

Princes Risborough Town Plan

Transport model update
22nd January 2016

What we will cover

1. Earlier model work – recap on performance and costs
2. Town centre model results
3. Developer contributions – justifying and maximising
4. Reasonable prospects of delivery / funding – creating a ‘sound plan’
5. Potential LEP contribution
6. AOB
 - a. Arrangements for engagement during draft plan consultation

Option 16a/16b

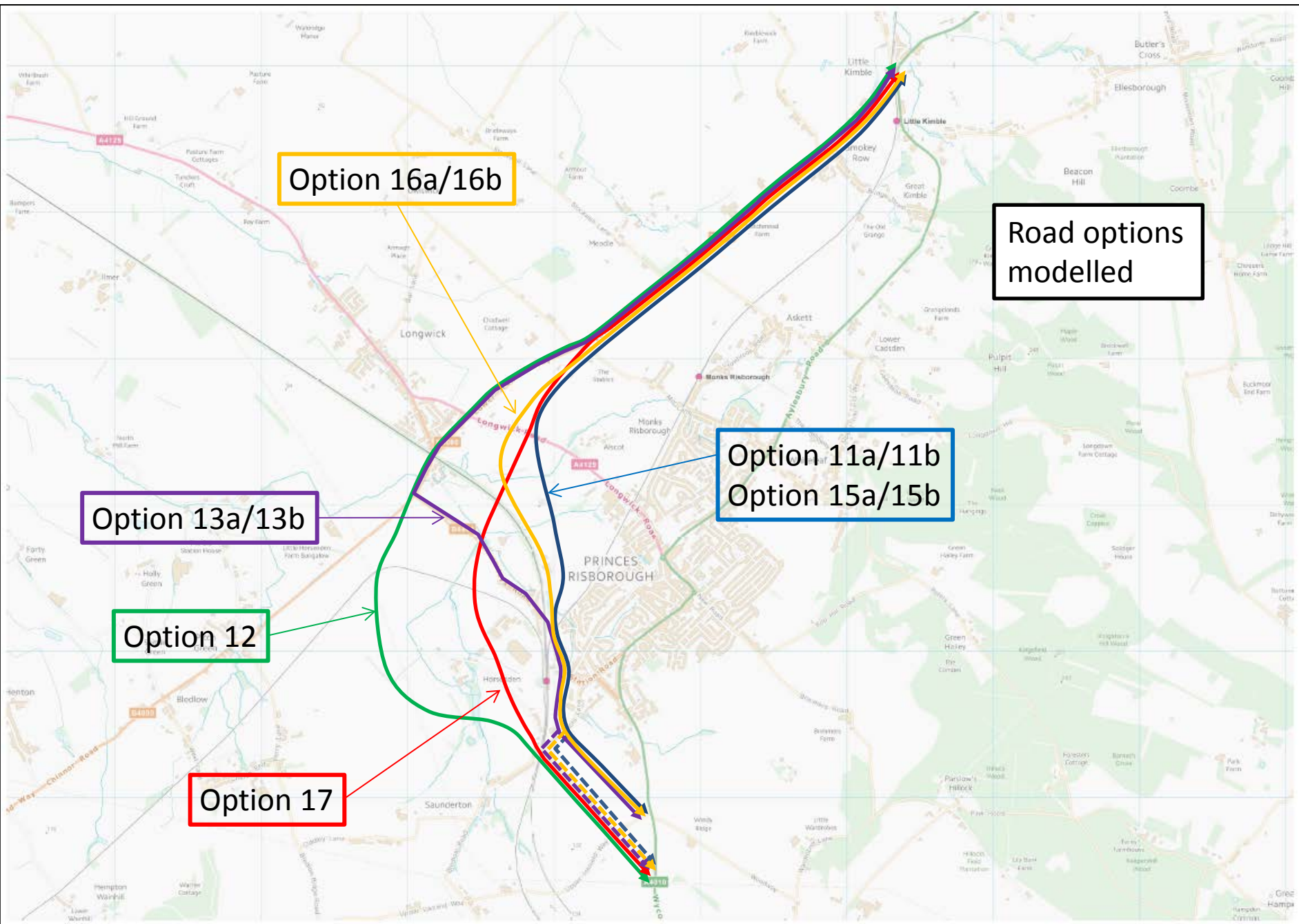
Road options modelled

Option 11a/11b
Option 15a/15b

Option 13a/13b

Option 12

Option 17



Traffic modelling and other effects

