



South East Aylesbury Link Road (SEALR) Phase 2

Consultation Response Document

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Executive summary

This document provides a summary of the consultation results the project team received and our responses to common queries/concerns.

SEALR Phase 2 consultation

The South East Aylesbury Link Road (SEALR) Phase 2 consultation began on 1 February 2021 and ended on 26 February 2021. The project team hosted the consultation through the [SEALR webpage](#) and a separate SEALR Phase 2 page on [Your Voice Bucks](#). Plans of both Phases of the SEALR are available on the [project webpage](#). The project team additionally hosted a live Questions and Answers (Q&As) session during the evening of 15 February 2021. The recording of the live event is available online [here](#). 22 individual attendees joined the live event. Approximately 850 leaflets were distributed to nearby properties to inform them about the consultation.

Feedback form results summary

As part of the consultation process, the project team produced a feedback form which was hosted on our [Your Voice Bucks](#) page. The results from the feedback form can be viewed in full on the SEALR [project webpage](#).

To summarise, the feedback form produced the following key findings:

- There were 39 respondents in total to the online feedback form.
- The most frequent mode of travel around Aylesbury used by participants is either car or motorcycle, with walking being the second most popular mode.
- Nearly one third of respondents travel along Lower Road daily.
- 64% of respondents view traffic congestion in this part of southern Aylesbury as a huge problem.
- 72% of respondents either strongly agree or agree that an Aylesbury Orbital Link Road would improve traffic congestion in this part of Aylesbury.
- 69% of respondents either strongly support or support the construction of SEALR Phase 2.
- 64% of respondents support the construction of the second cycleway behind the grass embankment.

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.

1. Strategic, context, and project background

a. How does this project relate to HS2?

HS2 are building the Stoke Mandeville Relief Road (SMRR) which connects to the SEALR Phase 2/South West Aylesbury Link Road (SWALR) roundabout. SEALR Phase 2 was originally going to be built by HS2 as part of the SMRR and would have been a single

carriageway with no roundabout. Since this did not provide an adequate connection for the SWALR, Buckinghamshire Council will provide 450m of dual carriageway with a roundabout. This is known as the SEALR Phase 2 project. HS2 will still build the remaining SMRR. HS2 will contribute some funding towards SEALR Phase 2. A high-level plan showing Phase 1, Phase 2, the SMRR, and the SWALR is available [here](#).

b. Will SEALR be delayed if timescales for the Stoke Mandeville Relief Road slip?

If the Stoke Mandeville Relief Road (SMRR) is delayed by HS2, Buckinghamshire Council will continue to construct both phases of the SEALR. We will only open the SEALR Phase 2 once the SMRR is built. SEALR Phase 1 could be opened before the SMRR is built subject to the assessment of traffic conditions at that time.

c. The SEALR will not work in isolation.

Buckinghamshire Council's aspiration is to provide a full Aylesbury Orbital Link Road. The full Orbital Link Road is being delivered as a series of separate projects. Buckinghamshire Council is actively working to construct the SEALR and the Eastern Link Road (ELR). The Southern Link Road (SLR) and the South West Aylesbury Link Road (SWALR) are being delivered by private developers. Other sections of the Aylesbury Orbital Link Road are yet to be developed but form a main part of the Aylesbury Transport Strategy.

Both phases of the scheme will need to complete a Transport Assessment to demonstrate that it works in the forecasted opening year and the future. This is the case with all major planning applications.

d. What will happen to the Risborough Road after HS2 sever it?

