

Lack of traffic surveys relating to safety and visibility

The site is located in a dangerous location just beneath the summit of the Chiltern Ridge. It only has one public entrance/exit which resulted in long dangerous queues forming in both directions. Cars had to perform dangerous overtaking manoeuvres or damage the verges to pass. Being on the National Cycle Route, cyclists were also forced to weave through the queues. The applicant will charge for all vehicles and proposes to operate an automatic barrier system. This can only slow the traffic flow even further, and with considerable housing development both past and planned, the queues can only get worse. The site is so small that cars manoeuvring and reversing within it posed a danger.

Council planners have ignored this problem.

Below is the Highways team problematic 2nd comment, dated 20 July 2020

Link to the planning application and the Highways consultee's 2nd comment:

https://publicaccess.buckscc.gov.uk/online-applications/files/A69B71DA14D194C3E8EA30409254D4E1/pdf/CM_0002_20-HIGHWAYS_-_2ND_RESPONSE-35353.pdf

There are several interesting points regarding the second response from the Highways team dated 20 July 2020 which has been put on the online planning record.

1. This report does not appear to have been disclosed before. Is this the first time that this report has been disclosed? Why was not disclosed earlier given that it recognises that **the whole basis for determining the application has changed**;
2. The letter refers to counsel's advice being that the application site should be considered on a "nil use" basis, with the Highways department amending its report. In view of the AONB policies and the Counsel's advice for a nil baseline, it effectively means that the site should be considered a virgin site, with regards to assessing the impact of traffic on the AONB.
3. The report appears to misconstrue the IN/OUT traffic flow. Anyone who has seen the site, will know that there are two levels, with a very significant height difference making it impossible for traffic to go from one level to the other and thus one entrance to the other. Therefore cars and the public go in and out through the same entrance. One is at a loss to understand the reports comment; "The existing site accesses appear sufficient in terms of its design and construction. Furthermore the two combine to form an 'In' and 'Out' system, which facilitates internal site movement and seeks to reduce instances of vehicle queueing on Wigans Lane."

Moreover, there are serious problems concerning visibility related to the two entrances to the site. These are readily apparent to those who use the lane.