

*Workshop: 28th February 2012
The Hub, Wycombe*

*RAF DAWS HILL WORKSHOP 1:
STRATEGIC TRAFFIC/TRANSPORT
FULL WORKSHOP REPORT*

*For: Wycombe District Council
By: Jeff Bishop, BDOR Limited*

INTRODUCTION

This workshop was held at this stage because of concerns expressed by members of the Daws Hill Reference Group about the traffic and transport impacts of any development at RAF Daws Hill (and at Abbey Barn South, if later). Serious doubts were expressed about whether there could be any genuinely satisfactory solution to the impacts. Comments were also made about the need to avoid considering the RAF Daws Hill situation on its own, but to look at it in the context of other developments on nearby sites and in relation to the cumulative remedial traffic and transport initiatives for these other developments.

It was felt that it would be very difficult to proceed to the initially proposed masterplanning workshop while people felt so unsure as to whether the site could be developed at all because of traffic challenges. Taking this further, any narrowing down of the range of what might be appropriate for the site in terms of traffic and transport would of course then affect the masterplanning work.

Given the complexity of the traffic and transport issues it was decided to limit workshop participation almost entirely to members of the Reference Group because they had already been well briefed about the specific issues, and could be further briefed at their meeting a week or so before the workshop. Participants also included relevant officers from the District and County Councils and team members from both Taylor Wimpey and Berkeley. (A full participants list is at the end of this report.)

The planned format of the workshop included the following elements:

- *A brief look at 'Other Infrastructure' needs for RAF Daws Hill.*
- *Group work on possible 'ingredients' for tackling traffic and transport issues on Daws Hill and the area around. (Groups were mixed between residents, members and professionals.)*
- *A feedback and discussion session on group results.*

The main stages are described in greater detail in the sections below. These make clear that the group work took far longer than anticipated and its format also changed considerably. As a result there was only an extremely brief final session, too brief to warrant any reporting here.

We would like to thank those who committed so fully to the challenging tasks and continued to do so even given the timing problems. We take this as an indicator that people felt that worthwhile work was underway and we hope this is reflected appropriately in this report and in the analysis that will follow.

All text in italics, as here, is introduction, explanation and commentary. Everything in plain text is as recorded on the evening.

'OTHER INFRASTRUCTURE' COMMENTS

Ahead of the workshop, participants were sent the latest list of potential contributions that an RAF Daws Hill project might make on mainly social and economic issues (ie. everything other than traffic/transport.) To avoid taking real time out of the workshop on these issues, people were invited, as they arrived, to add any extra notes they wished on any of the 'other infrastructure' topics such as schools and open space, using sheets on the wall. Very few notes were made by participants. Those made were:

- **Education:** Need an education solution, not a 'contribution'.
- **Education:** Adequate additional school places (all ages)

- **Primary education:** Education solution – we are oversubscribed.
- **Secondary education:** Education solution, not 'contribution'.
- **Post-16 education:** Education solution, not 'contribution'.
- **Primary health care:** Dentistry/maternity not yet covered.
- **Waste:** Will there be further pressure on Little Marlow STW?
- **Waste:** Is the sewage (waste water) provision adequate for the permitted 500+ houses and the Abbey Barn development?
- **Water:** Where will extra water come from? Will houses have rainwater collection provided?
- **Electricity:** Wind turbines.
- **Sustainable energy:** Ground source heat pumps.

GROUP WORK METHOD AND RESULTS

The main group work task was, and was known in advance to be, very challenging. A list of possible 'ingredients' (actions or initiatives) of a traffic and transport 'recipe' (overall strategy) for Daws Hill had emerged well in advance of the workshop. The Reference Group had made clear that they also wished to consider the RAF Daws Hill scheme in a broader context, that of most of the southern part of Wycombe – for which the term 'Southern Quadrant' was introduced. It was also thought important to consider the role that the possible, later development on the Abbey Barn South site might play, for example to offer significantly different traffic benefits beyond what was possible from RAF Daws Hill alone. As the workshop approached, the list of possible 'ingredients' increased significantly (eventually including some put forward by local residents) so it was important to try to find a method that would enable participants to get to grips with this complexity and generate some broad principles for how to proceed, if not specific or fully agreed or tested 'recipes'.

The basic method was focused on being practical and hands-on and on being divided into potentially manageable stages. The main stages were to be:

1. *Ingredients and a recipe for RAF Daws Hill Alone.*
2. *Extra ingredients and any different recipe if Abbey Barn South was included. (This was optional for groups.)*
3. *Ingredients and a recipe for all of the Southern Quadrant.*

The basic resources for each stage involved:

- *Sets of post-its, each listing a possible ingredient, with blanks for others added on the evening.*
- *These were divided into different colour sets as per the stages above.*
- *One set, entitled Daws Hill Starters, was placed on an area map in advance to illustrate how the moving post-its method would work.*
- *A second set – Daws Hill Alone - was placed at the bottom of the map ready to be moved onto the map as participants wished.*
- *Two further sets were then available for stages 2 and 3, ready to be placed on a wider area map.*

It was anticipated that groups would:

- *Confirm the Daws Hill Starters fairly speedily as these were all thought to be well known, relatively minor and non contentious ideas.*
- *Move on to adding (or removing, or adding new) ingredients for Daws Hill Alone.*
- *Move on either to do the same for Abbey Barn South and then the Southern Quadrant or move straight to the Southern Quadrant.*

A simple form of summarising was planned to enable some key points from each group to be brought together and compared. This involved each group filling a grid to show with a tick or a cross which ingredients they had accepted, rejected or added for each of the group work stages. The intention was to overlap the four group grids to see where the same, or different, results came from each group. On the grids that follow below, the initial letter against each ingredient refers to whether it is:

- *A School transport initiative: S*
- *A Transport initiative: T*
- *A Footpath/Cyclepath initiative: P*
- *A Roads/road improvement initiative: R*

As has been made clear already, the pacing and stages of the main group work session varied considerably from what had been planned. This was because all involved wanted to spend far more time than had been anticipated on what has been described as the 'Daws Hill Starters'; in fact no group had completed this until the planned time for all the group work was up. The task was then rebriefed for groups and they were encouraged to try to use the remaining time to complete the Daws Hill Alone stage and, if possible and perhaps very quickly, look at the Sothern Quadrant. This almost entirely removing the planned feedback/discussion stage.