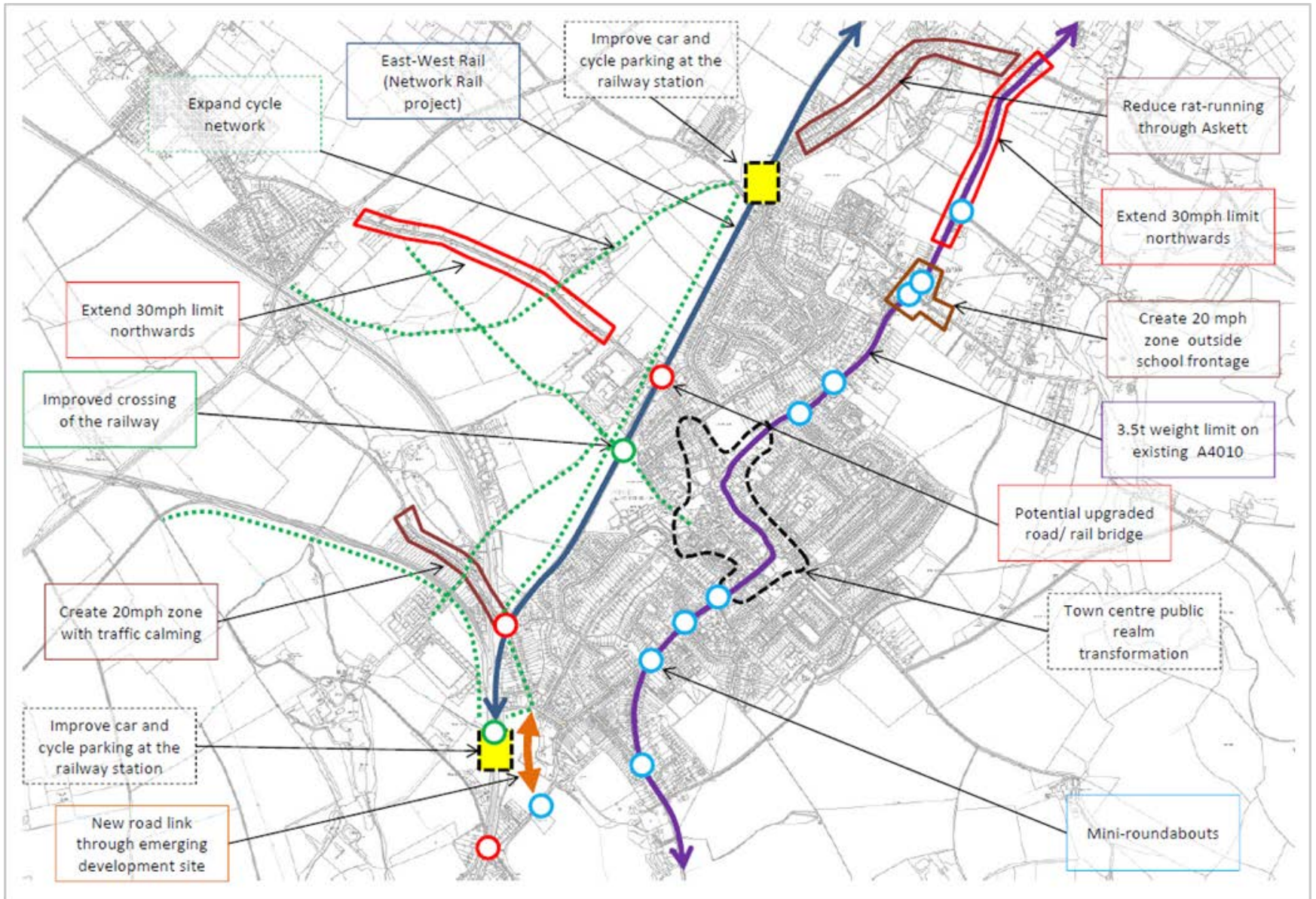
Option	Comment
11a/b	Best journey times
11a/b and 15 a/b	Attract most development traffic
17	Best at relieving town centre traffic volumes (though all options take traffic volumes on New Road to less than baseline)
11b, 17, 15b, 16b	Best at reducing congestion in town centre
12	Takes least development traffic
13a, b	Least environmental impact
12 and 17	Greatest overall environmental impact
17	Direct impact on Longwick Bog; impact on the setting of Horsenden Conservation area
12, 17	Greatest landscape impacts
All options	Cross watercourses / areas of flood risk

