



**Directorate for Communities
Highways and Technical Services**

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Sent by email to: clerk@longwickcumilmer.org.uk

13 May 2026

Estimate – Traffic Calming Measures in Longwick and Meadle

I refer to Longwick cum Ilmer Parish Council’s recent discussions with Buckinghamshire Council’s Commissioning team regarding traffic calming measures on A4129 Thame Road, Longwick, and gateway measures in Meadle. Please see below our estimate for these proposals ...

<p>DESIGN FEES: Detailed design by in-house team^[1]</p> <p><i>^[1] Application of BICS Principles, NI Uplift, & Financial Responsibility: The principles of Building Industry Consulting Services (BICS) shall apply to the delivery of this scheme. By electing to proceed, the Applicant acknowledges & accepts all financial risks associated with the application of BICS principles, including but not limited to any additional costs arising from design coordination, integration challenges, compliance obligations, & the application of the BICS and National Insurance (NI) uplift. The Applicant agrees that these additional costs shall be borne solely by them, & Buckinghamshire Council shall bear no financial liability for any consequences arising from the application of BICS principles or associated uplifts</i></p>	<p>£2,957.67</p>
<p>Subtotal</p>	<p>£2,957.67</p>
<p>WORKS COSTS:^[2]</p> <p>LONGWICK: Dragons Teeth and red surfacing with reinstated speed limit roundels on both entry points into the village; ten pairs of speed limit roundels laid next to speed limit repeater signs; introduction of red surfacing and informal crossing point, including dropped kerbs and tactile paving, adjacent to Wayfarers End. <i>(Dragons Teeth and speed roundels: £4,597.99 <u>excluding</u> traffic management; Informal crossing point (excluding red surfacing): £4,614.74 <u>including</u> traffic management); Red surfacing: £17,915.31 <u>excluding</u> traffic management)</i></p> <p>MEADLE: Dragons Teeth, nearside and offside Glasdon gates and red surfacing on both entry points into the village; SLOW markings and speed limit roundel reinstated on the eastbound approach. <i>(Gates: £7,074.87 <u>including</u> traffic management; Dragons Teeth: £1,579.30 <u>excluding</u> traffic management; Red surfacing: £3,149.32 <u>excluding</u> traffic management)</i></p> <p>^[2] See APPENDIX for assumptions and constraints regarding priced works</p>	<p>£27,128.04</p> <p>£11,803.49</p>
<p>Works Base Cost</p>	<p>£38,931.53</p>

CONTINGENCY ^[3] (allowance for unknown uncertainties): Contingency Allowance:	10%
<i>[3] Contingency: Adding a contingency against the Works Base Cost is standard industry practice for works on the highway. This is for unexpected items such as something in the ground, something relating to materials or other site conditions that cannot be foreseen. The contingency is consumed in most projects. It may be exceeded in exceptional circumstances such as works being aborted due to emergency utility works or inclement weather. Additional costs incurred exceeding the contingency allowance will need to be met by the applicant / project sponsor</i>	
Contingency Cost (% of Works Base Cost)	£3,893.15

TOTAL DUE:	£45,782.35
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This estimate is based on similar scheme costs over the last 12 months and make assumptions based on typical costs regardless of local factors. This estimate does not constitute a quotation, which would need to be formally sought from our contractors at the point we wish to commit.

If you wish to proceed with the estimate or have any questions or queries, please contact us at

[REDACTED]

We look forward to hearing from you. If we do not hear back by **Friday 12 June 2026**, then we will assume that the Parish Council does not wish to pursue the proposals.