This adjustment must be taken into account when considering the results. Although it had been made clear that this event was never intended to reach final conclusions on all of the recipes and stages described above, that caution must now be reinforced very strongly. This is particularly the case because each group took a slightly different approach and emphasised different aspects of the task, making it inappropriate to try to bring their results together into one set of shared conclusions. This does not mean that there are no common points between the groups but a (deliberately) separate note will be produced on that.

What now follows is the group-by-group reports with some added annotation and explanation.

GROUP 1

Daws Hill Local

Schools

- Cost of signal crossing (70K) vs. cost of Lollipop lady (3Kper year)
- Pupils use lollipop crossing due to such a high flow of traffic limiting other opportunities to cross.
- Location of crossing shown on the map (west of school entrance) is in the right place
- A signalled crossing would benefit pedestrians outside of peak hours as well when it can still be difficult to cross the road.
- The bus lay-by on Daws Hill Lane was wrongly placed on the plan – it should be west of the new crossing on the south side of the road.
- The relocated crossing on Marlow Hill gyratory would not be a good idea as this would disrupt the desire line/ flow of school children crossing Marlow Hill. School children would cross there even if there was not a crossing and would not divert to a crossing further down the hill or the subway.

Bus route to school/Hubs/Drop off

- Minority view that southern bus link from HX hub to Daws Lea should be the responsibility of the Handy Cross Hub development to provide as it is needed to provide adequate bus links to the new hub.
- The rest of the group were keen to see some form of new route/ bus hub/ parents drop off as part of Daws Hill at Handy Cross Hub if it was cost effective.

- But there was a bigger question mark over the cost involved to create a full dedicated southern school access. If a southern access was created a lot of the other measures may not be needed – savings here could be used to help offset cost of southern access.
- A variety of options were discussed:
 - a loop from HX Hub through south of the school and then using the school access to Daws Hill Lane
 - a southern access from HX Hub with a turning head in school grounds
 - a southern access using Fair Ridge / The Spinney with a turning head in school grounds (but this option rejected due to impact on residents)
 - a turning head and parking within wooded area/ school playing field accessed from current access off Daws Hill Lane
 - a footpath link from HX Hub with bus and parents drop off
 - a full bus link from HX Hub to Daws lea
- Questions about how long it would take to get agreements for new route
- Clearing the school of cars key issue to get bus route working – a lack of a current turning loop within the school was identified as a problem.
- Concerns with bus and car drop of at HX Hub
 - distance for pupils to walk
 - parents might not use the facility (cost of parking/ convenience – a lot of parents pull up drop and go on Daws Hill Lane and likely to continue to do this)
 - questions as to where the hub would be located and how it would work with the coach way and the new sports centre
- The group could also see the benefit of a hub and drop of at RAF Daws Hill but some questions as to how many people would use it (more people come from west rather than east) and walking distance to the schools.
- Improving the school access with a mini roundabout was discounted due to negative impact it would have on traffic on Daws Hill Lane.

Public Transport

- No detailed discussion on bus links and which should be provided as part of Daws Hill (but more discussion more generally as part of the wider strategic plan)
- See also notes on Bus Hub for schools above

Footpaths/Cycle ways

- Footpaths ideally needed on both sides of Daws Hill Lane – if this could not be accommodated the south side is the most important – with crossing points
- Pupils overflow into the road at peak times due to sheer numbers
- Tends to be some separation/ rivalry between pupils of different schools – footpaths on both sides of the road would help this
- If a cycleway is provided it should only go up to the bridge and then go through the RAF Daws Hill site. But lots of questioning of the benefits of such a route from Flackwell Heath to Marlow Hill and this ingredient was eventually taken out.
- Improving existing footpath links to the north supported as was current link through RAF Daws Hill

Roads/Traffic

- Road carriageway is narrow for buses and lorries – example of man being hit by bus wing mirror cited.
- But alongside this existing trees are also important giving character to the road – these should not be sacrificed for road widening.
- Eventually widening Daws Hill Lane was taken out
- Road improvements should happen before development starts to accommodate construction traffic.
- The group supported opening left and right turns at junction of Marlow hill and Daws Hill Lane. Suggestion of a (signalised) roundabout at the junction with Daws Hill Lane and Marlow Hill to allow right and left turns to occur without undue disruption to Marlow Hill.

- No support for reduced parking standards or residential/ business travel plans as they have never seen them working elsewhere.
- Inclusion of live work units and encouraging working from home was supported to reduce traffic.

Daws Hill Strategic

Schools

- Key that the bus drop off for both schools (JHGS & WHS) is coordinated.
- Current problem is the bus drop off at WHS – this should be relocated elsewhere
- Bus lay-by at Wycombe High School – buses queue to get into the drop off which causes disruption – the drop off/ lay-by should be for 5- 6 buses
- Group could see benefits to having parents drop off provided within the schools

Footpaths/Cycle ways:

- Generally all suggestions were seen as non starters due to cost/ lack of potential use / impact on character of lanes and gradients.
- One suggestion to make Spring Lane a pedestrian/ cycle and potentially bus route only. This was both to access the countryside and for students attending Amersham and Wycombe College – but this was discounted due to gradient and other footpaths close by.

