

1180 Eskdale Road  
 Winnersh, Wokingham  
 Reading RG41 5TU  
 United Kingdom  
 T +44 (0)118 946 7000  
 F +44 (0)118 946 7001  
 www.jacobs.com

<b>Purpose</b>	<b>Princes Risborough Steering Group Workshop</b>		
<b>Project</b>	Princes Risborough Transport Infrastructure Study	<b>Project No.</b>	B0000000
<b>Prepared by</b>	Stephen Moody	<b>Phone No.</b>	01189 468668
<b>Location</b>	Chapter House, Princes Risborough	<b>Date/Time</b>	29 July 2015
<b>Participants</b>	<p>Jim Stevens (Roll B agent for PTRC at HS2 select committee)</p> <p>Alan Turner (WDC Member and chairman, PRTC)</p> <p>David Johncock (WDC Cabinet Member for Planning and Sustainability)</p> <p>Bill Bendyshe-Brown (BCC Member)</p> <p>David Maycock (Askett Society)</p> <p>Richard Clayton (Risborough Area Partnership)</p> <p>Matthew Walsh (Risborough Business Group)</p> <p>John Coombs (PRTC)</p> <p>Rolf Van Apeldoorn (Longwick PC)</p> <p>Rosie Brake (WDC)</p> <p>John Rippon (BCC)</p> <p>Simon Craine (BCC)</p> <p>Richard Smith (Jacobs)</p> <p>Stephen Moody (Jacobs)</p> <p>Emily White (Jacobs)</p>	<b>Apologies</b>	<p>Stewart Baxter (Risborough Area Residents' Association)</p> <p>Ian Churchill (PRTC)</p> <p>Ian Moore (Princes Risborough School)</p> <p>Daniel Brown (Risborough Rugby Club)</p> <p>Gary Hall (PRTC)</p> <p>David Knights (WDC Member)</p> <p>David Merchant (Monks Risborough Society)</p>
<b>Distribution</b>	To attendees and apologies for absence	<b>File</b>	M:\Projects\Transport Modelling\B0000000 Princes Risborough\QA & Project Management\Meetings\20150729 Community Group Objectives Meeting\20150729 Workshop Minutes and Notes.docx

Notes	Action
<p><b>1 Introductions</b></p> <p>Rosie Brake (RB) introduced the purpose of the day and there were round the room introductions.</p>	
<p><b>2 Purpose of the project/ background/ approach</b></p> <p>RB outlined the purpose of the project, setting it in the context of the wider growth needs of the district. RB explained that the study is testing the impact of up to 2,500 new homes at Princes Risborough. Alongside this, the council have released land for development in High Wycombe, and are assessing the role of Green Belt land in the south of the district.</p> <p>Members of the Princes Risborough Steering Group felt that this number was higher than the area could accommodate. RB explained that WDC are required to demonstrate that every effort has been made to accommodate the housing needs of the district, within the district. The transport study will help to inform what are appropriate and manageable levels of growth for the town.</p> <p>BCC and Jacobs described in detail what they are doing regarding the north-south connectivity issue, how this fits with the LEP and in particular the relevance/importance of this work regarding transport infrastructure options for Princes Risborough expansion. Jim Stevens (JS) and other members of the group asked questions about this and came to the view that this is an extremely important piece of work issue that will need to guide the road infrastructure options for PR local plan expansion. JS thanked Jacobs/BCC for the approach that they were adopting and how positive this was in relation to the steering groups work.</p> <p>Alan Turner (AT) made reference to the Princes Risborough Expansion External Stakeholder Workshop Report dated 25th June 2015 and para 3.7 which stated <i>'In principle, there was consensus that the new through road is required along the proposed indicative alignment'</i> AT said that he did not agree there was consensus on this at that workshop and therefore this statement was inaccurate.</p> <p>Richard Smith (RS) outlined the study approach. RS stated that the assessment is consistent with the DfT guidance (and tabled a flow chart of the process) and will use the BCC Countywide model.</p>	
<p><b>3 Local transport issues</b></p> <p>The local transport issues were discussed, including:</p> <ul style="list-style-type: none"> <li>• Congestion in the town centre at the Tesco and New Road roundabouts.</li> <li>• Access to Princes Risborough Railway Station by all modes.</li> <li>• Traffic travelling via Askett rather than Mill Lane due to geometry at Mill Lane/ A4010 junction, and ability to join the A4010 more easily at the A4010/ Cadsden Road roundabout.</li> <li>• Narrow road bridges above/ below railway which are unsafe and/ or bottlenecks to traffic flows at:             <ul style="list-style-type: none"> <li>• Summerleys Road (x3)</li> <li>• Lower Icknield Way</li> <li>• Longwick Road</li> <li>• Mill Lane</li> <li>• C63 Askett Road (north of Askett)</li> <li>• Grove Lane</li> </ul> </li> </ul>	

