



Princes Risborough Southern Road Link (PRSRL)

Pre Planning Consultation FAQs

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1. Executive summary

- 1.1 This document provides a summary of the PRSRL consultation results the project team received and our responses to common queries/concerns.
- 1.2 The project was consulted upon between 19th November and 10th December 2021, and 265 individual letters and brochures were issued to a targeted local area adjacent to the scheme, predominantly around Picts Lane/ Summerleys Road.
- 1.3 Many concerns focused on three key areas:
 - Viability of the road – queries / concerns over the wider strategy and Expansion Area
 - Concern over future increased traffic in the area and additional noise / air quality impacts
 - Concern over segregated cycle/footpath use

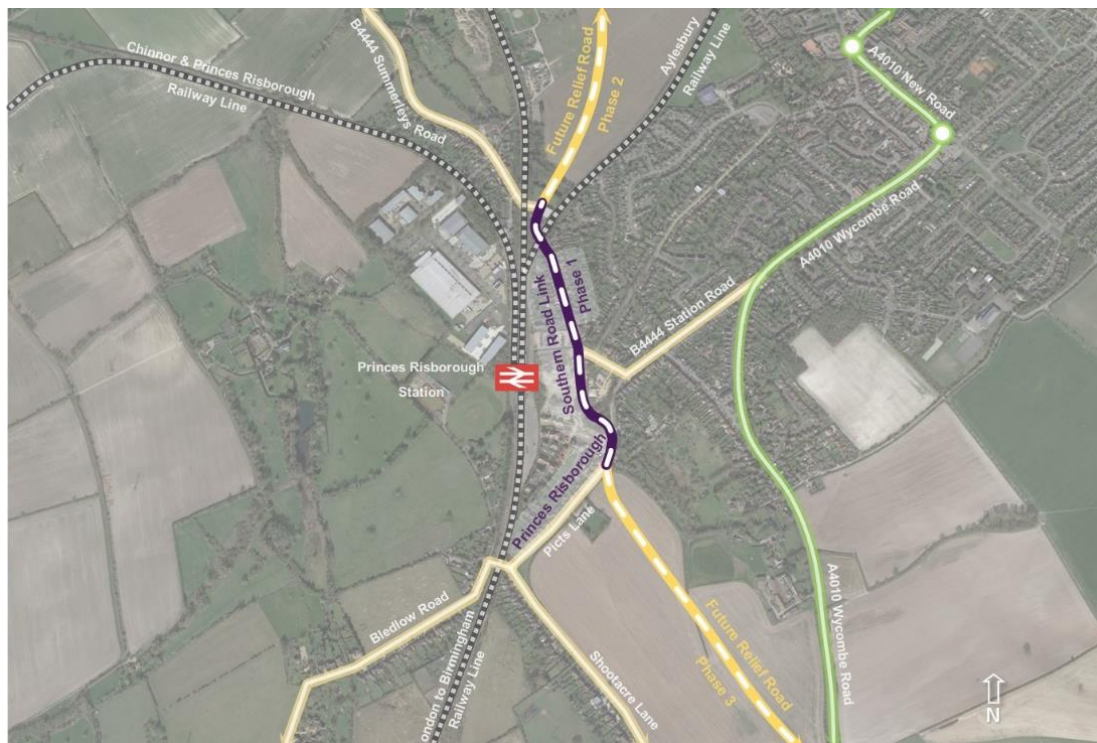


Figure 1 – Overview of consulted PRSRL Scheme

2. Consultation Responses

The project team have identified common queries, comments, and issues that were raised during the consultation process. These are grouped into themes and responses are set out below.

2.1 Strategic, context, and project background

a) **Why isn't the Council building a bypass around Princes Risborough instead?**

As part of the process of developing the approach to Princes Risborough and the evidence base for the Wycombe Local Plan, the Council commissioned consultants Jacobs in February 2016 to consider several different alignments for the relief road. [Princes Risborough Option Assessment Report \(Feb 2016, PDF, 5.10MB\)](#).

These included options further west of the town that bypassed Summerleys Road entirely (but not Shootacre lane). These options were found to be less preferable as they involved more cost, including more railway bridges, and the ability to leverage developer funding was much less strong (as the road would be little used by development traffic directly).