Public Transport

- Support for a loop from/ through RAF Daws Hill/ Abbey Barn South to London Road / town centre/ and hub.
- Abbey Barn Lane seen as the most promising route if upgrades could be made to the junction with Kingsmead Road.
- Other routes were discussed:
- skirting the boundary with Abbey School
- woodland and Rye – getting across the Rye would get lots of opposition and was seen as a non starter and questioned gradients
- a wider loop using Heath End Road / Treadway Hill / London Road but this could be less attractive due to time it takes for the bus to cover the whole loop
- Support for a southern bus route to the Hub.

Roads/ Traffic

- None of the proposals to widen or link roads south of the M40 was adopted as they were seen as either not addressing the problem or would exacerbate the existing problems by driving in more traffic to the area. People were also concerned with the impact upon the character that such improvements would bring.
- A Wycombe southern bypass was not wanted.
- Similar comments made when discussing the SLINK proposals plus also the issue of increased traffic noise from such a road.
- Spring Lane and other new links to London Road not seen as feasible due to current levels of congestion and gradients and difficult junctions. There was also concern that this would add to congestion on London Road.
- Cutting off Daws Hill Lane at the M40 was not supported due to the impact it could have on other roads as traffic used other routes
- Questions of which roads the unused slip roads would link to effectively; proximity to other junctions and visual impact made the group discount this option
- Support for upgrading J3 of M40 to improve access and reduce need for vehicles to use J4. Questions over the cost and the steep gradients and impact on adjacent golf course.
- Comments that upgrade of J3 may increase traffic levels around Loudwater which are currently acceptable. Currently congestion starts when get to Wycombe Marsh.
- Support for linking traffic signals to improve traffic flow.

- Suggestion was made of a dedicated slip road at J4 from Oxford direction to Cressex to avoid delays at the junction. This was preferred over additional lanes and bus gates suggested.
- Upgrading of Marlow Road/ Desborough Road junction to increase capacity would be supported if it could be done simply and be advantageous to buses.
- Improvement to Abbey Barn Lane/ Kingsmead Road junction supported

Note: those items marked below with a “–“were not specifically discussed so not ruled in or out.

Daws Hill Starters

<i>'INGREDIENT'</i>	<i>Tick/cross</i>	<i>Comments</i>
S: New pedestrian crossing Daws Hill Lane	√	Location of crossing shown on the map (west of school entrance) is in the right place A signalled crossing would benefit pedestrians outside of peak hours as well when it can still be difficult to cross the road.
S: Northern footpath improvements to schools	√	And include current footpath link through RAF Daws Hill
S: School travel plan green investment	√	
S: Parking restrictions near schools, Daws Hill Lane etc.	√	
T: Bus lay-by on Daws Hill Lane	√	The bus lay-by on Daws Hill Lane was wrongly placed on the plan – it should be west of the new crossing on the south side of the road.
T: Bus frequency improved on existing routes	√	
T: Bus service through RAF Daws Hill	√	
T: Linking bus service to Handy Cross Hub	√	
P: New path link to town centre – wood or school	√	
P: New path to Handy Cross Hub	√	Not discussed at this point – but principle agreed as part of Bus Hub/drop-off (see later)
P: New paths along Daws Hill Lane	√	Footpaths ideally needed on both sides of Daws Hill Lane – if this could not be accommodated the south side is the most important – with crossing points
R: Junction improvement at Marlow Hill/Daws Hill Lane	√	See also later suggestions
R: Additional lane at Marlow Hill/Daws Hill Lane exit	√	Not specifically discussed but not ruled out
R: Relocate pedestrian crossing at Marlow Hill gyratory	X	The relocated crossing on Marlow Hill gyratory would not be a good idea as this would disrupt the desire line/ flow of school children crossing Marlow Hill. School children would cross there even if there was not a crossing and would not divert to a crossing further down the hill or the subway
R: New access to RAF Daws Hill at Daws Lea	√	Not specifically discussed but not ruled out
R: Second access to RAF	√	Not specifically discussed but not ruled out

Daws Hill near current access		
R: RAF Daws Hill layout to provide future link to ABS	√	Not specifically discussed but not ruled out

Daws Hill Only

<i>'INGREDIENT'</i>	<i>Tick/cross</i>	<i>Comments</i>
S: Improve school access with mini roundabout	X	Due to negative impact it would have on traffic on Daws Hill Lane
S: Bus Hub and drop-off at RAFDH	√	Some questions as to how many people would use it (more people come from west rather than east) and walking distance to the schools
S: Bus Hub and drop-off at Handy cross plus path	√	If cost effective; and depends on where it was located at Handy Cross. Questions on distance of walk to school; whether parents would use it; and how it would work with the sports centre and coach way
S: Dedicated southern school access road	?	Question mark over the cost involved to create a full, dedicated southern school access. If a southern access was created a lot of the other measures may not be needed – savings here could be used to help offset cost of southern access.
T: Bus route Handy Cross Hub to Daws Lea	?	Some discussion of this but no firm conclusion. Minority view that southern bus link from HX hub to Daws Lea should be the responsibility of the Handy Cross Hub development to provide as it is needed to provide adequate bus links to the new hub
P: Cycle lane from Marlow Hill to Flackwell Heath	X	If a cycleway is provided it should only go up to the bridge and then go through the RAF Daws Hill site. But lots of questioning of the benefits of such a route from Flackwell Heath to Marlow Hill and this ingredient was eventually taken out
R: Upgrade current access to RAFDH	-	
R: Road link RAFDH with Abbey Barn South	-	
R: Road link Handy Cross Hub and Daws Lea	-	
R: Widen Daws Hill Lane	X	Road carriageway is narrow for buses and lorries – example of man being hit by bus wing mirror cited. But alongside this existing trees are also important giving character to the road – these should not be sacrificed for road widening.
R: Left and right turn for all at Marlow Hill	√	Suggestion of a (signalised) roundabout at the junction with Daws Hill Lane and Marlow Hill to allow right and left turns to occur without undue disruption to Marlow Hill
R: Reduced parking standards for RAFDH	X	have never seen them working elsewhere
R: Residential and business Travel Plans	X	have never seen them working elsewhere

