

Southern Quadrant Transport Strategy



Background

Southern Quadrant – Study area



What is it?

- A vision for transport in the area for 10 years
- A set of priorities and schemes that will provide benefits and support land use plans
- A way to help manage existing and future travel across this part of High Wycombe
- The first of a set of area strategies that will build into a transport strategy for High Wycombe

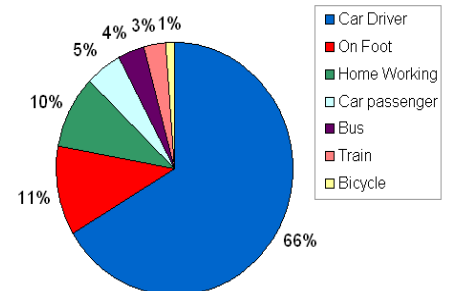
Existing Transport Conditions

- Car ownership is high in the area and work trips are generally made by private car
- The area accommodates a mix of long and short distance trips
- About 20% of traffic is on longer distance trips (i.e. travelling to Thames Valley)
- The school run dominates travel patterns, with many bus movements and 'drop offs'
- About 50% of school trips are made by public transport, and 30% by car

Southern Quadrant

Journey to Work

Mode of Travel



The strategy and its package of schemes has been developed to give benefits in line with the County Council's transport objectives, the District and County Corporate Plans, and the Sustainable Communities Strategy.

Transport plays a key part in achieving these objectives.

Southern Quadrant Transport Strategy

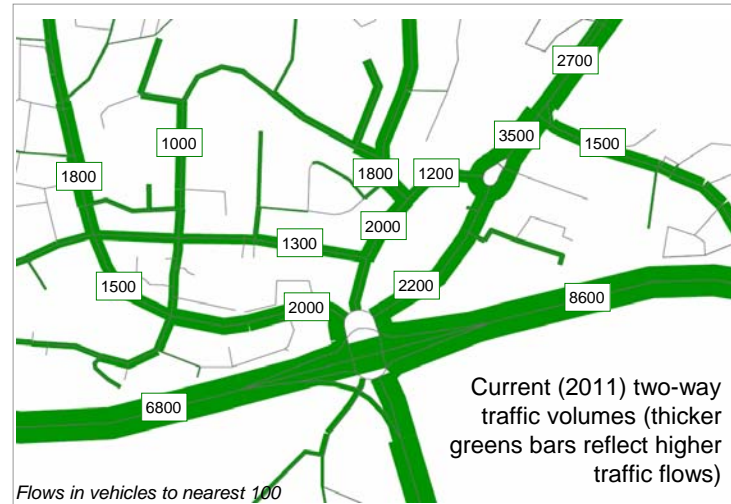


Transport Challenges

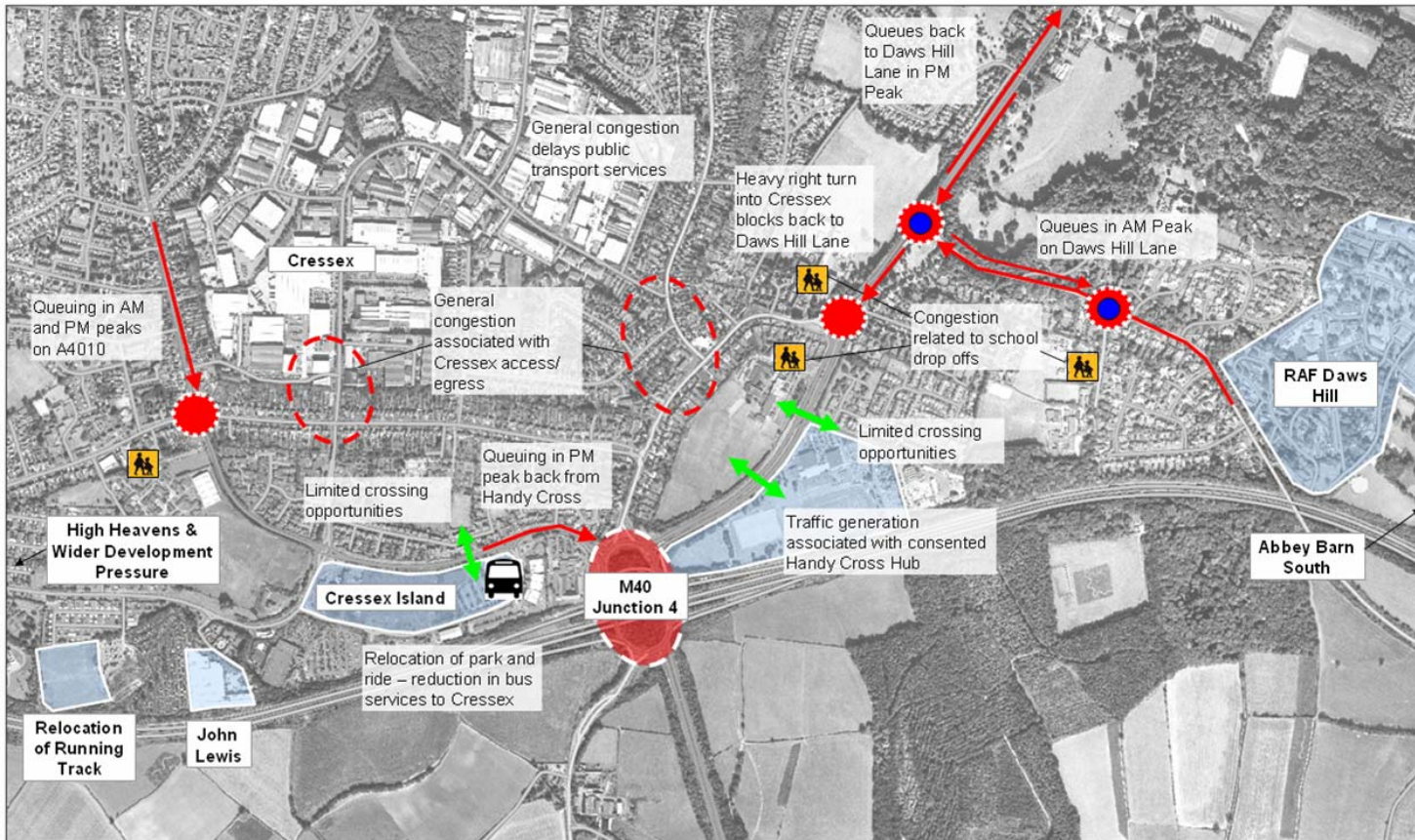
Predictions suggest traffic in High Wycombe will grow by 17% by 2022.