The preferred alignment that was adopted in the Local Plan was found to be more affordable, viable and deliverable than other options. The PRSRL forms the first phase of that preferred alignment.

[Wycombe District Council Topic Paper 6: Princes Risborough \(Oct 2017, PDF, 1.00MB\)](#)

b) **The project will increase traffic outside my home. What are you going to do to manage this?**

Infrastructure will be built in phases to ensure local traffic is not negatively impacted, and that infrastructure is in place at the right time to support the housing growth. The impacts will be assessed carefully as part of the planning process that considers planning applications for the new developments.

c) **Concerns over safety measures and increasing traffic on Shootacre Lane**

We will not be delivering interim safety measures as part of Phase 1. In the future, as the development comes forward, traffic flows are anticipated to increase steadily.

At which point, by Phase 3 of the expansion area, the Culverton Link road will be constructed. This is so that the cost and issues around interim works can be avoided as part of Phase 1. But the case for any further interim measures will be considered if the Culverton Link road is not going to be delivered in a timely manner by developers.

d) **Why are you not constructing the Culverton Link at the same time?**

The Council has a clear and recently adopted policy position set out in the local plan, and the Council's preferred approach to phasing and delivery of the expansion area is set out in the Princes Risborough Expansion Plan.

The costs associated with the delivery of necessary infrastructure are in line with the phasing of the housing development.

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

A future Culverton Link road will be delivered by developers and will be subject to a separate planning application. In the meantime, traffic flows will be monitored, and developers will need to ensure that suitable safety measures are provided in lieu of a new link road.

The construction of this link road is currently estimated to start in 2028/29. For more information about the Princes Risborough expansion area, please view the [Princes Risborough expansion area phasing plan \(PDF, 1.87MB\)](#)

2.2 Active & Sustainable travel

a) What provisions are being made for cycling and walking?

The project will construct a 3.5 metre wide shared footway/cycleway along the length of the scheme. This is combined with a 2 metre wide footway on the opposite side of the carriageway. This will provide a connection for pedestrians and cyclists to and from the expansion area to the railway station area.

The scheme will also connect to the Culverton Link proposed to the south of Princes Risborough. Plans of the scheme, including provisions for cycling and walking are available on the [project webpage](#).

b) What crossing facilities will be provided?

The scheme will feature toucan crossings at the new traffic light controlled junction on Summerleys Road/Picts Lane/Station Road/Station Approach. Providing pedestrians and cyclists formal crossing facilities in this location.

Informal crossing points have also been proposed at various locations to facilitate pedestrian movements along the proposed scheme. Plans of the scheme, including crossing facilities, are available on the [project webpage](#).

c) What are the widths of the shared cycleway/footways on PRSRL?

The shared cycleway/footway running along the PRSRL is currently proposed to be 3.5 metres wide.

d) The new shared use cycleway/footway does not meet specific LTN1/20 guidance?

The Council from the outset has sought to design a scheme that provides as much pedestrian and cycling provision as possible within the constraints of the highway where both sides of Summerleys Road have residential properties and associated accesses.

The project proposes a 3.5 metre wide shared footway/cycleway along the length of the scheme. This is combined with a new 2 metre wide footway on the opposite side of the carriageway. This will provide a connection for pedestrians and cyclists to and from the expansion area to the railway station area, and nearby properties.

An LTN1/20 segregated facility would require the Council to acquire a strip of frontage from many properties along Summerleys Road and Picts Lane, increasing the land take and cost of the scheme, further increasing the impact on nearby residents.

The proposed shared use route is a significant improvement on the existing pedestrian facility. Whilst not fully compliant with the latest guidance, it would nonetheless provide for the future needs of the expansion area and sustainable travel to the station. By avoiding an on carriageway cycling route the cycle/footway avoids the gradients associated with the new railway bridge.

The design provides a consistent width of cycle and footway provision along its length approx. 750 metres. Additional signage and markings will also be considered by the project team during the detailed design stage.

e) Does the new shared use cycleway/footway connect to the National Cycle Network?