R: Live/work units on RAFDH	√	
R: Dwellings designed to enable work from home	√	
T: a bus loop from HX Hub through south of the school and then using the school access to Daws Hill Lane		Additional option discussed but no firm conclusion
T: a southern access from HX Hub with a turning head in school grounds		Additional option discussed but no firm conclusion
T: a southern access using Fair Ridge / The Spinney with a turning head in school grounds	X	This option rejected due to impact on residents
T: - a turning head and parking within wooded area/ school playing field accessed from current access off Daws Hill Lane		Additional option discussed but no firm conclusion

Abbey Barn South

Note that this was only briefly discussed and more in the context of wider strategic than what could be delivered through Abbey Barn South – the other items were not ruled out or in (please see write up of key points).

<i>'INGREDIENT'</i>	<i>Tick/cross</i>	<i>Comments</i>
T: Bus service linking RAFDH and ABS	√	
T: Improved bus service link to Handy Cross Hub	√	using new southern link
T: Improved bus service including schools access		
T: Improved bus service on N. link to town centre via ..		
P: Cycle lane on N. bus route to Rye cycle lane		
R: Extend road from RAFDH across ABS to ski complex		
R: Use new access to AB Lane as primary access		
R: Improve junctions Heath End Lane/ABS for buses		
R: Roundabout at AB/Winchbottom/Heath End		
R: Passing places added to Winchbottom Lane		
R: Improve alignment		

and gradient Abbey Barn Lane		
R: Improve junction AB Lane and Kingsmead Road	√	
R: Increase junction capacity at London Road/AB Road		

Southern Quadrant

<i>'INGREDIENT'</i>	<i>Tick/cross</i>	<i>Comments</i>
S: Widen bus lay-by at JH School and on-site drop-off	√	Key that the bus drop off for both schools (JHGS & WHS) is coordinated.
S: Widen bus lay-by at W High School and on-site drop-off	√	Current problem is the bus drop off at WHS – this should be relocated elsewhere. Bus lay-by at Wycombe High School – buses queue to get into the drop off which causes disruption – the drop off/ lay-by should be for 5- 6 bus
P: Cycle/foot paths along Winchbottom Lane	X	due to cost/ lack of potential use / impact on character of lanes and gradients.
P: Cycle/foot paths along Abbey Barn Lane	X	due to cost/ lack of potential use / impact on character of lanes and gradients.
P: Cycle/foot paths along Spring Lane	X	due to cost/ lack of potential use / impact on character of lanes and gradients.
R: Widen Winchbottom Lane to full 2 way traffic	X	
R: New slip roads from A404 to Winchbottom Lane	X	
R: Alternative route to Cressex via Clay Lane etc.	X	
R: Widen Spring Lane to full 2 way traffic	X	
R: New link Spring Lane, London Rd. via Kingsmead	X	
R: Link AB Lane to London Rd. via Wycombe Marsh	X	
R: New Southern Link Rd. adjacent to M40 linking	X	
R: Cut off Daws Hill Lane at M40 bridge	X	
R: M40 J3 upgraded with full north/south entry/exit	√	
R: Open unused slip roads between J3 and J4 of M40	X	due to the impact it could have on other roads as traffic used other routes
R: New slip roads to Booker Airfield to M40	X	
R: Link traffic signals	√	

together to improve capacity		
R: Bus gate and improved exits at Handy Cross	X	
R: Upgrade Marlow Rd, Desborough Ave. junction	√	if it could be done simply and be advantageous to buses
R: Dedicated Slip road from Oxford direction to Cressex for M40 J4	√	To avoid delays at the junction
T: a loop from/ through RAF Daws Hill/ Abbey Barn South to London Road / town centre/ and hub		

GROUP 2

Daws Hill Starters and Ingredients: Notes

- Daws Hill Lane crossing for schools – discussed the possibility of a bridge but decided against due to requirements for disabled access, land take and visual appearance.
- Parking restrictions – preference for permanent restrictions at school hours peaks particularly in Knights Templar (?) and Abbey Park (?) – the existing white lines are not enough. Parking enforcement is a must.
- Green Travel Plan required for Sports Centre and Handy Cross Hub as well as schools
- Drop-off points required if parking restrictions introduced.
- Discussed providing a bus lay-by on Daws Hill Lane. Expressed serious concerns as to where the pupils would wait. Also there is only limited road width so a lay-by could only be provided on one side of the road only – how would this work? Expressed concern about loss/narrowing of footway in order to accommodate bus lay-by. Discussed possibility of widening the road to enable the bus to stop on both sides (diagram). On balance, provision of a lay-by better than current situation but not perfect.
- Discussed provision of a Traffic Hub on site where pupils could be dropped off. Queried requirement specifying that pupils must be dropped off as close as possible to the school could be dropped off – established that there was no such requirement.
- Never seen a bus in the area other than school buses – where are the bus stops?
- A 50 seater school bus stops in Daws Hill Lane to pick up pupils for a Prep school in Maidenhead.
- Buses won't solve many problems. Queried whether wanted public buses stopping on Daws Hill Lane – would add to congestion.
- Have the bus stop on the site.
- Support for a transport hub within the site for both public and school transport.
- Commented that would have to light the footpath.
- Footpath? Yes.
- Cycle way? No, not practical due to gradient.
- Supported in principle a new route to walk/ cycle to Handy Cross Hub but queried how this would be achieved.
- Advised that Handy Cross Hub would create 1400 jobs.
- Queried what consultation there had been on Handy Cross Hub proposals.
- Proposals increase the need for links to the Hub of all types.
- Daws Hill Lane cycle way would raise land ownership issues.
- Marlow Hill is the big issue – Daws Hill site is only one component.
- Queried the capacity of the gyratory.
- Need to open up Junction 3 to 2way access to address problems at junction 4.