Yours sincerely

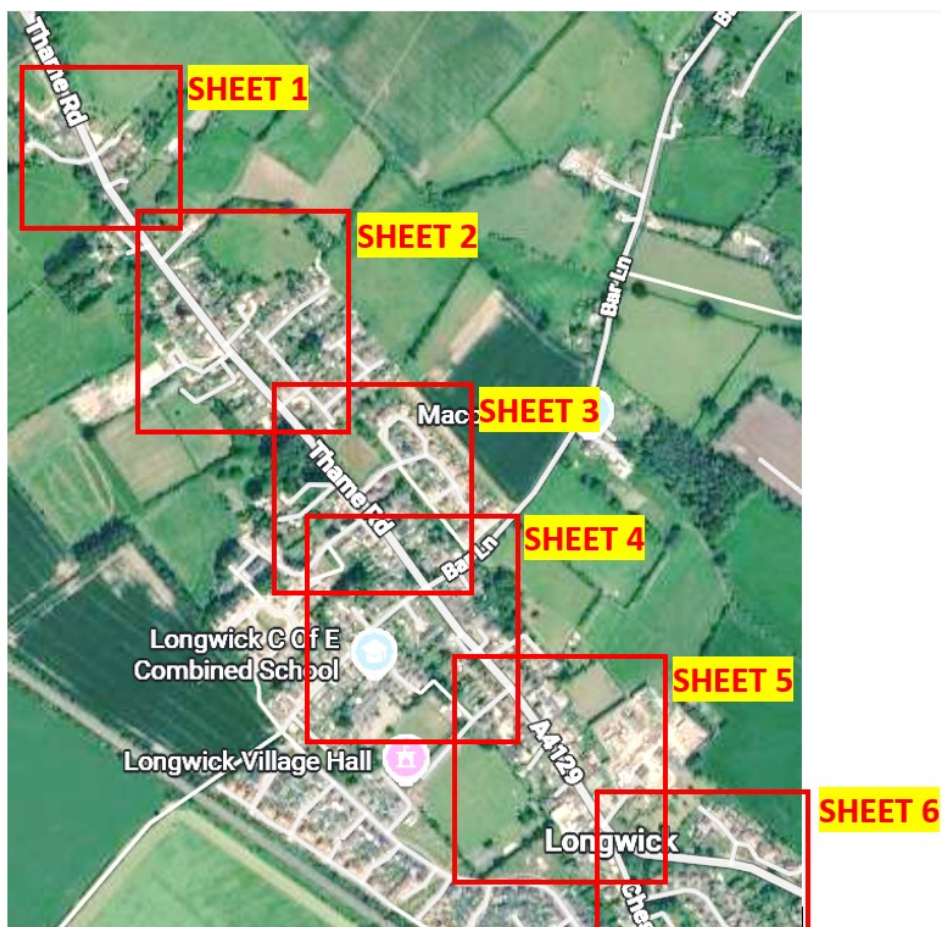
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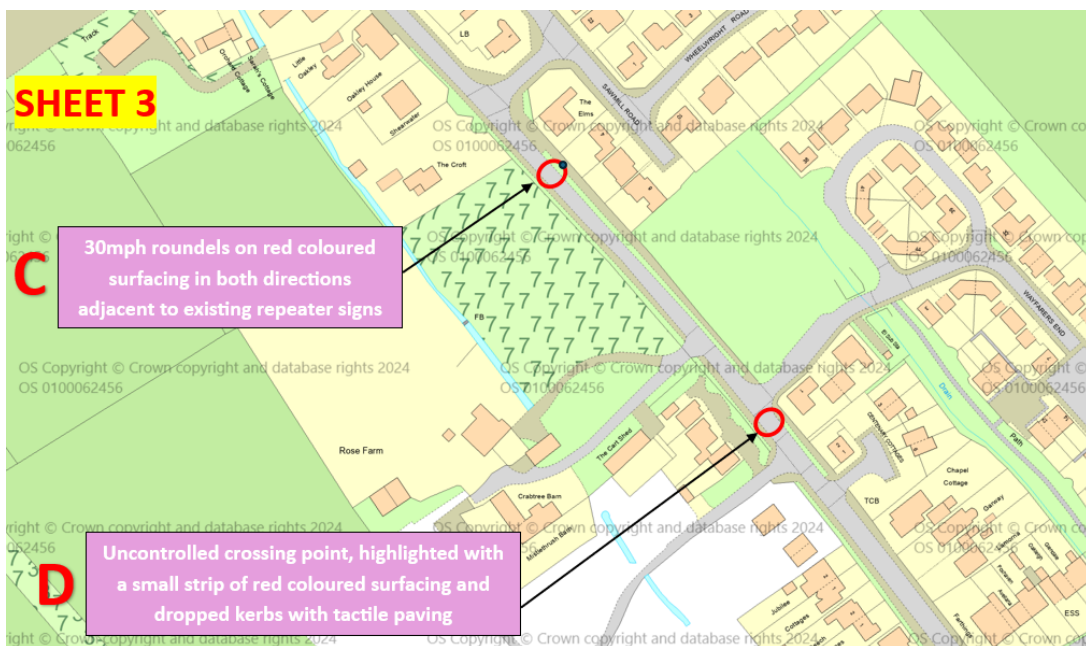