Financial modelling and risk

Option	Indicative cost	Railway crossings	Number of different railway lines to cross	% of development traffic on road from the development
11b	£53M	2	1	60%
15	£53M	2	1	60%
12	£70M	4	3	13%
17	£78M	4	3	45%

Assessment summary

Option	Affordability	Deliverability	Performance	Environmental impact	Economic potential
11b	Yellow	Yellow	Green	Yellow	Yellow
15	Yellow	Yellow	Yellow	Yellow	Yellow
12	Red	Red	Yellow	Red	Red
17	Red	Red	Green	Red	Green



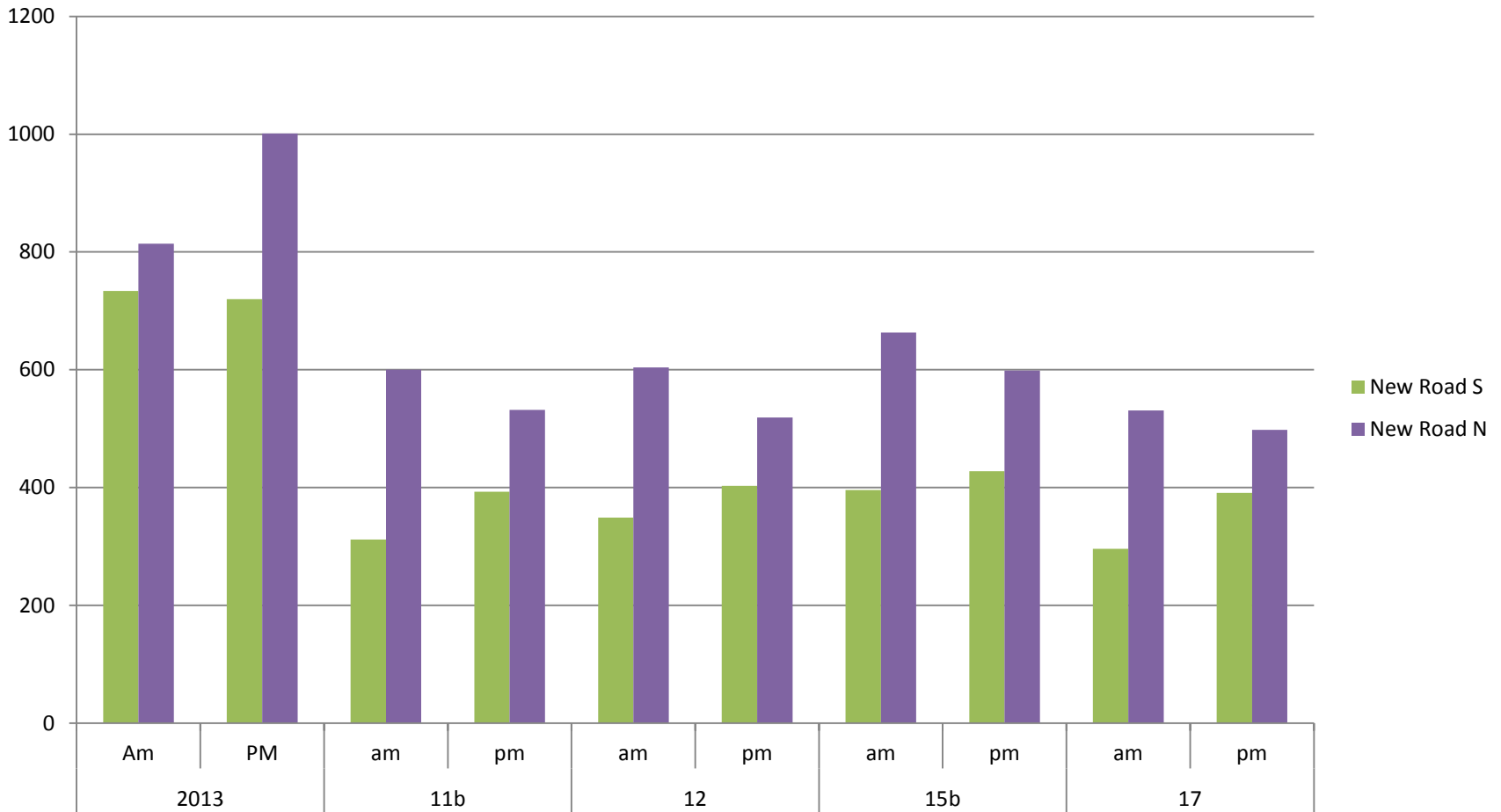
North-south journey times

1. The north-south journey times along the A4010 and Shootacre Lane will increase as a result of the town centre transport scheme.
2. The introduction of the town centre scheme will encourage traffic to reassign away from the A4010 to other routes, including the new road alignment.
3. The scheme offers some improvements along the new road alignment in the PM peak in option 17 followed by options 11B and 12. Overall, the results are broadly consistent with the findings reported in the OAR, where options 11b and 17 show the greatest benefit, followed by option 12.

Traffic volumes with the town centre scheme

1. New Road
 - a reduction in traffic
 - the hierarchy of the options is consistent with the findings reported in the OAR.
 - All options reduce traffic volumes on New Road to below the 2013 baseline, with Option 17 performing best
2. Traffic through Askett
 - Options 11b and 15b perform best
 - Option 12 performs worst.
 - Further interventions are required to deter traffic
3. Poppy Road
 - Option 11b remains the best of the four options for Poppy Road, although there is some improvement shown in the model results for option 17.

Traffic on New Road



Junction delay

1. Overall the town centre scheme reduces delay at junctions in the A4010 corridor, which is logical given the reduction in traffic using the A4010. The reduction in delay is less attributable to changes in junction geometry.
2. The delay at the junctions shows that options 11b, 15b, and 17 perform best followed by option 12. This is broadly consistent with the findings outlined in the OAR.