- Two access points onto Daws Hill Lane not an advantage other than opportunity to improve sight lines
- Advised that 500 plus homes should have two points of access. Accepted two points of access are required but where? Two accesses onto the same road a concern.
- Abbey Barn South site might enable a second access point.
- Mini roundabout for school access supported if buses can park on school site.
- Bus links to Town Centre via Desborough Avenue and via Marlow Hill including a bus right turn onto Marlow Hill a right should be modelled and assessed.
- Need to ensure that the roads within the Daws Hill site are of adequate width.

(Group 2 grids follow below.)

Daws Hill Starters

<i>'INGREDIENT'</i>	<i>Tick/cross</i>	<i>Comments</i>
S: New pedestrian crossing Daws Hill Lane	√	Discussed and dismissed idea of a bridge
S: Northern footpath improvements to schools	√	
S: School travel plan green investment	√	
S: Parking restrictions near schools, Daws Hill Lane etc.	√	Parking enforcement is essential
T: Bus lay-by on Daws Hill Lane	√	Considerable reservations about the bus lay-by due to width of road and the fact that a layby could only be provided on one side and there not being space for the pupils to wait. A strong preference for a hub at RAF Daws Hill
T: Bus frequency improved on existing routes	√	
T: Bus service through RAF Daws Hill	√	
T: Linking bus service to Handy Cross Hub	√	
P: New path link to town centre – wood or school	√	Footpath supported cycle way not supported as not considered practical due to gradient
P: New path to Handy Cross Hub	√	Support in principle but couldn't see how or where it would be provided – land ownership issues
P: New paths along Daws Hill Lane	√	
R: Junction improvement at Marlow Hill/Daws Hill Lane	√	
R: Additional lane at Marlow Hill/Daws Hill Lane exit	√	
R: Relocated ped. crossing at Marlow Hill gyratory	√	
R: New access to RAF Daws Hill at Daws Lea	√	Concerns about a second access to Daws Hill Lane but acceptance that a second access was required
R: Second access to RAF	√	Concerns about a second access to Daws Hill

Daws Hill near current access		Lane but acceptance that a second access was required
R: RAF Daws Hill layout to provide future link to ABS	x	
Addition Investigate removing road humps from Daws Hill Lane to improve flow	√	What has happened elsewhere when road humps are removed?

Daws Hill Only

<i>'INGREDIENT'</i>	<i>Tick/cross</i>	<i>Comments</i>
S: Improve school access with mini roundabout	√	But only if buses can park on school site
S: Bus Hub and drop-off at RAFDH	√	Preference for this rather than a bus layby on Daws Hill Road
S: Bus Hub and drop-off at Handy cross plus path	√	Queried how path would be achieved
S: Dedicated southern school access road	x	
T: Bus service link to bus station via Desborough Avenue..	√	Needs to be modeled and assessed against bus link to Town Centre via Marlow Hill
T: Bus service link to Wycombe Marsh	√	Presume this is via Marlow Hill – no yellow 'post it' for Wycombe Marsh Needs to be modeled and assessed against bus link to Town Centre via Desborough Avenue
T: Bus only right turn into Marlow Hill from Daws Hill	√	Needs to be modeled and assessed
T: Bus route Handy Cross Hub to Daws Lea	x	
P: Cycle lane from Marlow Hill to Flackwell Health	√	
R: Upgrade current access to RAFDH	x	
R: Road link RAFDH with Abbey Barn South	x	
R: Road link Handy Cross Hub and Daws Lea	x	
R: Widen Daws Hill Lane	x	
R: Left and right turn for all at Marlow Hill	x	
R: Reduced parking standards for RAFDH	x	
R: Residential and business Travel Plans	√	
R: Live/work units on RAFDH	x	Good idea but doesn't work in practice as cannot sell due to commercial rates being levied on work part and council tax on the live part
R: Dwellings designed to enable work from home	√	

Additions Reduce traffic generating uses on site for example retirement homes	√	
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Plus Abbey Barn

Not considered.

Southern Quadrant

This was done very quickly with no discussion. People simply suggested a score out of 5 (5 being highest) for each initiative. Average scores included below.

<i>'INGREDIENT'</i>	<i>Tick/cross</i>	<i>Comments</i>
S: Widen bus lay-by at JH School and on-site drop-off	√	Scored 4
S: Widen bus lay-by at W High School and on-site drop-off	√	Scored 4
P: Cycle/foot paths along Winchbottom Lane	x	
P: Cycle/foot paths along Abbey Barn Lane	x	
P: Cycle/foot paths along Spring Lane	x	
R: Widen Winchbottom Lane to full 2 way traffic	x	
R: New slip roads from A404 to Winchbottom Lane	x	
R: Alternative route to Cressex via Clay Lane etc.	x	What is it?
R: Widen Spring Lane to full 2 way traffic	x	
R: New link Spring Lane, London Rd. via Kingsmead	x	
R: Link AB Lane to London Rd. via Wycombe Marsh	x	
R: New Southern Link Rd. adjacent to M40 linking	x	
R: Cut off Daws Hill Lane	x	

at M40 bridge		
R: M40 J3 upgraded with full north/south entry/exit	√	Scored 5
R: Open unused slip roads between J3 and J4 of M40	√	Scored 4/5
R: New slip roads to Booker Airfield to M40	?	Scored 2
R: Link traffic signals together to improve capacity	√	Scored 5 If capacity can be increased in this way why hasn't it been done already?
R: Bus gate and improved exits at Handy Cross	x	
R: Upgrade Marlow Rd, Desborough Ave. junction	?	Scored 3

GROUP 3

Stage 1: Daws Hill Transportation Priorities: Notes

Validation/Removal of Daws Hill Starters

Note: The group did not accept a significant number of starters and spent some time debating them.