The Council is aware of the existing cycle route 57 through the area. It is proposed that the existing route would be adjusted slightly with a minimal change to the overall distance. The new alignment would also utilise a new section of shared footway/cycleway between Summerleys Road and Picts Lane, improving access to the station especially.

Further coordination with [Sustrans](#) will take place as the detailed design progresses. Every effort will be made to minimise disturbance during construction and information will be publicised as construction progresses to ensure those potentially affected can plan accordingly.

In the future, the network will eventually link to the whole of the expansion area to the northeast and later phases of the relief road.

f) Extension of the shared use cycleway/footway to the nearby industrial estate?

While this would have benefits (as well as costs) this is not a requirement of the Local Plan. It is outside the project scope and so the proposed scheme does not extend beyond the northern (mainline) railway bridge on Summerleys Road.

2.3 Traffic congestion and modelling

a) Is there an updated traffic model for PRSRL?

The transport modelling for this scheme uses the Prince Risborough traffic model developed for the adopted Local Plan.

For more information about the process of preparing the Wycombe Local Plan, please see [Wycombe Local plan examination 2019: supporting evidence](#).

b) Are there defined routes for construction traffic?

Construction traffic will be set out in the Construction Traffic Management Plan (CTMP), which will need to be approved before construction can commence on the PRSRL.

However, it is not a requirement as part of the planning application. This is to ensure the views and responses received by the Authority during are taken into consideration.

We do expect the planning authority to make the CTMP a pre commencement condition, which will need to be formally discharged before works can begin.

The CTMP will be prepared after the planning consultation for approval following determination. The CTMP is linked to the construction programme and is developed as part of the detailed design phase, which is due to complete next Summer.

The construction team will take into account the types of road and what goods vehicles are needed to deliver the materials to site. Crucially, the PRSRL scheme needs to take into account the bridge height restrictions on Summerleys Road which means some traffic will have to use specific routes.

c) Where will construction compounds/depots be?

We have identified the former Sumitomo land (now owned by the Council) as the main site compound including material storage and bridge construction. It is anticipated there will be a satellite compound on the site adjacent to the railway station to store materials and provide welfare facilities to construction operatives when the link road is being constructed.

d) Have the new housing developments in Princes Risborough been considered in the development of modelling?

Yes, the transport model includes the growth as set out in the Wycombe Local Plan phasing and Supplementary Planning Document.

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. For more information about the process of preparing the [adopted Local Plan document](#), please see also [Wycombe Local plan examination 2019: supporting evidence](#).

The modelling information for Phase 1 is available as part of the Transport Assessment submitted with the planning application.

The Transport Assessment (TA) and associated traffic modelling has considered the impact on the transport network in and around Princes Risborough (see plan of study area below) and A4010. The assessment has tested the impact of the new relief road in the following scenarios.

- Scenario 1 – Addition of the Phase 1 of the relief road only
- Scenario 2 – Addition of Phase 1 and +412 Homes off Longwick Road
- Scenario 3 - All phases of the relief road and housing as part of the Princes Risborough expansion area development

2.4 Safety

a) What is the speed limit of this road and why?

The proposed speed limit of the PRSRL is 30mph. This is the same speed limit currently in place along Summerleys Road considering its residential locality. This speed limit was set in consultation with the planning department at Buckinghamshire Council.

b) I am concerned about the safety implications of crossing the main road.

The toucan crossing points will be positioned on the new traffic light-controlled junction accessing the railway station, meaning that vehicles will be stopped at a red light to allow pedestrians/cyclists to cross with no vehicular movements.

This will significantly reduce the risk of conflicts between drivers and pedestrians. The provision of a footway either side of the new road will allow pedestrians residents to travel along the route to use the new junction.

To the north, an informal crossing point, comprising of a traffic island and dropped kerbs will be installed, connecting the footway along Summerleys Road northbound towards Longwick.

c) Will there be conflicts between vehicles accessing properties along Summerleys Road and cyclists/pedestrians using the new shared facility?

Visibility of all road users is a key concern for the design. The design will consider localised solutions to minimise conflicts between road users. This includes the implementation of the 3.5 metre wide shared use facility providing sufficient space for pedestrians and cyclist to use at the same time. Where appropriate, signage and segregation will be utilised to highlight the route for all road users.