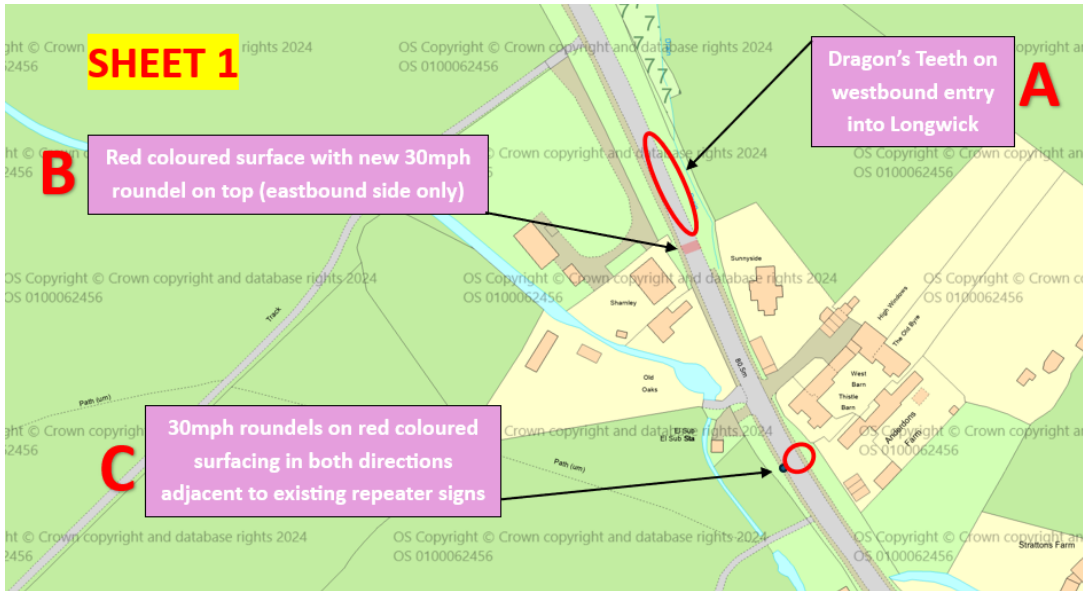
APPENDIX: Highways work Appraisal (including assumptions and constraints)