The headlines:

- Investments were not considered worthwhile as demand was low and topography made cycling difficult.
- Bus facilities were questioned, eg. lay-bys
- The schools were seen as major causes on congestion in the area (buses stopping in roads, not in schools) and parents parking in residential streets.

Starter Items Removed and Reasons

ITEM	REASON FOR REMOVAL	COMMENT
New footpath/cycle link to town centre	Lack of demand	County Council disagree
Footpath improvements	Lack of effect	Some disagreement - low cost investment
Bus & road link to ABS	This was replaced with Bus/Pedestrian link to ABS to remove creating traffic attractor	Potential need to replace AB Lane Bridge (narrow and in poor repair)
New cycle lane along Daws Hill Lane	Lack of demand	Specific public consultation on demand for cycling improvements suggested (as

		group recognised they were not representative of cycling interests) Potential for shared (ped/cycle routes) suggested
New crossing (Daws Hill Lane?)	Would cause congestion. Existing lollipop person was better – more intelligent and responsive	
New bus bay Daws Hill Lane	Insufficient capacity to meet school bus demand – would not solve peak demand problem. Bus bays abused by school drop-off drivers. Buses get stuck in bays – drivers don't let them out!	
ADDITIONAL ITEMS	DISCUSSION/KEY ISSUES	
Improved / double access to Daws Hill Site	Key issue (from DH Residents Forum rep) environmental damage.	Was included on list
Marlow Hill – Daws Hill Junction Right Turn	Support for right turn. County Council rep referred to potential Highways Agency implications re. knock-on impact on roundabout Considered that scheme should include new pedestrian crossing facility.	General comment that area/route hot-spot schemes could be considered with comprehensive packages.

Stage 2: Southern Quadrant Key Issues

TOPIC	ISSUES	COMMENT
Request for clarification of what Southern Quadrant was	WDC rep explained. Southern Quadrant is a term relatively newly created	Potential need for clarification in further consultation.
Winchbottom	An area of character – concern that traffic improvements would cause harm Concern that improvements would encourage rat run traffic	
Spring Lane Widening	Resisted due to likelihood of attracting traffic	
Motorway Junction	Group considered additional access to motorway (making local junction both on and off, would be advantageous Either altering existing junction	Group considered that lack of on-off access on nearest junction led to increased through traffic in the area

	or bringing slip roads into use. Request that alternatives were analysed with Highways Agency	
London Road	Radical intervention needed. (Dualing or adding tidal flow lane) before any additional connections (AB Lane) was made.	There was significant concern/irritation that uncoordinated development was being added to the area without sufficient investment in transportation/highways. There was a minor debate about the SE Plan growth figures (now in WCC Core Strategy).
West Link	Not considered a priority	

Stage 2 (A): ABS

The Group agreed not to debate ABS. It was considered premature as land use and quantity was not confirmed. (However ABS post it notes were reviewed and some rewritten on Southern Quadrant post its and added to Southern Quadrant plan.)

(Group 3 grids follow below.)

Daws Hill Only

'INGREDIENT'	Tick/cross	Comments
S: Improve school access with mini roundabout	X	
S: Bus Hub and drop-off at RAFDH	X	
S: Bus Hub and drop-off at Handy cross plus path	√	
S: Dedicated southern school access road	√	
T: Bus service link to bus station via ..	√	
T: Bus service link to Wycombe Marsh	X	
T: Bus only right turn into Marlow Hill from Daws Hill	X	
T: Bus route Handy Cross Hub to Daws Lea	X	
P: Cycle lane from Marlow Hill to Flackwell Health	X	Pedestrian route only
R: Upgrade current access to RAFDH	√	Left turn only
R: Road link RAFDH with Abbey Barn South	√	Bus and Pedestrian only

R: Road link Handy Cross Hub and Daws Lea	X	
R: Widen Daws Hill Lane	X	
R: Left and right turn for all at Marlow Hill	√	
R: Reduced parking standards for RAFDH	X	
R: Residential and business Travel Plans	√	
R: Live/work units on RAFDH	√	
R: Dwellings designed to enable work from home	√	
R/S Road Link Extension to connect Handy Cross Hun to St Bernards School. Cul de sac to Myers Plantation.	√	Group 3 did not want through route to Daws Lea. Route marked on G3 map.
Retirement Village Development at RAF DH		Suggested by Residents to create a reduced traffic demand from site.

Plus Abbey Barn

The group declined to discuss Abbey Barn South (although they did review post-it note investments in the context of Southern Quadrant investment. Some investments re-written to add to Southern Quadrant investments.