Combined with existing traffic problems the three key transport challenges across this southern area are :

- Existing and future traffic congestion
- The school run
- Future development



Key transport challenges in southern quadrant



Scale: 1:8,000 at A3

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Key junctions with congestion



Limited pedestrian crossing facilities



Congested roads



Consented or potential development



Key junctions with congestion and bus delay



Significant queues in peak periods



School drop off locations

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Congestion, school run and future development

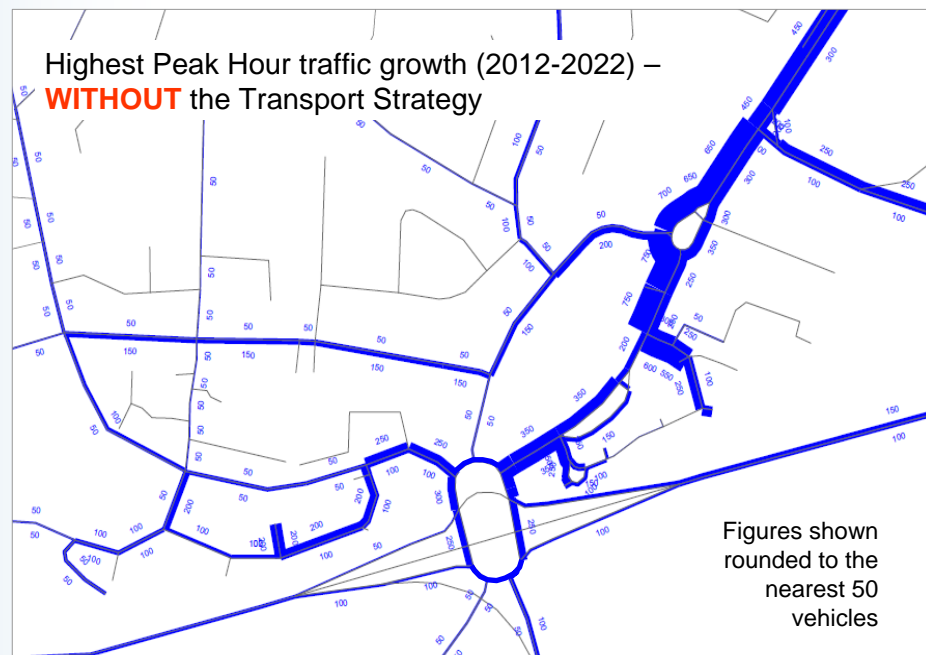
Congestion

- Existing and future congestion will affect journey times and add delays to public transport services
- Negatively affected by school run pressures and future development proposals

Future Developments

The southern quadrant is a focus for development pressure in High Wycombe including:

- Handy Cross Hub with Coachway Park & Ride, new sports centre and business park
- John Lewis development and retail / commercial growth at Cressex Island
- New housing and employment at RAF Daws Hill and Abbey Barn South
- The strategy considers future travel conditions in the area created by development by 2022