Notes	Action
<ul style="list-style-type: none"> <li>• Contraflow cycle lane on the High Street. There are safety concerns with this.</li> <li>• Pedestrian crossing outside Marks and Spencers causes queues to form.</li> <li>• On-street car parking on roads that neighbour the station can cause traffic congestion (e.g. on the B4444). Insufficient car parking at the railway station.</li> <li>• Poppy Road and Station Road are heavily parked due to the majority of frontages not having off street car parking and this restricts the roads to single way working and are therefore unsuitable for extra traffic that might be generated by yje development and relief road (both cars and lorries).</li> <li>• Pedestrian crossing of railways and narrow footways beneath railway.</li> <li>• Access to the M40 is difficult.</li> <li>• HGV and business traffic use Summerleys Road, Station Road and Poppy Road.</li> <li>• Wycombe to Thame traffic travels via Longwick.</li> <li>• Need to remove through traffic from the town centre.</li> <li>• Car parking charges are perceived to be/ actually high in the town centre.</li> <li>• Picts Lane and Shootacre Lane are currently constrained in terms of width, construction, alignment and junctions.</li> <li>• 'Hostile' walking environment considered to be the reason why there is not a lot of walking a cycling, despite the topography being flat (ish) in the town.</li> <li>• Gradients on footways on Crowbrook Road</li> <li>• Crowbrook Road/ Mill Lane junction is considered by the members of the steering group to be unsafe</li> <li>• The pedestrian and cycle connections between Longwick and Princes Risborough are considered to be inadequate.</li> <li>• The highway is wide on New Road (between the Tesco and New Road roundabout)</li> <li>• Car parking issues around the schools during pick up and drop off time.</li> <li>• Angled, unsafe footpath on the A4010 (near Station Road junction) for mobility scooters.</li> <li>• Severance/ segregation caused by the A4010.</li> <li>• Traffic speeds on Longwick Road are high, with vehicles having being recorded speeding.</li> <li>• HGV traffic travelling on the A4010 through Princes Risborough - at 3-4% this is up to the average for Buckinghamshire</li> <li>• HGV traffic observed utilising Station Road/Poppy Lane/Summerleys Road</li> <li>• Pedestrian crossing at the Tesco roundabout is considered by members of the steering group to be unsafe. Overall crash history in the town a cause for concern.</li> <li>• Queuing on the A4010 between 15:30 to 18:00. Queueing can occur in the opposite direction in the morning peak hour on the approach to Tesco's roundabout.</li> <li>• Shuttle signal operation at the B4444 (Summerleys Road) bridge.</li> </ul> <p>These were also recorded on maps and these are appended.</p>	