Southern Quadrant

<i>'INGREDIENT'</i>	<i>Tick/cross</i>	<i>Comments</i>
S: Widen bus lay-by at JH School and on-site drop-off	√	
S: Widen bus lay-by at W High School and on-site drop-off	√	
P: Cycle/foot paths along Winchbottom Lane	X	
P: Cycle/foot paths along Abbey Barn Lane	X	
P: Cycle/foot paths along Spring Lane	X	
R: Widen Winchbottom Lane to full 2 way traffic	X	
R: New slip roads from A404 to Winchbottom Lane	X	
R: Alternative route to Cressex via Clay Lane etc.	√	
R: Widen Spring Lane to full 2 way traffic	X	
R: New link Spring Lane, London Rd. via Kingsmead	X	

R: Link AB Lane to London Rd. via Wycombe Marsh	√	
R: New Southern Link Rd. adjacent to M40 linking	X	
R: Cut off Daws Hill Lane at M40 bridge	X	
R: M40 J3 upgraded with full north/south entry/exit	√	
R: Open unused slip roads between J3 and J4 of M40	√	
R: New slip roads to Booker Airfield to M40	X	
R: Link traffic signals together to improve capacity	√	
R: Bus gate and improved exits at Handy Cross	√	
R: Upgrade Marlow Rd, Desborough Ave. junction	√	
R: Improve Bisham Roandabout	√	To enable south bound traffic to exit the Southern Quad more quickly – avoid peak hours congestion.
R: N40 Dual Carriageway/ Tidal Lane	√	Needed to accommodate demand of increased housing numbers and enable effective AB Lane junction link
T: Link Daws Hill to Abbey Way (Via School)		
R: AB Lane junction improvements with Heath End Road	√	
R: Alternative M40 link (Oxford direction only)	√	Reduce rat running through residential area

GROUP 4

Daws Hill Local: Notes

Schools:

- The group disagreed with relocating the crossing on Marlow Hill. It was thought that people would cross in the existing location anyway as it was on the desire line. However the crossing should be greatly improved and a dedicated bridge with ramps was suggested as a possible improvement.
- The group agreed that a new cycle /foot link to Handy X Hub would create more traffic in the Fair Ridge and Spinney area as people came to drop their children off. There was disagreement in the group as to whether this could be overcome with additional parking restrictions etc
- It was also noted that there was a need to know more about what will happen with the sports centre before deciding about a new foot / cycle link to Handy x Hub.
- A new suggestion was made to create a one way system past the schools for parents and buses to drop-off in front of the school and then move on. It was agreed that a mini

roundabout combined with a one way route past the schools would create a better flow and less congestion.

- There was a strong plea to take notice of the congestion caused in Fair Ridge / The Spinney and the adjacent end of Dawes Hill Lane by school traffic. Parking restrictions were suggested to alleviate parents parking in these areas.

Public Transport

- It was agreed that it would be a good idea to increase the frequency of the No. 36 bus which runs along Dawes Hill Lane so it runs every 15 minutes.
- Other suggestions to improvements to buses were not opposed but were not discussed in any detail.

Footpaths/ cycle ways

- There was a suggestion of a new shared use pedestrian/cycle path (**not** a cycle lane) from RAF Daws Hill to Flackwell Heath. This could potentially link with a route through the site and then on via a new improved route through the woods to Warren Wood Drive and the Rye. It was noted that there was a land ownership issue closer to Flackwell Heath.
- There was disagreement in the group about a new Dawes Lea to Handy Cross pedestrian and / or cycle route. Some were in favour and some against. Likewise, there was a difference of opinion around whether cyclists would or would not feel able to cycle on road through the slower traffic in the built up section.

Roads/ Traffic

- There were comments about the narrowness of Dawes Hill Lane and that makes any options for new paths, cycling, lay-bys and road widening very difficult and would need CPO and / or environmental degradation e.g. tree removal.
- There was general discussion about the effectiveness of travel plans. Whilst none opposed the principle, none of the residents thought that they would work and had not seen evidence of their effectiveness or of any enforcement.
- The upgrading of access to RAF Dawes Hill was agreed by the group. The road link with Abbey Barn South was agreed as far as the site boundary.
- The group discussed whether there should be one, two, or more points of access and agreed that this was not fundamental. The HA advised a single access point would be discouraged as there is no alternative access if it becomes blocked.
- Inclusion of live work units and encouraging working from home was supported to reduce traffic (along with any other opportunities to provide workplaces on the site).
- There were questions about the location of a new access relative to Dawes Lea and what the effect would be.

Daws Hill: Southern Quadrant: Notes

Schools

- It was suggested that there should be an initiative with the schools to prevent VI Formers from driving to school and to reinstate bus passes.

Footpaths/ cycle ways

- There was discussion about whether it was worth investing in cycle routes into High Wycombe because the steep gradients mean that only a few dedicated cyclists are likely to use them.
- It was agreed that in terms of a cycle link from Marlow Hill to Flackwell Heath that it should be a shared cycle path rather than a lane. The group discussed how land availability and landscape impact might require normal design standards to be relaxed with a single narrower shared path.

Public Transport

- The bus service to Wycombe Marsh was queried as to whether it was possible in practice and whether it delivered any significant benefits?

Roads/ Traffic

- The linking of traffic signals was agreed as common sense.
- There were some in favour of truncating vehicle movements at the M40 on Dawes Hill Lane to prevent extra traffic entering the area e.g. from Flackwell Heath. This was not agreed as the implications were not able to be addressed in the discussion.
- Some supported and some opposed the widening of roads. Those against reminded the group about the protected landscapes in the Area of Outstanding Natural Beauty and also that widening creates more traffic and can lead to congestion elsewhere. Others thought there could be benefits in terms of congestion despite the counter argument that wider roads attract more traffic.
- Residents wanted more exploration and modelling of changes to junctions on the M40 in order to assess the impact on traffic. Making Junction 3 fully two way was prioritised in terms of looking like the most promising option and one which was supported. A dedicated lane from J4 to Cressex Business Park via John Hall Way was also supported.
- There were different views on the S Link options. Those present needed to weigh traffic benefits against environmental degradation, although one group member felt that the environmental harm would be so great that it could not be justified.
- There was a suggestion to look again at the possible bus use of the old Wycombe to Bourne End railway line as a way to reduce traffic congestion.
- Overall, the feeling of at least some residents was that whilst some of these proposals have merit, they are unlikely to have a large enough impact to allow the proposed development to be accommodated on the network.

