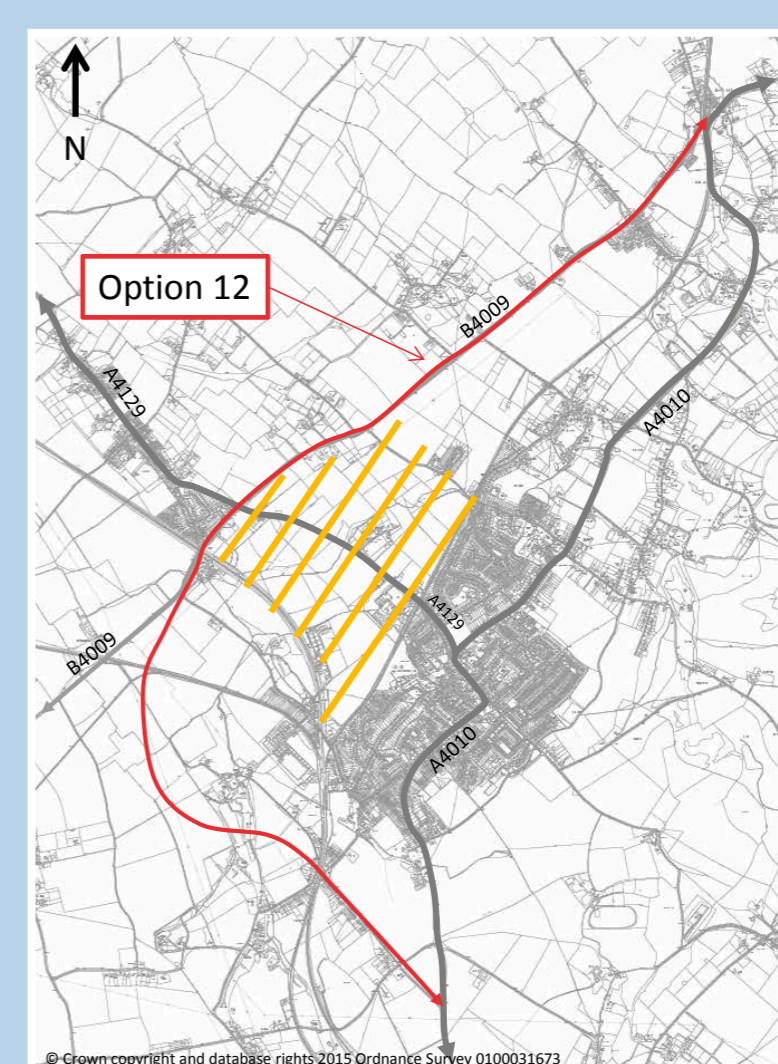
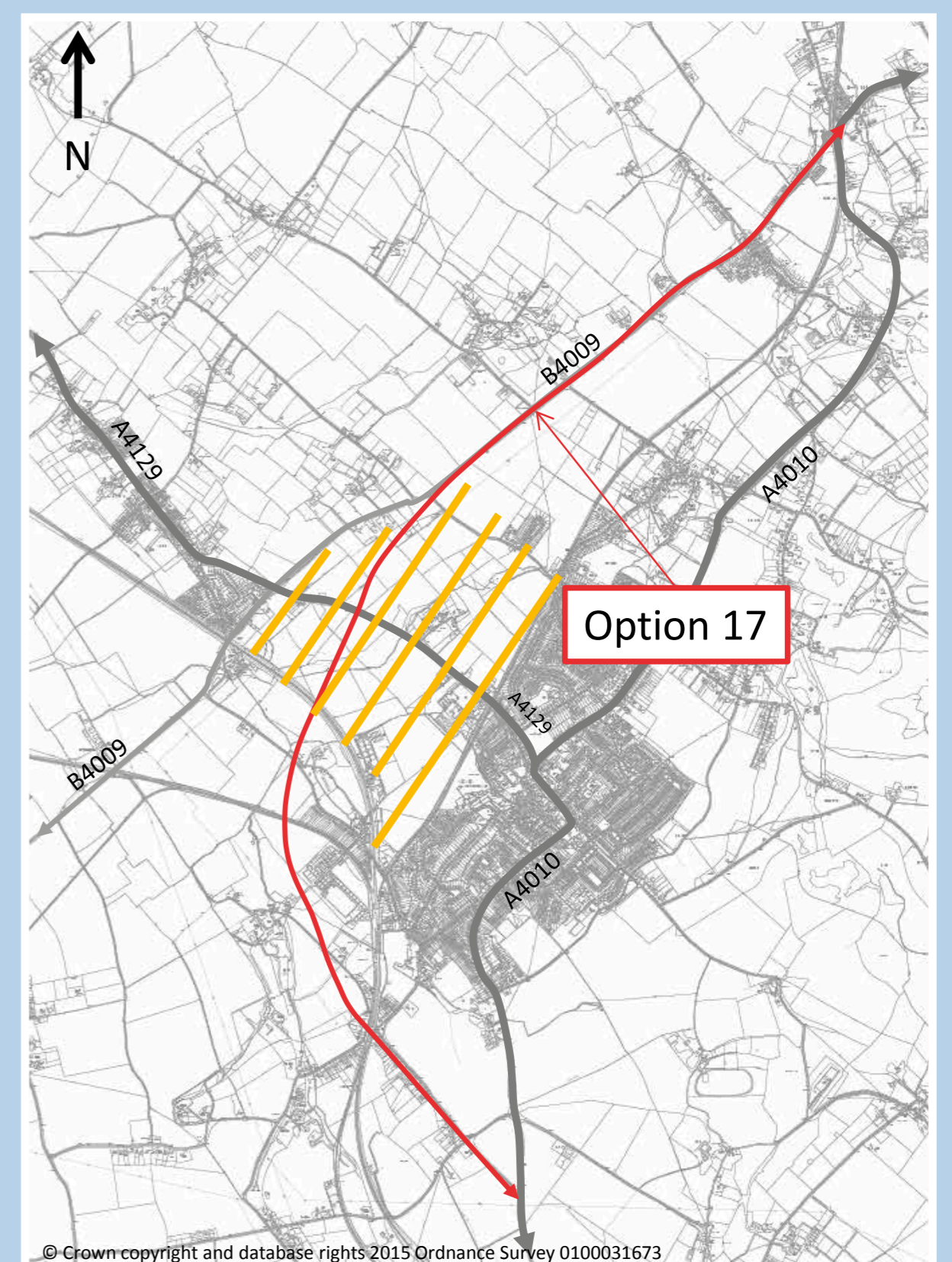