Summary

1. North-south journey times
 - Increase on both the town centre and the new road, relative to scenarios without the town centre scheme (because more traffic assigns to the new road)
2. Traffic volumes
 - Traffic reduces in the town centre and through Askett (but more measures needed in Askett).
3. Junction delays
 - Delays are reduced in the town centre due to decreased volume of traffic
4. Results are broadly consistent with those earlier reported (without the town centre scheme)

Affordable and deliverable

1. The plan, to be sound, needs to have **‘a reasonable prospect of delivery’**.
2. Without a sound plan we are thrown back on piecemeal development.
3. What can we negotiate from developers to increase the prospect of delivery through planning obligations?
 - A planning obligation may only constitute a reason for granting planning permission for the development if the obligation is—
 - a) necessary to make the development acceptable in planning terms;
 - b) directly related to the development; and
 - c) fairly and reasonably related in scale and kind to the development.

Justification

1. Maximising developer contribution
 - Relying on proportion of traffic using isn't enough
2. WebTAG Unit A2-3
 - Context of 'dependent development'
 - Restoring network to 'reasonable level of service'
 - The 'minimum scheme' required
3. What might a 'minimum scheme' look like?

Bridging the gap

1. Minimising the gap between the minimum scheme and a preferred scheme
2. Suppose minimum scheme = £40M
 - Gap for 11b = £13M
 - Gap for 17 = £38M
 - Gap for 12 = £30M
3. Demonstrate there is a reasonable prospect of filling the gap.

LEP funds

Overall LEP funds (2013-15) = £115M

Wide range of projects:

- Aylesbury Eastern Link Road / Stocklake link
- High Wycombe transport projects including Master Plan
- A355 relief road
- Amersham and Wycombe College estate
- CrossRail / East West Rail / Marlow & M'head rail link
- SME business finance
- Superfast broadband
- Handy Cross Hub, Aylesbury Woodlands