(Group 4 grids follow below.)

Daws Hill Starters (comments in blue are new suggestions)

'INGREDIENT'	Tick/cross	Comments
S: New pedestrian crossing Daws Hill Lane	X √	The group placed a cross against this because they felt that the crossing should not be relocated – there was nowhere else for it to go. However there was general agreement that it needed to be improved and a suggestion of a dedicated bridge with ramps to replace the existing crossing.
S: Northern footpath improvements to schools	?	Not agreed or ruled out
S: School travel plan green investment	?	A great idea in principle but not agreed as it was thought to be unenforceable and the schools did not seem interested in being proactive on this.
S: Parking restrictions near schools, Daws Hill Lane etc.	√	Strong agreement to restrict parking to residents
T: Bus lay-by on Daws Hill Lane	?	Query if there is room?
T: Bus frequency improved on existing routes	√	Agreed that route 36 should be improved – HW to BE
T: Bus service through RAF Daws Hill	?	Not agreed or ruled out
T: Linking bus service to Handy Cross Hub	?	Not agreed or ruled out
P: New path link to town centre – wood or school	?	Not agreed or ruled out
P: New path to Handy Cross Hub	x	Some thought this a good idea, but it was not agreed as there was strong opposition from

		residents of the Fair Ridge area about it encouraging more school drop off traffic if students were able to walk in from nearby.
P: New paths along Daws Hill Lane	?	A great idea in principle but not agreed as it was thought that there was not room for it.
R: Junction improvement at Marlow Hill/Daws Hill Lane	√	
R: Additional lane at Marlow Hill/Daws Hill Lane exit	?	Not agreed or ruled out
R: Relocated ped. crossing at Marlow Hill gyratory		See first point about Dawes Hill crossing
R: New access to RAF Daws Hill at Daws Lea	?	Not agreed or ruled out. Some thought it would create more traffic and queues, though the traffic engineer from BCC explained it would disperse the queues from one two locations and be useful if there was an incident preventing traffic flow at one of the junctions.
R: Second access to RAF Daws Hill near current access	?	Not agreed or ruled out – see point above.
R: RAF Daws Hill layout to provide future link to ABS	?	Not agreed or ruled out
R: Create one way route past schools	√	New suggestion
R: Create parking restrictions in Fair Ridge / The Spinney and Daws Hill Lane	√	New suggestion

Daws Hill Only

<i>'INGREDIENT'</i>	<i>Tick/cross</i>	<i>Comments</i>
S: Improve school access with mini roundabout	√	See comments sheet and new suggestion below #
S: Bus Hub and drop-off at RAFDH		
S: Bus Hub and drop-off at Handy cross plus path		
S: Dedicated southern school access road		
T: Bus service link to bus station via ..	√	
T: Bus service link to Wycombe Marsh	?	Is it possible?
T: Bus only right turn into Marlow Hill from Daws Hill		To be further discussed
T: Bus route Handy Cross Hub to Daws Lea		
P: Cycle lane from Marlow Hill to Flackwell Health		See below *

R: Upgrade current access to RAFDH	√	
R: Road link RAFDH with Abbey Barn South	√	As far as the site boundary
R: Road link Handy Cross Hub and Daws Lea		
R: Widen Daws Hill Lane		
R: Left and right turn for all at Marlow Hill		
R: Reduced parking standards for RAFDH		
R: Residential and business Travel Plans	√	Concerns expressed about how effective they are, and how enforceable.
R: Live/work units on RAFDH	√	
R: Dwellings designed to enable work from home	√	
P: Cycle path (shared)	√	Cycle path to be shared use rather than a cycle lane*.
S: One way route past schools	√	# see above
T: introduce parking restrictions on Fair Ride and The Spinney	√	

Southern Quadrant

<i>'INGREDIENT'</i>	<i>Tick/cross</i>	<i>Comments</i>
S: Widen bus lay-by at JH School and on-site drop-off	√	
S: Widen bus lay-by at W High School and on-site drop-off	√	
P: Cycle/foot paths along Winchbottom Lane		
P: Cycle/foot paths along Abbey Barn Lane		
P: Cycle/foot paths along Spring Lane		
R: Widen Winchbottom Lane to full 2 way traffic		
R: New slip roads from A404 to Winchbottom Lane		
R: Alternative route to Cressex via Clay Lane etc.		
R: Widen Spring Lane to full 2 way traffic		
R: New link Spring Lane, London Rd. via Kingsmead		
R: Link AB Lane to London Rd. via		

Wycombe Marsh		
R: New Southern Link Rd. adjacent to M40 linking	√	Need to further discuss and weigh the benefits and the environmental drawbacks .
R: Cut off Daws Hill Lane at M40 bridge		
R: M40 J3 upgraded with full north/south entry/exit	√	
R: Open unused slip roads between J3 and J4 of M40		
R: New slip roads to Booker Airfield to M40		
R: Link traffic signals together to improve capacity	√	
R: Bus gate and improved exits at Handy Cross		
R: Upgrade Marlow Rd, Desborough Ave. junction	√	
R: Dedicated Slip road from Oxford direction to Cressex for M40 J4		
T: a loop from/ through RAF Daws Hill/ Abbey Barn South to London Road / town centre/ and Hub		
Change John Hallway to 2 lanes	√	
Use the old rail link	√	
Upgrade Marlow Rd / Desb Ave junction	√	
Stop VI Formers from driving	√	

PARTICIPANTS

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