Drivers must have consideration for other road users, driving with due care and attention. Particularly when entering and leaving their properties across the proposed shared cycleway/footway.

2.5 Noise, pollution, and mitigation

a) Will the PRSRL scheme cause increased traffic?

Overall, yes, there will be an increase of traffic once the expansion area is completed. The expansion area is being planned to include improved infrastructure, road capacity and facilities to make cycling and walking attractive options for many local trips.

The PRSRL scheme (Phase 1), once complete in 2025 is not anticipated to result in significant increases in traffic volumes compared to existing levels. However, as the schemes' main function is to unlock the future expansion area and relief road, there will be a steady increase of traffic once housing associated with Phases 2 and 3 is delivered.

Please view the [Princes Risborough expansion area phasing plan \(PDF, 1.87MB\)](#)

b) What is being done to mitigate the noise impacts from the road?

The proposed PRSRL is not anticipated to see significant increases in noise levels upon its completion. The scheme design will include screening such as hedgerows and trees where possible. We are also engaging with owners and residents who are directly affected by the proposals.

However, it is recognised that as future phases of the development are delivered up to 2033 and beyond, vehicle numbers and subsequent noise levels are anticipated to increase as the road eventually becomes a complete alternative to the A4010.

There is guidance on compensation which some owners and residents may be entitled to. Find out how to [get compensation when a road affects your property's value](#).

If you think you are affected and haven't had a letter from us, please contact the project team via hitmailbox@buckinghamshire.gov.uk.

c) Will low noise surfacing be used on this scheme?

The scheme is not expected to benefit residents from the use of low noise surfacing due to the lower traffic speeds in a 30 mph zone.

Low noise surfacing is used for high speed roads, usually in excess of 50 mph and where tyre noise is significantly higher. A noise assessment has been carried out as part of the application and mitigation has been proposed as part of the landscaping proposals.

To minimise the impact, the project team is coordinating with the highway maintenance team to select the most appropriate road surfacing solution for this environment.

2.6 Landscaping, ecology, and green space

a) What provisions are being made for ecology and habitat loss?

We are aiming to mitigate the loss of any habitat on this project. This should result in increasing the habitat and habitat types available within the site boundary as much as possible. Tree Canopy coverage is anticipated to increase through the provision of new planting along the new road alignment.

The project team is working closely with the [Chiltern Rangers](#) as part of the design stage to identify opportunities and potential mitigations for habitat loss in the area. As well as identifying local areas for offsetting.

Unfortunately, we will need to remove specific trees and vegetation to construct the new railway bridge and link road. Affected trees are identified in the planning application.

b) Are you going to achieve a Biodiversity net gain?

There is limited available space within our planning boundary to offset the losses due to the construction of the road. We are identifying solutions to add native species grassland, woodland, shrub, hedgerows and trees to enhance existing the local environment.

Focusing on areas of land to the north of the new railway bridge, and the land either side of the proposed Picts Lane realignment. Existing vegetation will be preserved wherever possible. Where this cannot be provided within the site, and with the help of external groups such as [Chiltern Rangers](#), we will identify sites away from the scheme to offset the impacts of biodiversity loss.

2.7 Flood and drainage

a) Please explain how the road drainage works under the new bridge?

The road will be required to manage its own drainage within the boundary of the scheme. This will include the construction of a new pumping station on the Sumitomo site to manage foul and surface water flows under the new bridge. The details of the drainage solution will be outlined in the planning application for the scheme and designed in accordance with Environmental Agency (EA) and Lead Local Flood Authority (LLFA) guidance.

b) This area is defined as being within a flood zone. How will you manage to prevent flooding?

The project team has developed a flood and drainage proposal through a Planning Performance Agreement (PPA) with the planning authority. This takes into consideration the requirements of the Wycombe local plan including Environmental Agency (EA) and Lead Local Flood Authority (LLFA) hydraulic modelling and drainage requirements.

As the scheme cannot increase flood risk outside of its boundary as set out in the National Planning Policy Framework (NPPF). De-culverting of the existing water course adjacent to Picts Lane will provide enhanced flood alleviation to properties nearby and downstream.