Notes	Action
<p>Other issues that were raised, included:</p> <ul style="list-style-type: none"> <li>• Concern that without new business and employment in the town that it will become a dormitory town for London. Felt that there are constraints to business growth. Improved Risborough will help with reducing commuter traffic.</li> <li>• Will releasing capacity/ bottleneck at Princes Risborough just relocate the problem to Wycombe and Stoke Mandeville, i.e. there is a strategic issue of north-south movements through the county</li> </ul>	
<p><b>4 Project objectives</b></p> <p>The following project objectives were identified by the two groups. Copies of the workshop notes are appended.</p> <ul style="list-style-type: none"> <li>• Improve north-south journey times/ connectivity (through traffic). The two groups discussed this jointly and the outcome was that the connectivity objective is twofold, but inextricably linked i.e. Improve connectivity to Princes Risborough as a place to live and work and improve north south connectivity more broadly (i.e. through traffic).</li> <li>• Reduce traffic congestion/ density within Princes Risborough/ relieve town centre congestion</li> <li>• Improve accessibility to the railway station</li> <li>• Improve accessibility to Princes Risborough as a place and destinations within this</li> <li>• Provide additional/ suitable capacity to cater for future housing development</li> <li>• Integrate new development in the town and manage new traffic</li> <li>• Attempt to provide better business attractiveness to the area (road, rail, broadband)/ stimulate economic growth and prosperity</li> <li>• Minimising the impact on environment and heritage</li> <li>• Improve road safety</li> <li>• Minimise rat-running traffic</li> <li>• Reduce severance in the town</li> </ul> <p><b>5 Potential road alignment options</b></p> <p>Three potential alignments were discussed (these are shown in the attached drawing):</p> <ul style="list-style-type: none"> <li>• Lower Icknield Way – east of railway (via new development site) - Summerleys Road (south of London to Birmingham railway) – Picts Lane (via Hypnos site) – Shootacre Lane or new road – A4010.</li> <li>• Lower Icknield Way – Summerleys Road (west of the London to Birmingham railway) – Picts Lane (via Hypnos site) – Shootacre Lane or new road – A4010.</li> <li>• Lower Icknield Way – new road west of Horsenden - Shootacre Lane – A4010.</li> </ul> <p>The connection point at Picts Lane could be via a new road through the land east of Shootacre Lane, or via widening of Shootacre Lane.</p>	

Notes	Action
<p>The relief road connection to the A4010, whether this be at Culverton cross roads or the Shootacre Lane/A4010 junction at the top of the hill will require alteration/upgrading to form an appropriate terminal junction (capacity/safety/efficiency) for the relief road. The same will apply to the relief road connection at the other end (B4009) i.e. it will need to be designed to accommodate the forecast traffic safely and efficiently. The same applies to the Grove Lane junction with the A4010 at Kimble.</p> <p>Improvements to the B4009 to provide a route to the M40 via Chinnor were also discussed as an option, but the group generally felt that this was unlikely to achieve the objectives set out above.</p> <p><b>6 Additional transport options/ suggestions</b></p> <p>The following additional transport options were discussed:</p> <ul style="list-style-type: none"> <li>• Relocate cycle route on the High Street to: Park Street? New Road?</li> <li>• Relocation of the fire station from the town centre to another site will release a development site in the town centre for car parking or new development.</li> <li>• Pedestrianise sections of the town centre.</li> <li>• Prepare a car parking strategy for the town centre.</li> <li>• Promote local cycle routes further.</li> <li>• Improve cycle connectivity between Longwick and Princes Risborough.</li> <li>• The group discussed which existing routes into the town might need to be a priority for upgrading and JS mentioned that given the investment to date in improving Longwick Road and the remaining deficiencies of the railway bridge this should be considered a priority.</li> <li>• Rail/ bus service to Chinnor</li> <li>• Additional platform at Monks Risborough Station, with a new footbridge</li> <li>• Provide a local community bus to connect with the route 300, and the railway station.</li> <li>• New bus service to connect the development.</li> </ul> <p><b>7 Close and AOB</b></p> <p>Other issues were discussed during the conclusion of the workshop.</p> <ul style="list-style-type: none"> <li>• Jim Stevens (JS) gave an overview of the HS2 discussions, regarding construction traffic, that are being held outside of this project. Mitigation is being sought to avoid any construction traffic using any of the roads in Princes Risborough, but in the event that this does not happen the steering group felt that the B4009 was a better route than the A4129 through Princes Risborough, but this would require upgrade to the Grove Lane railway bridge/junction with A4010 to accommodate HGV traffic.</li> <li>• It was suggested that HS2 could be a method for delivery and funding of this part of the project.</li> </ul>	

Notes	Action
<ul style="list-style-type: none"><li>• East-west rail may also be a delivery and funding mechanism for changes to the road/ rail bridges between Princes Risborough. The timing of this project is uncertain.</li><li>• The status of the Chinnor bypass and scale of development planned in this area was discussed. It was suggested that a bypass and 160 new homes are planned. <b><i>Post meeting note: RB to provide position statement on how both of these should be considered in the project</i></b></li><li>• The potential to widen the crossings of the railway were discussed. The consensus of the room was that the Mill Lane and bridge north of Askett should be retained as they are currently. Longwick Road bridge should be widened to improve the pedestrian and cycle provision.</li></ul>	