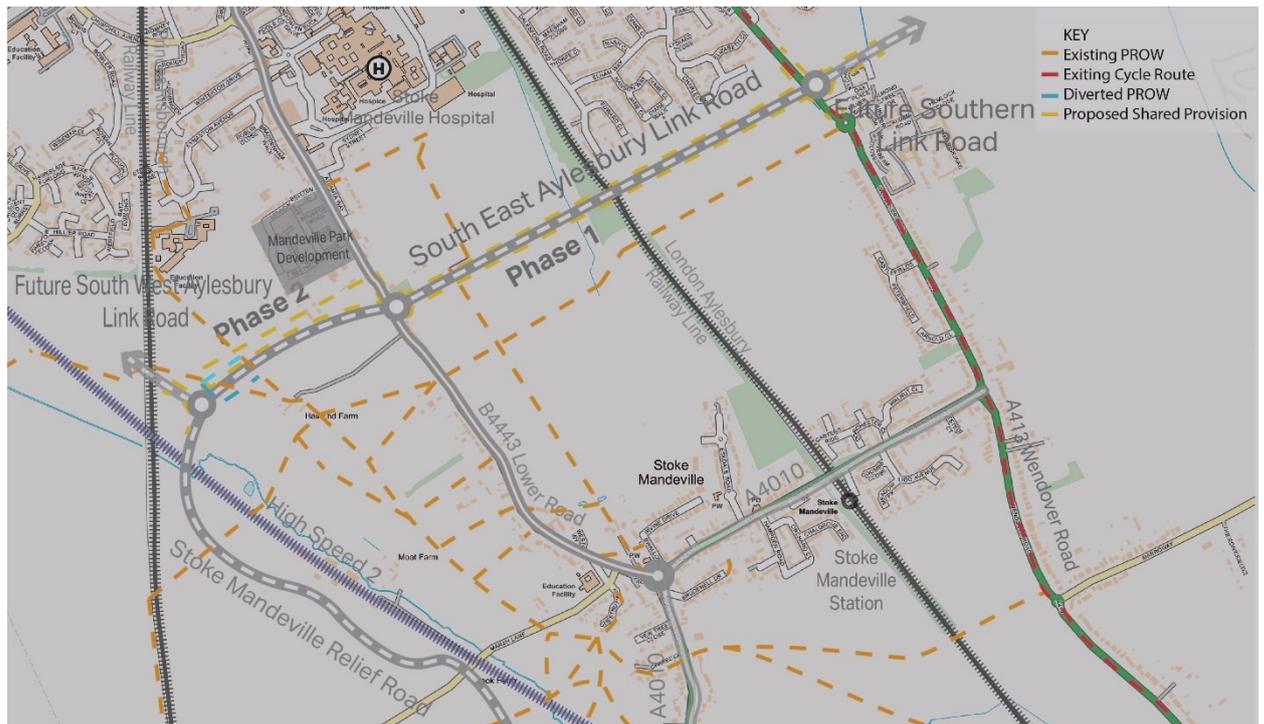
The Risborough Road will be stopped up as it is severed by the HS2 line itself. An underpass for cycling and walking will be provided in this location.

e. Why is there is no access for the nearby housing developments off the road.

The draft Vale of Aylesbury Local Plan (VALP) states that there will be no adjacent developments off the SEALR. The nearby Mandeville Park development to the north of Phase 2 already has two accesses off Lower Road. Any additional junctions to the SEALR (both phases) will constrain the performance of the road as a strategic route designed to take traffic away from the town centre.

f. I am concerned that the SEALR cuts Stoke Mandeville Parish in half.

The SEALR will provide several new roundabouts that will improve connectivity in Stoke Mandeville Parish. The project will provide additional cycling and walking infrastructure. Public Rights of Way impacted by either Phase of the SEALR will be diverted. The transport links provided by the SEALR, as well as the existing links, can be seen on the plan below.



1: This picture shows the transport links in Stoke Mandeville that are provided by the SEALR project. It also includes the existing transport links in the area around the project.

g. Can traffic calming measures be implemented on Station Road in Stoke Mandeville?

Traffic calming measures in Stoke Mandeville are not part of the SEALR project but this will be raised with Transport Strategy. The delivery of the SEALR and the Aylesbury Orbital Link Road will work to draw through traffic onto the new roads.

2. Active travel

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

SEALR Phase 2 will build a footway/cycleway to the north of the road. This will provide a connection for pedestrians and cyclists from Lower Road to the new roundabout as part of SEALR Phase 2. This will eventually provide access to the Aylesbury Garden Town 2 (AGT2) housing development planned for south-west Aylesbury. A second footway/cycleway route will be built. This second route will connect to the main pathway and run behind the grass embankment, connecting to the Mandeville Park development. The project team are currently in discussions with the Mandeville Park developers to design the tie-in for the footway/cycleway. Plans of the scheme, including provisions for cycling and walking, are available on the [project webpage](#).

b. When HS2 severs the Risborough Road, what provisions will be made for cycle access to Bishopstone and Longwick from Stoke Mandeville?

