

HIGH WYCOMBE RESERVE SITES INFRASTRUCTURE ROUND TABLE

10 December 2015, 7pm

Committee Room 1, WDC Council Offices, Queen Victoria Road, High Wycombe

DRAFT MEETING MINUTES

	Item
Attendance	<p>See membership list as modified by apologies. Apologies from: Cllr Wood (Catherine Oliver deputising) Cllr Letheren Cllr Appleyard Cllr Shakespeare (Kati Bushell; Miles Green deputising) Mike Chadwick (Mike Overall deputising) Phil Hooper Simon Kearey Sue Wagner</p> <p>Also in attendance – Rich Smith, Jacobs; Penelope Tollitt, WDC; Gerard Coll, WDC; Charles Power, WDC; Rob Harrison, WDC; Cllr David Johncock; Cllr Martin Clarke (observer); Slate Meadow planning agents (observer).</p>
Introduction and minutes from last meeting	<p>Minutes and Actions Arising From The Last Meeting Can we check the 'Wycombe is the most deprived area in Bucks' and look at whether this is correct. – Action GC</p> <p>Send the report from NHS England to the group. – Action GC (included with minutes)</p> <p>WDC cannot be held to account for the NHS – we can work with them in the planning context including helping to identify sites and gain funding but it is up to them to deliver and to recruit. It is up to government and the public to hold them to account and scrutinise, not the role of the planning system.</p> <p>Cllr JW - There is an opportunity for the public to scrutinise at the BCC Health Committee but this does not tend to be taken up, would urge the public to take this up</p> <p>What is the control – we would generally approve money for capital projects but only release the money once the project is delivered satisfactorily.</p> <p>Liz J – Can key worker housing be used for doctors? It is something that can be looked at.</p>

<p>Presentation by Rich Smith, Jacobs</p>	<p>Introduction by PT</p> <p>Original brief was to produce a wider strategy and package of measures for High Wycombe, with input from the impact of the reserve sites. This has changed and Jacobs will present the packages for the reserve sites and the impacts of those sites in the immediate areas and also some strategic routes including the London Road.</p> <p>We need to wait until the final round of modelling for the Local Plan is completed, to see if that suggests a change of strategic focus (that work will probably be complete in the summer 2016), in line with LTP4, for the district wide measures.</p> <p>County wide modelling is due to begin in the early new year.</p> <p>A reserve site infrastructure report will be published in January for consultation setting out mitigation packages including a summary of the proposed transport measures. The Jacobs transport report will be published as a background technical document.</p> <p>Presentation – Slides to be put on WDC website – Slides show some potential schemes for illustrative purposes, these are not agreed. http://www.wycombe.gov.uk/council-services/planning-and-buildings/reserve-sites/high-wycombe-infrastructure.aspx</p> <p>Traffic modelling slide: Bands on slide show the traffic generation from the reserve sites Q Does it cater for where people are going to and from? A The model predicts where the traffic is going to and coming from based on the predicted conditions. It shows that traffic will rat run rather than use the A40 from Micklefield to Loudwater.</p> <p>Q Concern traffic light control Hamersley Lane will encourage Robinson Road cut through.</p> <p>A Access point will be determined by the Masterplanning. Difficult point as it is two way at present but access point is going to need careful design due to A40 and rat running. Need strategy for controlling this as part of the site package.</p> <p>Q Won't trying to remove rat runs increase problems on London Road? A We want traffic on primary routes so need to make them work better rather than upgrading local residential roads, so we should invest on the main routes.</p> <p>Q Does signalised control give us better flow rather than roundabouts? A Understand the scepticism regards signals but they are appropriate in some locations to control how the junctions are used.</p> <p>Q Increase in traffic from the London Road and increased thickness of</p>
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blue line on Cock Lane has produced a new rat run up through to Tylers Green.

A Jacobs have produced a model based on the masterplan, this shows there will be some increased volume of local traffic but the proposed spine road through the Gomm Valley site, will probably not be a strategic route, if we improve the capacity of Cock Lane it will increase the traffic, we don't have the time to test the impact of this on local roads in Tylers Green, need to come back and look at that in detailed transport assessments.

Q What about the possible addition of new motorway junction?

A This is not on the table at the moment, so is not included in the model.

Q London Road needs to be upgraded for these developments to go ahead.

A Agree, cannot treat junctions in isolation it needs to be provided as a package for the whole corridor.

Q These improvements are going to be funded by developers, making least worst improvements.

Need to consider peak time signalisation

Why have a right turn on to Marlow Hill, as cars won't get across the junction?