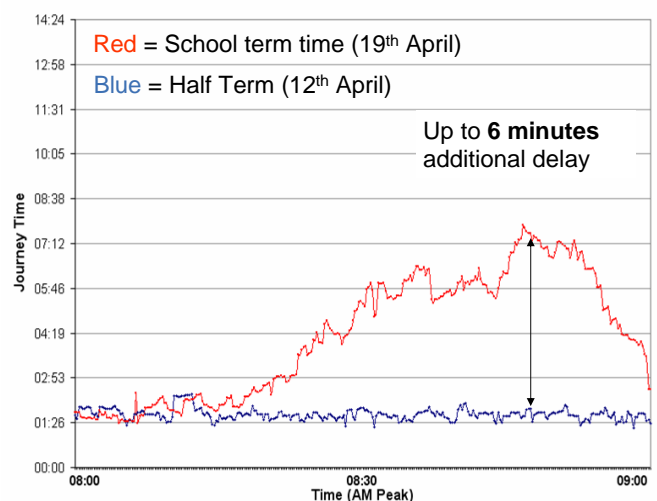


Figures shown rounded to the nearest 50 vehicles

Journey Time along Daws Hill Lane

School Travel

- In the am peak, Daws Hill Lane provides for about 200 school run trips, with 50 vehicles 'dropping off' on Daws Hill Lane or nearby areas
- About 70% of school run trips are from the 'west' via Marlow Hill. There are 25 bus movements, many pick up or drop off on the main carriageway
- Queuing and longer journey times are a result of traffic volumes and combined with the mix of school and 'normal' traffic movements on Daws Hill Lane



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The transport strategy and other schemes

With such a mix of issues, there is no **single** scheme that will make a major difference to conditions in the area and so the Strategy sets out a package of measures that includes:

Handy Cross Hub

- The site provides a Coachway / Park & Ride with to support multi-modal journeys
- Existing / new services will route via the hub and cycles-ways and footpaths will link it to the wider area

Daws Hill

- A new dedicated 'western' school drop off area accessed via Sports Centre, separating background traffic from school traffic and an 'eastern' school drop-off point for journeys from that direction
- Improved and upgraded junctions to better manage traffic, reduce queues and operate within capacity
- Provision of a new route for pedestrians, cyclists, school buses and public transport, providing benefits for westbound journeys

Cressex Island / John Hall Way

- Upgraded junction with extra capacity to manage traffic and provide access to retail developments
- Provision of a pedestrian crossing on western side of junction to enable walking trips to existing and future developments at Cressex Island

Cressex Road / A4010

- More direct routing for traffic at the Cressex Road / Cressex Link junction by opening left turns (west to north and east to south) helping reducing traffic at other junctions
- Improved pedestrians and cycle facilities (advance stop-lines and cycle lanes) provided

Abbey Barn South

The District Council does not propose to release Abbey Barn South for development although it may be needed in the future. The County Council is clear that if it proposals emerge, they must conform with and fully support the Southern Quadrant Transport Strategy.

Highways Agency Pinch Point Programme

The County Council will also champion other strategic schemes using national funding sources (such as the Highways Agency's Pinch Point Programme). Two schemes being promoted are improvements to the A404 Bisham Junction and the creation of an M40 Junction 3a.

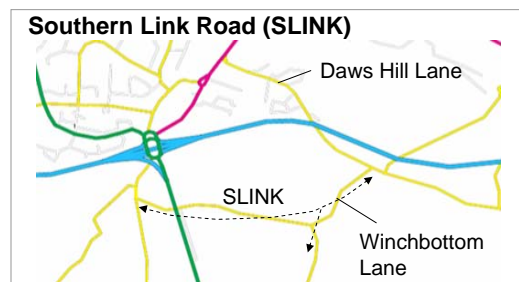
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Other excluded schemes

Southern Link Road (SLINK)

- Previous modelling work showed that SLINK was not effective because it led to increased traffic volumes in parts of the network including Daws Hill Lane. It is also financially and environmentally expensive.



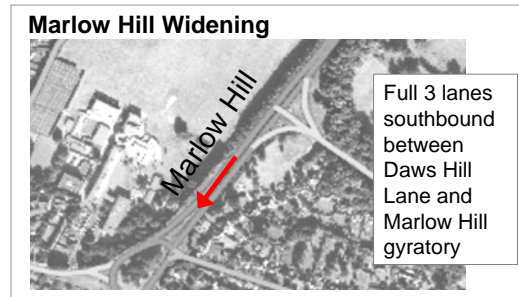
M40 Junction 3 Improvements

- M40 Junction 3 only provides an eastbound on-slip and westbound off-slip. Engineering and cost constraints mean that adding the two 'missing' two slip roads is not feasible. This solution is also not supported by the Highways Agency.



Marlow Hill Widening

- A scheme was considered to widen Marlow Hill to provide three lanes from Daws Hill Lane to the gyratory at the top of Marlow Hill. This is not effective as it fails to reduce queues in the traffic lane towards Cressex.



Signalisation of New Road / Cressex Road

- Modelling has shown that signalising the New Road / Cressex Road junction is not effective as each approach would be saturated / operate over capacity.



Realignment of Daws Hill Lane

- Realigning Daws Hill Lane does not reduce traffic volumes on this route, and fails to effectively deal with congestion linked to the school run.

