks.citizenspace.com/>
- complete the printed feedback form below and post it to PRSRL Consultation, Highways Infrastructure Projects Team, Buckinghamshire Council, Floor 7, Walton Street Offices, Walton Street, Aylesbury, HP20 1UY
- email us on [hitmailbox@buckinghamshire.gov.uk](mailto:hitmailbox@buckinghamshire.gov.uk), Subject: PRSRL Consultation Response
- write to us at PRSRL Consultation, Highways Infrastructure Projects Team, Buckinghamshire Council, Floor 7, Walton Street Offices, Walton Street, Aylesbury, HP20 1UY

If you know someone who might need the feedback form in another format, please email us on [hitmailbox@buckinghamshire.gov.uk](mailto:hitmailbox@buckinghamshire.gov.uk) or phone us on 01296 382416.

**Please submit your feedback by 12 December 2021.**



## **What happens next?**

Once the public consultation period is closed, we will review the comments and decide if we need to make any changes to the initial design and planning application. Anonymised feedback will be shared with our appointed consultants for the purpose of reviewing and assessing the responses to this consultation, as part of a Statement of Community Involvement. We propose to submit a full planning application from early 2022.

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## **Estimated timescale of the project**

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- Summer 2025 – End of construction work

## **Receive project updates**

To keep up to date with the project, we will update our project website and sent out email bulletins at key stages. More information at <https://yourvoicebucks.citizenspace.com/>.

## **Privacy**

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If you have questions, please email us on [dataprotection@buckinghamshire.gov.uk](mailto:dataprotection@buckinghamshire.gov.uk). or write to our Data Protection Officer at Buckinghamshire Council, The Gateway, Gatehouse Road, Aylesbury, HP19 8FF.

# Consultation feedback form

## About you

### 1. Which of these categories describes you? (Select all that apply)

- ☐ Living in Princes Risborough
- ☐ Living in Buckinghamshire (but not in Princes Risborough)
- ☐ Employed in Buckinghamshire
- ☐ Representing a business in Buckinghamshire
- ☐ Representing a community group in Buckinghamshire
- ☐ Elected representative in Buckinghamshire
- ☐ Other (please give details below):

### 2. If you are responding to this consultation on behalf of a business or community group, please provide the name of the business or community group:

### 3. Please provide your postcode:

If you are responding on behalf of a business or community group, please provide the details for the business or community group.

By providing us with your postcode, you are consenting for us to use this information to understand where respondents live or work.

If you do not consent to us using this information in this way, please do not provide your postcode.

## Princes Risborough Southern Road Link (PRSRL) project

\*indicates a mandatory question

- 4. To what extent do you support or oppose the proposed design for a new link road connecting the Princes Risborough Expansion Area (PREA) to Summerleys Road south of the main railway line (location 1 on project map)?\***

- ☐ Strongly support
- ☐ Support
- ☐ Neither support or oppose
- ☐ Oppose
- ☐ Strongly oppose
- ☐ I don't know

Please tell us why you support or oppose the proposed design:

- 5. To what extent do you support or oppose the proposed design for a new junction connecting the future relief road to Summerleys Road to the north of the Princes Risborough to Aylesbury railway line (location 2 on project map)?\***

- ☐ Strongly support
- ☐ Support
- ☐ Neither support or oppose
- ☐ Oppose
- ☐ Strongly oppose
- ☐ I don't know

Please tell us why you support or oppose the proposed design:

**6. To what extent do you support or oppose the proposed design for a new rail bridge on land west of the existing Summerleys Road rail bridge (location 3 on project map)?\***

- ☐ Strongly support
- ☐ Support
- ☐ Neither support or oppose
- ☐ Oppose
- ☐ Strongly oppose
- ☐ I don't know

Please tell us why you support or oppose the proposed design:

**7. To what extent do you support or oppose the proposed design to retain the re-routed section of Summerleys Road as a shared pedestrian and cycle route, and residents only access for vehicles (location 4 on project map)?\***

- ☐ Strongly support
- ☐ Support
- ☐ Neither support or oppose
- ☐ Oppose
- ☐ Strongly oppose
- ☐ I don't know

Please tell us why you support or oppose the proposed design:

**8. To what extent do you support or oppose the proposed design for a new traffic light-controlled junction, including pedestrian crossings, at Summerleys Road, Station Road, Station Approach, and the new link road (location 5 on project map)?\***

- ☐ Strongly support
- ☐ Support
- ☐ Neither support or oppose
- ☐ Oppose
- ☐ Strongly oppose
- ☐ I don't know

Please tell us why you support or oppose the proposed design:

**9. To what extent do you support or oppose the proposed design for a new link road connecting Summerleys Road to Picts Lane (location 6 on project map) including enhancements to the watercourse and provisions of new swales to aid the flow of flood water?**

- ☐ Strongly support
- ☐ Support
- ☐ Neither support or oppose
- ☐ Oppose
- ☐ Strongly oppose
- ☐ I don't know

Please tell us why you support or oppose the proposed design:

**10.To what extent do you support or oppose the proposed design to include shared footpaths and cycle paths along the Princes Risborough Southern Road Links (PRSRL) scheme?\***

- ☐ Strongly support
- ☐ Support
- ☐ Neither support or oppose
- ☐ Oppose
- ☐ Strongly oppose
- ☐ I don't know

Please tell us why you support or oppose the proposed design:

**11.If you have any other comments about the design of the Princes Risborough Southern Road Links (PRSRL) project, that you have not already told us about, please tell us here:**

## About the PRSRL project and consultation

**12.If there is anything else you would like to know about the PRSRL project, please tell us here:**

We will use feedback to review and update the information on the PRSRL project website

**13.If you would like to receive email bulletin updates about the Princes Risborough Southern Road Links (PRSRL) project from Buckinghamshire Council, please provide your email address:**

By providing us with your email address, you are consenting to us contacting you about project updates and information for Princes Risborough Southern Road Links only.

**14.How did you find out about this consultation? (Select all that apply)**

- ☐ Received a letter / leaflet
- ☐ Princes Risborough Southern Road Links project bulletin
- ☐ Buckinghamshire Council website or Your Voice Bucks site
- ☐ Buckinghamshire Council newsletter
- ☐ Local Community Board
- ☐ Social media
- ☐ Local newspaper
- ☐ Parish / Town Council
- ☐ Word of mouth
- ☐ Other (please give details below):



**15. We would like to know about your experience responding to this consultation. To what extent do you agree or disagree with the following statements?**

<b>The consultation was:</b>	<b>Strongly agree</b>	<b>Agree</b>	<b>Neither agree or disagree</b>	<b>Disagree</b>	<b>Strongly disagree</b>	<b>I don't know</b>
easy to understand						
informative						
easy to respond to						

**End of feedback form**

**Thank you for completing the feedback form.**

Please return your completed feedback form by **Sunday 12 December 2021**. You can:

- email it to [hitmailbox@buckinghamshire.gov.uk](mailto:hitmailbox@buckinghamshire.gov.uk), Subject: PRSRL Consultation Response
- Post it to PRSRL Consultation, Highways Infrastructure Projects Team, Buckinghamshire Council, Floor 7, Walton Street Offices, Walton Street, Aylesbury, HP20 1UY

If you need the feedback form in another format, please email us on [hitmailbox@buckinghamshire.gov.uk](mailto:hitmailbox@buckinghamshire.gov.uk) or phone us on 01296 382416.