A Intuitively the junction should work and modelling would need to prove that a right turn wouldn't work.

Even if we say Heath End Road is where we want our traffic that puts traffic through Flackwell Heath.

Q SCOOT signalisation would improve traffic flow? Was it introduced?

A It is a traffic flow system, understand that J4 is scooted.

Q At what stage can the inspector say that traffic means we cannot build.

A NPPF has stopped this because it says that only severe traffic implications but does not define severe. In short we cannot build our way out of it.

Q Believe model is wrong on ABS - should widen Winchbottom Road. Should make it easy for people to get out

No mention of traffic lights at Arnison Avenue

DoT information is not correct, you don't seem to take into account the Marlow Hill situation and vehicles.

Not many people will cycle in High Wycombe.

A The model is from 2014 and has been approved by Highways England.

Walking and cycling routes are fine if it's flat like the valley in High Wycombe.

Walking and cycling – authorities can secure funding in topographically challenging areas.
Need to get the best out of what is coming forward be pro-active not reactive, that's why we are doing the work.

ABS trip distribution, two access points, travel east out of one and west out of the other. The model is based on observed info, surveys and is the best possible we have.

Widening Winchbottom Lane is not appropriate, as it will result in rat running and is in the AONB.

Have looked at schemes for Hatters Lane but they are not attributed to reserve sites so not included in the site mitigation packages.

Right turn on Daws Hill can be done safely

Q High car ownership, buses are stuck in the traffic jams, supposed to integrate in LTP4, how much have you talked to BCC on a strategic level.

A BCC LTP4 will deal with the Government's requirement for a local transport plan, we have limited funding and this is why the document is as it is. Wycombe Transport Strategy will deal with connectivity for Wycombe and 70% of the traffic is local to Wycombe. Will be looking at this next year along with strategic freight delivery. So LTP4 is not the strategic document.

District and County with the LEP have been successful in getting funds for strategic work which is going into strategic schemes.

Trip generation is peak hour based on TRICS trip generation and it has a robust evidence based and is what developers and development management would expect to see.

TRICS matches the data as closely to the proposed site as possible and makes sure its appropriate to the development

Q Have not seen anything strategic for Slate Meadow movements.

Q Three main access points, what is the proposal for those access points into the site off Cores End Road and Brookbank.

A There are challenges in the access points.

Stratford Drive is most appropriate, western end of site may be reduced numbers and therefore introducing a significant junction scheme would be contrary to the requirement to keep the main road running. Will depend on masterplanning and detailed transport assessment.

Q Drop off point, informal system at present works as an informal on way system around Stratford Drive.

A Know there is an issue so looking for alternatives but that would be

	<p>something for the detailed assessment.</p> <p>Q What is the latest on the Bisham roundabout? A Highways England will now look at the whole of the A404 on same timetable as J3A work, so no immediate relief, but a quick fix would have not worked and Highways England are looking at access issues for Wycombe in a strategic traffic study.</p> <p>Q Is there a recommendation to widen bridge on Abbey Barn Lane? A Medium term possibility should be a priority but there are funding issues.</p> <p>Q Why are you not improving Winchbottom Lane so they can get to the A404? A Despite AONB, that is a strategic question and is not something that can be pinned on the developers.</p> <p>Q For the Terriers site the main access is proposed to Kingshill Road. What about traffic going to Widmer End? A There is a recommendation the site should provide mitigation for traffic passing that way.</p> <p>Q Orchard Road near Gomm Valley should not be prettified to avoid rat running. Widening Cock Lane is a missed opportunity to relieve the traffic. A Would not advise the County Council to encourage the use of residential roads as rat runs.</p>
AOB	None. Post meeting note – Consultation on draft reserve sites infrastructure delivery plan in January.

Agreed Membership List	
Cllr Katrina Wood	Bucks County Council
Cllr Julia Wassell	Bucks County Council
Cllr Val Letheren	Bucks County Council
Cllr Lesley Clarke	Bucks County Council
Cllr Mike Appleyard	Bucks County Council
Cllr David Shakespeare	Bucks County Council
Nigel Phillips	High Wycombe Society
Mike Chadwick	Chiltern Society
Phil Hooper	Gomm Valley & Ashwells Liaison Group
Tony Garner	Gomm Valley & Ashwells Liaison Group
Liz Johncock	Abbey Barn Liaison Group
Stuart Armstrong	Abbey Barn Liaison Group
Brian Swain	Terriers Farm Liaison Group
Simon Kearey	Terriers Farm Liaison Group
Simon Fowke	Slate Meadow Liaison Group
Sue Wagner	Slate Meadow Liaison Group