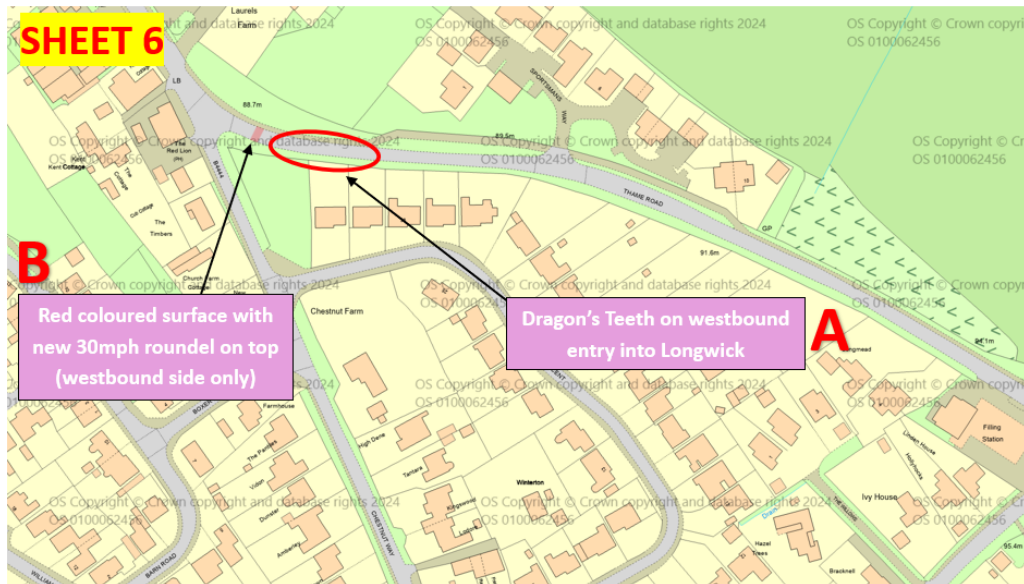
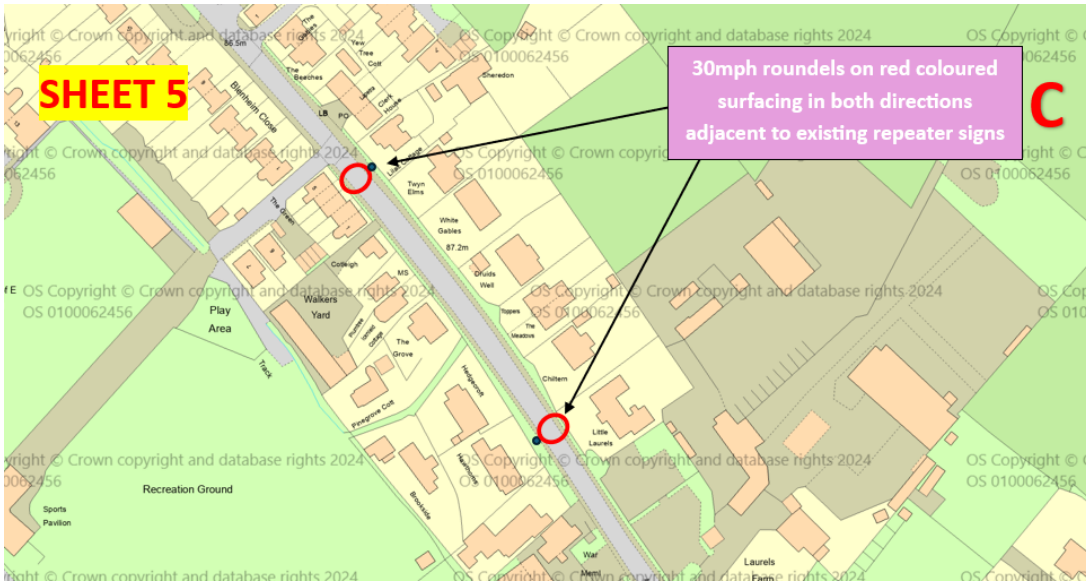
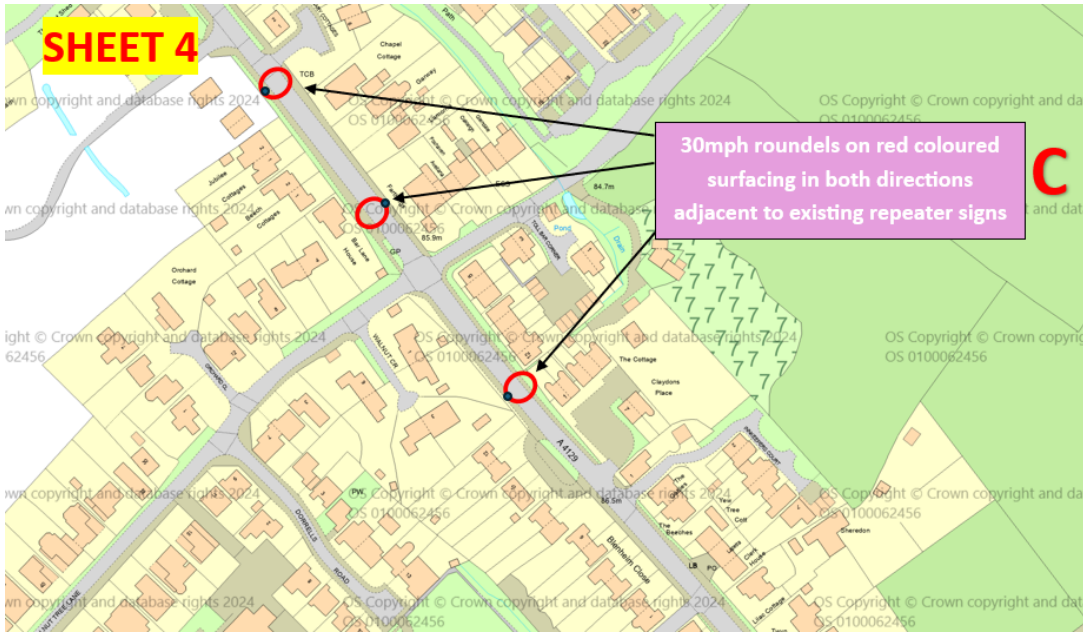
The estimate is based on proposals developed in correspondence and discussions between Longwick cum Ilmer Parish Council and Buckinghamshire Council's Commissioning team. The proposals consist of the following