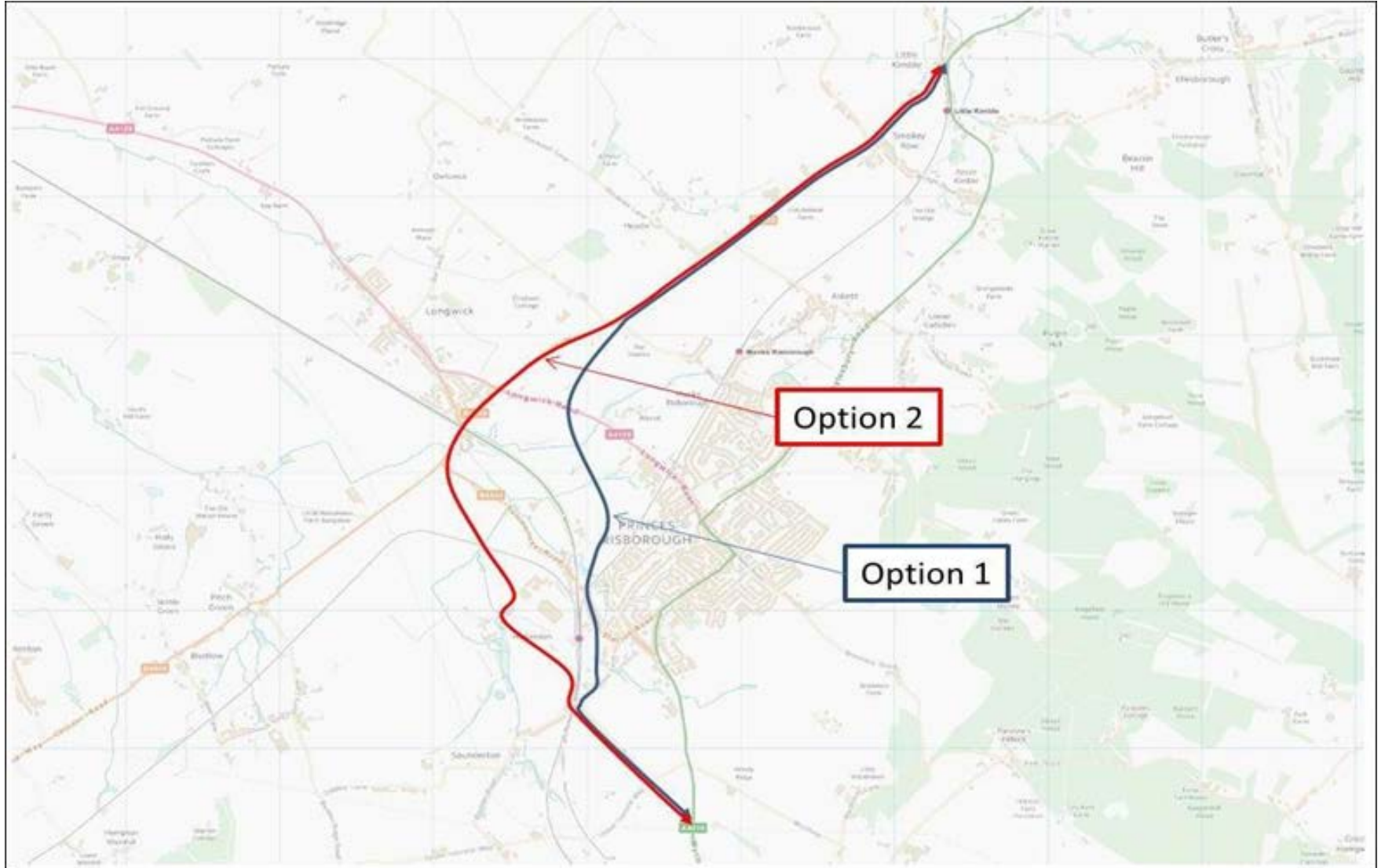


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|---|------------------------------------|---|---------------------------------------|---|---------------------------------------|
|  | RESIDENTIAL AREAS (40/30/25 DW/HA) |  | LOCAL CENTRE |  | LOWER ICKNIELD GREEN BUFFER |
|  | STRATEGIC OPEN SPACE |  | PRIMARY SCHOOL (2FE & 1 FE TO EXPAND) |  | SEWAGE TREATMENT WORKS & ODOUR BUFFER |
|  | LOCAL OPEN SPACE |  | LOCAL WILDLIFE SITES & NATURE AREAS |  | EXISTING USES |
| | |  | AREA OF UNCERTAINTY | | |

DEVELOPMENT AND ASSOCIATED OPEN SPACE AREAS

REVISED DRAFT SCENARIO 8 January 2016

Town facilities and routes to be added to final plan



Next Steps

- 26th Jan – Cabinet Member report sign off
- 15th Feb – consultation starts for 6 weeks.

Events:

- Thurs 25th Feb am – Market Stall
- Thurs 25th Feb late pm/evening – drop in session
- Sat 27th Feb – drop in session
- Thurs 3rd Mar – town meeting.

Continue to work on evidence base and deliverability

Then – finalise Plan – Cabinet and Council early June