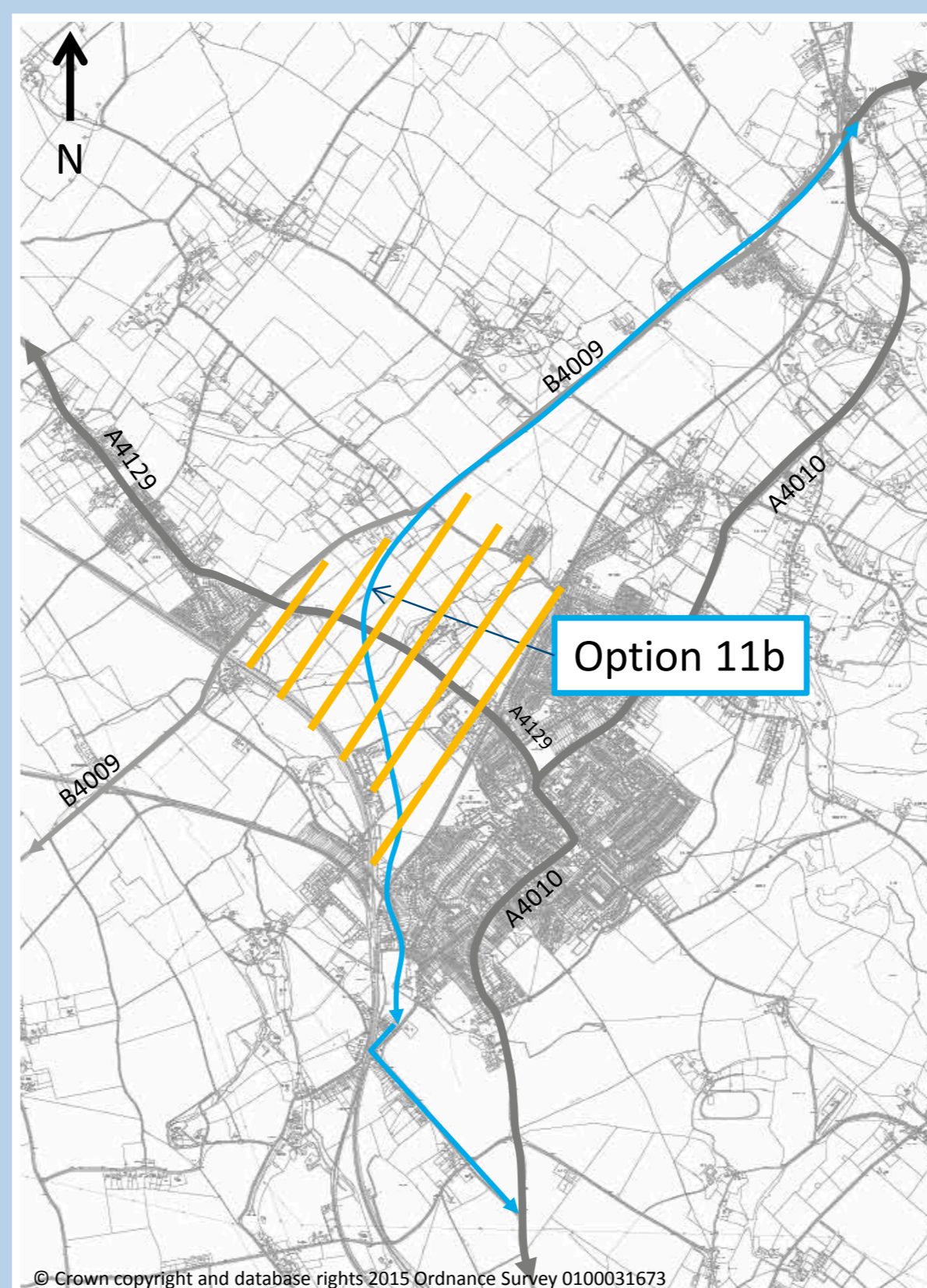