LONGWICK

- A) 2 No. sets of Dragon's Teeth markings – one on westbound entry and one on eastbound entry into the village (see SHEET 1 and SHEET 6);
- B) 2 No. full carriageway width red coloured surfacing, with '30' mph speed limit roundels reinstated on top, at the start of the '30' mph speed limits on westbound and eastbound entries into the village (see SHEET 1 and SHEET 6);
- C) 20 No. (10 locations) '30' mph speed limit roundels backed with red coloured surfacing adjacent to the existing '30' mph speed limit repeater signs throughout the village (see SHEET 1, SHEET 2, SHEET 3, SHEET 4 and SHEET 5);
- D) 1 No. uncontrolled crossing, incorporating dropped kerbs and buff tactile paving, adjacent to Wayfarers End junction. Crossing point to be highlighted with red coloured surfacing (see SHEET 3)





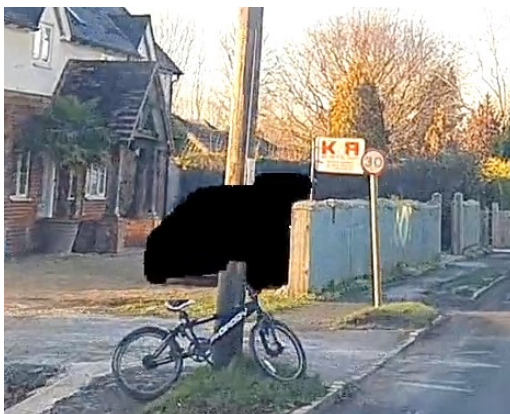


The following assumptions have been made; and constraints identified for the proposed works in Longwick;

