

## Infrastructure Meeting – July 7<sup>th</sup> 2015

### Transport update from Jacobs

- This evening's presentation will be available on the WDC website
- WDC & BCC project was to look at transport and challenges arising from Reserve Sites

### Purpose of the project

- Looking forward (to 2026) using existing transport modelling tools and latest information on the reserve sites.
- Findings from this project may provide an opportunity to secure additional government funding for infrastructure projects.

### Evidence of Transport Issues

- A40 Eastern Corridor is the busiest local road and slowest route during both peak periods per day.
- Journey times are 8mph slower during peak than at other times
- The morning peak is more severe than evening peak – morning peak doubles up work and school traffic whereas the evening peak is somewhat flattened due to the staggered nature of school and work traffic.
- Majority of A40 congestion occurs over the 1km section between Micklefield and Rayners Avenue

### Traffic Growth Forecasts

- Number of cars per household is increasing
- Up to 20% – 23% level of traffic growth predicted to 2026 but only 3% of that predicted to arise as a result of the reserve sites

### Reserve Sites Specifics

- Model used predicted around 390 dwellings against the total Gomm Valley
- Jacobs presented top line recommendations of the type and combination of road/infrastructure measures that could be applied to each of the reserve sites.
- These were top line recommendations – nothing has been agreed.
- Notes below for Abbey Barn South/North and Gomm Valley – as these are closest to A40 and our area of interest

### Abbey Barn South/North Site

- Abbey Barn Lane has restrictions due to topography – steep hill
- Reduction in speed limit on hill may be necessary
- Bottom of Abbey Barn Lane is narrow – bridge may need to be widened in the future
- Abbey South – arrows on map showing 2 access points recommended (off Abbey Barn and Daws Hill)
- Buses may be diverted into and through the site (from Flackwell to Daws Hill and vice versa)

### Gomm Valley/Ashwells

- Gomm Valley end - map presented had arrows to indicate at least three potential access points. Map was shown briefly but it looked like potential access points were Pimms Grove, Lower Hammersley Lane (near A40) and Gomm Road (Peregrine Bus Park).
- Ashwells Fields – map shown had arrows to indicate up to three potential access points – from Cock Lane (near telecoms mast), Ashwells and Wheeler Avenue.
- No mention of Hammersley Lane as another access option – but this may or may not come up in the next liaison meeting.
- As per general comment earlier – the maps indicated potential access options but no decisions have been made – these will come as part of each reserve site’s planning process – which we knew anyway.
- Cock Lane was shown as an area where road widening could be an option, but it was accepted that this may not be popular with local residents.
- Maps also detailed arrows to show where pedestrian access should be provided and improved
- Map of Ashwells and Gomm Valley had dotted lines to show how a footpath/cycle route could be directed down through the spine of Ashwells/ Gomm Valley to encourage cycling.
- None of the maps showed actual areas designated for housing development – this will come in the reserve site meetings

### Other recommendations/observations – of interest

- A40 is most likely to be impacted by Reserve Sites
- A40 would need a package of upgrades, which could include a combination of the following:
  - Gomm Road - widening
  - Junction of Kingsmead/Abbey Barn – would need to be improved
  - Potential to remove the Westbound bus lane on A40 to avoid the current lane merge pinch point – for example to give east bound two lanes
  - Potential new bus lanes nearer to Wycombe?
  - Micklefield/Cock Lane – modest widening of local roads (although was hard to understand the specifics without more time to look at the maps flashed up)
  - Potentially a new link between Abbey Barn and A40 to provide relief for local traffic (some mention of the local school nearby for example).
- Other options that could be considered in the long term (by 2026?) but less likely in short/medium term
  - Widen and upgrade Cock Lane bridge over railway line
  - Traffic calming/speed limit measures
- Next Infrastructure meeting – October 13<sup>th</sup> – to cover off space/sports provision