It is the Councils understanding that a bridleway underpass will be provided along the existing alignment of the A4010 Risborough Road subject to necessary approvals being

sought by HS2. This is set out in the HS2 Hybrid Act Environmental Statement. However for information relating to HS2 and works they are carrying out, including the severance of the Risborough Road, please contact HS2 directly at hs2enquiries@hs2.org.uk.

c. Will temporary routes be provided during for footpaths 16 and 17 to keep them open during construction?

The scheme will look to provide temporary routes where reasonably possible for footpaths 16 and 17.

d. The grass embankment should feature a cutting to allow easier pedestrian/cycle travel.

The grass embankment provides visual screening from the road and acts as a noise mitigation feature. Providing a cutting into the embankment compromises the embankments ability to act as a noise and visual barrier. Buckinghamshire Council have an obligation to ensure that SEALR Phase 2 deliver at least the same level of mitigation that HS2 would have provided if they were still building it. Providing a cutting into the embankment would prevent us from achieving this.

e. What crossing facilities will be provided?

An uncontrolled crossing will be provided at the approach to the SEALR Phase 2/South West Aylesbury Link Road (SWALR) roundabout. SEALR Phase 1 will feature a toucan crossing by the Lower Road roundabout. Plans of the scheme, including crossing facilities, are available on the [project webpage](#).

f. An underpass or overbridge would provide better crossing facilities.

We understand that an underpass or overbridge can appear a more desirable crossing facility, however, providing either structure would have considerable engineering issues due to the constraints of the area. An underpass would require significant drainage maintenance due to being below ground level by a floodplain. The visual impact of an overbridge on the Mandeville Park development would also need to be considered. Both options would have a significant cost implication that the project would currently not be able to afford. Additionally, both an underpass and an overbridge would require long ramps to ensure that it was Disability Discrimination Act (DDA) compliant, which would mean the project would need to buy more land as well as requiring planning permission. The crossings currently featured in the design must pass a Road Safety Audit (RSA) to ensure they are safe to use but they are a common way for pedestrians and cyclists to cross roads, including busy roads.

g. What are the widths of the pavements on SEALR Phase 2?

The pavement/cycleway on SEALR Phase 2 will be 3 metres wide.

h. Can the footway and cycleway be separated so that walkers and cyclists use different paths?

Doing so would mean the widths of the cycleway and footways would increase. On the northern cycleway, this would involve taking some of the species-rich grassland which is needed for to achieve 10% biodiversity net gain. The project is constrained by the Mandeville Park development to then north meaning further land cannot be taken to provide these wider paths. For the southern cycleway which runs alongside the route of the road, there is a similar issue. The grass embankment and the road alignment both prevent the footway/cycleway being separated further.

i. What are the provisions for north-south active travel, such as from Stoke Mandeville station to the hospital?

SEALR Phase 1 will provide a north-south crossing point for pedestrians travelling along Lower Road. This crossing is immediately east of the Lower Road roundabout on SEAR Phase 1. There will be space beneath the SEALR Phase 1 bridge for provision of a future link between Stoke Mandeville Station and Stoke Mandeville Hospital, but the SEALR project will not construct the link itself. This link would be for developers to deliver.

3. Traffic congestion and modelling

a. Is there an updated traffic model for Phase 2?

The transport modelling for this scheme will use the adopted Aylesbury Transport Model which was used for the recent Phase 1 planning application.

b. What is the expected reduction in traffic along Station Road in Stoke Mandeville?

Based on traffic modelling work that has been undertaken for Phase 1, traffic on Station Road is expected to be reduced by between 26%-65% (depending on which hour of the day is compared) by 2036. This will be further assessed as part of the process for creating a planning application for Phase 2. A further reduction in traffic is expected due to the delivery of Phase 2.

c. Are there defined routes for construction traffic?