- It is assumed that the carriageway is in good condition throughout. Poor carriageway condition (cracking, fretting, potholing, ravelling) could adversely affect the proposed road markings and coloured surfacing causing them to fail prematurely or not bond properly. **Existing carriageway condition will be assessed on site during detailed design stage once the estimate has been paid and funds received; and any required remedial action carried out prior to scheme installation.**
- The proposed red coloured surfacing will extend across the full width of the carriageway at both entry points into the village.
- On the eastbound approach, the red coloured surfacing is anticipated to be laid in line with the start of the '30' mph speed limit and be approximately 8.5 metres long to accommodate the reinstatement of the existing 7.5 metre high white '30' mph speed limit carriageway roundel on top.
- On the westbound approach, the red coloured surfacing is anticipated to be laid in line with the start of the '30' mph speed limit and be approximately 5 metres long to accommodate the reinstatement of the existing 4.3 metre high white '30' mph speed limit carriageway roundel on top.
- The proposed pairs of '30' mph roundels will be 4.3 metres high and laid centrally on 20 No. 2 metre wide x 5 metre long red coloured surfacing patches positioned centrally in each running lane adjacent to the existing 10 No. '30' mph speed limit repeater sign assemblies. **Alternatively, the 4.3 metre high '30' mph roundels could be laid directly on the carriageway surface, omitting the proposed red coloured surfacing patches - this would reduce works costs by approximately £10,000. See below images showing 4.3 metre high '30' mph roundels recently installed in Bledlow Ridge WITHOUT red coloured surfacing patches ...**



- **It is noted that the '30' mph speed limit repeater sign assembly outside 'Royston' (SHEET 2) has recently disappeared (see below images). This will need to be replaced.**