# Handling Traffic

## Alternative Route Options

The A4010 is a busy road and there would need to be a new road infrastructure to ease congestion on the existing road network and through the town. As the town grows it will need an alternative road route to increase highway capacity, serve the development and relieve traffic conditions in the town centre.

As part of the exploratory work we have commissioned an Options Assessment Report (Jacobs 2016) which tests a number of ways we could put in extra road capacity. A full business case assessment was undertaken on a final shortlist of four options (11b, 12, 15b and 17) to assess their overall economic benefit. This shows that Options 11b and 17 perform best.



Hatched area indicates the area of expansion

Table 1 - Shortlisted routes economic and risk factors

| Option number | Description                                     | Indicative cost | Number of railway crossings | Different railway lines to cross   | % of development traffic using road |
|---------------|---|-----------------|-----------------------------|------------------------------------|-------------------------------------|
| 11b           | 40 mph through-development route                | £53M            | 2                           | Aylesbury                          | 60%                                 |
| 15b           | Route as 11b but 30 mph                         | £53M            | 2                           | Aylesbury                          | 60%                                 |
| 12            | Wider bypass route to west of Horsenden         | £70M            | 4                           | Aylesbury<br>Birmingham<br>Chinnor | 13%                                 |
| 17            | Intermediate route passing to east of Horsenden | £78M            | 4                           | Aylesbury<br>Birmingham<br>Chinnor | 45%                                 |

Table 2 - Strategic impacts of road options

| Option number | Affordability | Deliverability | Performance | Environmental impact | Economic potential |
|---------------|---------------|----------------|-------------|----------------------|--------------------|
| 11b           | Yellow        | Yellow         | Green       | Yellow               | Yellow             |
| 15b           | Yellow        | Yellow         | Yellow      | Yellow               | Yellow             |
| 12            | Red           | Red            | Yellow      | Red                  | Red                |
| 17            | Red           | Red            | Green       | Red                  | Green              |

Road options 11b and 17 would deliver the most benefits for the town.

Option 17 also has a clear economic benefit in providing extra access to the expanded Princes Estate (Policy PRTP7) by linking it directly to the main road network. This could help the estate to attract inward investment and retain existing businesses. However, the costs are considerable, and it is not clear how those costs would be met.

At this point there are significantly greater risks associated with the delivery of Option 17.