Construction traffic will be set out in the Construction and Environment Management Plan (CEMP) for the scheme. When this is available, we will share it publicly.

d. Where will construction compounds/depots be?

This will be set out in the planning application for the scheme which is due for submission in summer 2021. This is currently being explored with our contractor.

e. More roads encourage greater road use and congestion. Has this been considered and what is the solution?

The requirement for the Aylesbury Orbital is to respond to existing congestion and projected growth. Alongside this, the Council are looking to introduce a range of sustainable travel schemes to deliver modal shift, details are set out in the Aylesbury Transport Strategy [here](#).

f. Have the new housing developments in Aylesbury been considered in the development of modelling?

Yes, the model includes the growth as set out in the draft Vale of Aylesbury Local Plan.

4. Safety

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

The proposed speed limit of this road is 40mph. This is the same speed limit as SEALR Phase 1, the Southern Link Road (SLR), and the Eastern Link Road (ELR). This speed is set in consultation with the planning departments at the Council.

b. I am concerned about the safety implications of crossing a dual carriageway.

The crossing points on SEALR Phase 1 and 2 are close to roundabouts, meaning that vehicles will not be travelling at full speed as they approach the crossings. Where required, these crossings are Toucan crossings. This approach has been approved by a Road Safety Audit (RSA) for Phase 1 of SEALR and will be subject to the same approvals for Phase 2

5. Noise, pollution, and mitigation

a. What is being done to mitigate the noise impacts from the road?

A 3 metre high embankment will be built to the north of the road, separating the road from the nearby Mandeville Park estate. This embankment will act as both noise and visual mitigation. We will plant the embankment with trees which will further provide landscaping and mitigation.

b. The road will generate litter from users which could end up in people's gardens.

We would ask all road users to comply with the law. The grass embankment will provide a barrier between the Mandeville Park housing estate and the road and litter picking is expected to be undertaken from time to time.

c. Will the road noise be audible in Stoke Mandeville?

Noise assessments will form a key part of the planning application for the scheme. Once this work is completed, links to the planning documentation will be shared via an e-bulletin.

6. Landscaping, ecology, and green space

a. Will the Council implement a planted embankment to shield the Mandeville Park development?

The project will put in place a 3m high planted embankment.

b. This proposal will create an 'urban sprawl' in the area.

SEALR Phase 2 features extensive landscaping proposals to ensure the area remains as green as possible. In addition, we are aiming to achieve a 10% net gain in biodiversity when delivering this project. This will mean that the ecological character of the area will be enhanced.

7. Flood and drainage

a. Please explain how the road drainage works.

The road will be required to manage its own drainage within the boundary of the scheme. The specific details of this will be provided in the planning application for the scheme.

b. This area is known to flood extensively. A raised road and the flood mitigation measures mentioned do not seem sufficient to prevent flooding.

The scheme will be required to carry out a thorough assessment of flooding as part of the planning application for the scheme which will be assessed by the LLFA. The scheme cannot increase flood risk outside of its boundary as set out in the National Planning Policy Framework (NPPF). Significant drainage ponds and features are planned as part of the scheme.

8. Other design features

a. How will the project protect from light pollution?

Lighting columns will only be installed at the roundabouts and on the approaches to the roundabouts. The grass embankment and the trees planted on it will provide some visual shielding from light.

b. Will the cycleway/footways be lit?

We will provide solar studs on the cycleway/footway. Solar studs are felt to provide adequate waymarking lighting without creating significant light pollution. This is in line with the SEALR Phase 1.

c. The signage on Lower Road roundabout should encourage drivers to use the SEALR and the wider Aylesbury Orbital Link Road. What signage is planned?

The Council is working on a full signage strategy for the Orbital route. This will encourage the use of the Orbital above routes.

d. Will traffic lights be included on the SEALR?

Traffic lights will not be included in either Phase 1 or Phase 2 except where required for pedestrian/cycling crossings.

9. Land

a. How much land has been procured for Phase 2?

We have not yet purchased any land for SEALR Phase 2.

b. What compensation or assistance is available for people who want to sell their house whilst construction is ongoing or 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](#).