2.8 Other design features

a) How will the project protect from light pollution?

The Street Lighting proposal has been prepared as part of the planning application. This follows the latest design specification provided by the Highways Authority and considers the proximity of the scheme to existing residents, the Area of Outstanding Natural Beauty (AONB) and local surveyed ecology to minimise the impact of the proposed lighting.

b) Will traffic lights be included on the PRSRL?

Traffic lights will be installed at the new Summerleys Road junction with Station Road, Station Approach and Picts Lane. These will include Toucan crossings required for pedestrian/cycling. The signal timings have been designed to manage forecast traffic growth once all the housing is delivered.

However, once the scheme is opened, the lights will be setup to manage expected traffic flows in the short term, being monitored and adjusted as the future phases of the expansion area are completed.

c) Choice of materials used for construction?

The project team will consider the choice of materials for the scheme given the proximity to the Chilterns and the existing residential environment.

The project team is also coordinating with the highway maintenance team to select the most appropriate materials for this environment and future maintenance requirements.

2.9 Land

a) Is any Land required to deliver this project?

Yes, the Council will need to acquire land from third parties to construct the scheme as proposed in the consultation. We contacted affected properties

The council is seeking to negotiate with any impacted landowners to reach agreement and has recently written to all those anticipated to be affected. To prevent a situation in which the council does not have access to all the land necessary to complete the project, the council will submit a Compulsory Purchase Order (CPO) under the Town & Country Planning Act to deliver this road alignment.

Where possible, we have mitigated the impacts to properties in our design by moving the road alignment away from them where possible.

In some circumstances, we will also need to temporarily acquire land for construction before returning it to the owner following completion of the scheme. This will be to enable properties to have continued access to use the new road alignment.

b) Is a Compulsory Purchase Order necessary?

As mentioned above, the Council will seek to reach a negotiated settlement with anyone impacted by the new road alignment where we required land. The council reserves the right to make a CPO to ensure the project can be delivered in a timely fashion.

Without this, the project risks not being able to acquire all the necessary land to construct the scheme. Buckinghamshire Council Cabinet recently approved this approach at the 9th November 2021 Cabinet.

c) What is a Side Roads Order?

A Side Roads Order (SRO) is a legal order made by the council to perform two functions:

- Notification to stop up existing highway that will be no longer used after the project is completed.
- to designate new road as public highway.

d) My property is affected by this project, what should I do?

Property owners affected by the scheme should have received a letter from the Council, giving guidance as to what to do next. If you think you are affected and haven't had a letter from us, please contact the project team via

hitmailbox@buckinghamshire.gov.uk.

To accommodate the new rail bridge on Summerleys Road, we will need to adjust the road levels and lower some residential accesses so that they align with the new road alignment. Most of the properties impacted, will maintain their existing land boundaries once the project is completed.

If your property was identified as being directly impacted by our project, you will have received a letter with additional information. We wish to engage directly with all impacted landowners at the earliest opportunity to re-assure and support them.

e) What are Sub-Soil Rights?

Properties adjacent to the highway may also be the owners of the sub-soil beneath the adopted highway up to the centreline of the carriageway, known as the ad medium filum rule.

When a highway alignment is adjusted the area of sub-soil may need to be adjusted as well. This is often undertaken through a legal process by agreement and should not impact your physical boundary.

f) What compensation or assistance is available for people who own properties impacted by the scheme prior to construction and once it completed?

There is guidance on compensation which some residents may be entitled to. Find out how to [get compensation when a road affects your property's value](#).

2.10 Planning Consultation

a) Where can I view the planning consultation for Phase 1?

All the documents and supporting studies are now available to view online as part of the planning consultation.

Wycombe Area Planning Portal <https://publicaccess.wycombe.gov.uk/idoxpa-web/>

To submit your representations to the planning team. This can be done by using the 'submit comments' form on the planning website (link above) or, in writing to Lucy Bellinger at Planning & Sustainability at the address below, or by e-mail to planning.wyc@buckinghamshire.gov.uk quoting the reference no. **22/06910/R9FULE**.

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