2 January 2026 - present

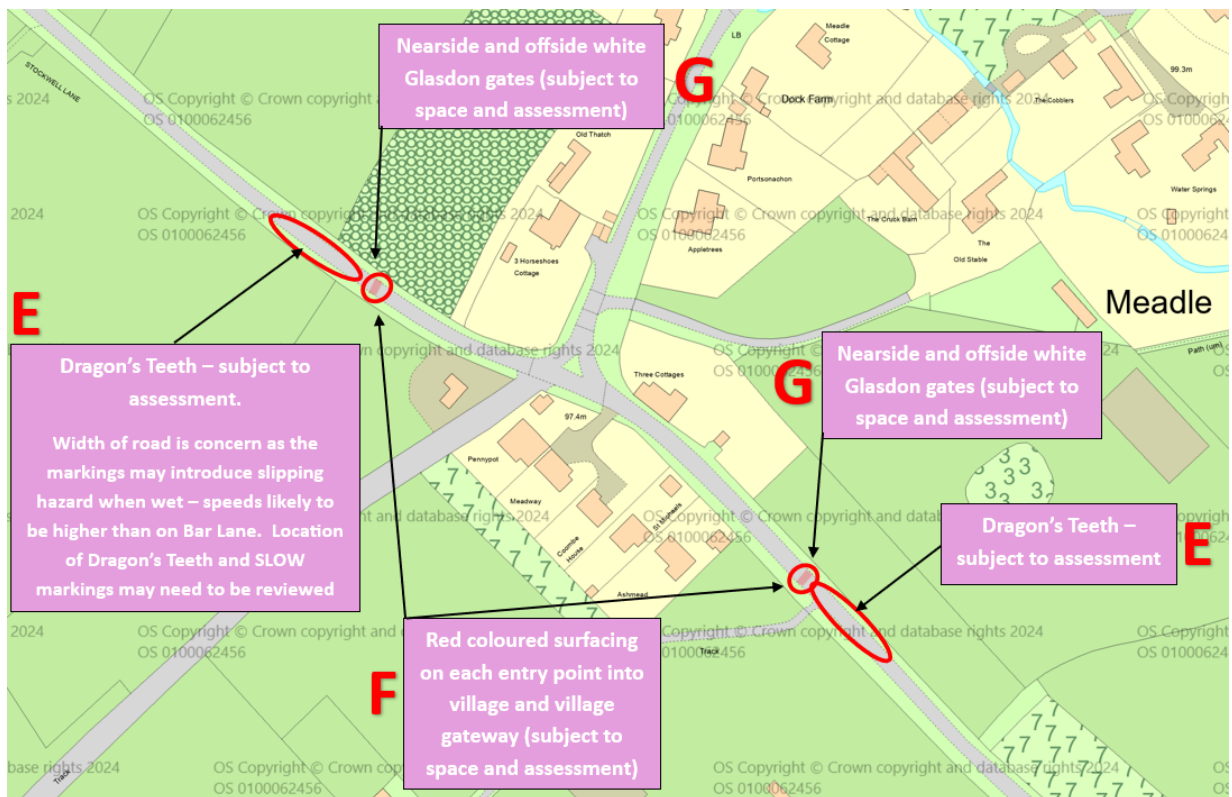


27 March 2026 - missing

- The uncontrolled crossing point (see D on SHEET 3), incorporating dropped kerbs and buff tactile paving, will be designed in accordance with Department for Transport’s [Inclusive Mobility. A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure](#). It will be 2 metres wide and highlighted with red coloured surfacing extending the full carriageway width.
- To ensure the safety of operatives and minimise disruption, the works - expected to take four days - will be carried out using two-way traffic light temporary traffic management under Monday – Friday 09.30-15.30 restricted working hours.
- The proposed highway works will be confirmed or amended as appropriate (e.g., due to site constraints / avoiding underground utility services etc) during detailed design stage and site visits once the Parish Council accepts the estimate and funds are received.

MEADLE

- E) 2 No. sets of Dragon’s Teeth markings – one on westbound entry and one on eastbound entry into the village;
- F) 2 No. full carriageway width red coloured surfacing on both eastbound and westbound entries into the village with ‘40’mph speed limit roundel reinstated on top on eastbound approach;
- G) 2 No. village gateway features installed on both eastbound and westbound entries into the village



The following assumptions have been made / constraints identified for the proposed works in Meadle ...

- It is assumed that the carriageway is in good condition throughout. Poor carriageway condition (cracking, fretting, potholing, ravelling) could adversely affect the proposed road markings and coloured surfacing causing them to fail prematurely or not bond properly. **Existing carriageway condition will be assessed on site during detailed design stage once the estimate has been paid and funds received; and any required remedial action carried out prior to scheme installation.**
- The proposed red coloured surfacing will extend across the full width of the carriageway at both locations. On the eastbound approach, this is anticipated to be laid in line with the start of the '40' mph speed limit and be approximately 5 metres long to accommodate the reinstatement of the 4.3 metre high white '40' mph speed limit carriageway roundel on top of it. On the westbound approach, the red coloured surfacing is anticipated to be 3 metres long and centred on the proposed gates.

The estimate allows for the supply and installation of white [Glasdon Village Gateway](#) plastic gates (comprised 3 No. horizontal bars + 1 No. diagonal crosspiece, 0.96 metres wide and 1.3 metres out of the ground) in both nearside and offside verges on both approaches (i.e. 4 No. gates in total). An example of a similar gate recently installed in Bledlow Ridge is shown opposite.

However, the actual size, style, layout of the village gates will be dictated by site constraints and the presence of underground services. The estimated cost assumes that these will not adversely affect the proposed gate installations. If underground utility services do affect the gate installations, additional costs could be incurred; or - worse case - could prevent the gates being installed altogether. In this scenario, alternative measures / or locations may have to be considered.



- To ensure the safety of operatives and minimise disruption, the works - expected to take a day at each site - will be carried out using two-way traffic light temporary traffic management.
- The proposed highway works will be confirmed or amended as appropriate (e.g., due to site constraints / avoiding underground utility services etc) during detailed design stage and site visits once the Parish Council accepts the estimate and funds are received.