

WYCOMBE TRANSPORT STRATEGY PANEL

MINUTES OF THE MEETING OF THE WYCOMBE TRANSPORT STRATEGY PANEL HELD ON FRIDAY, 8 SEPTEMBER 2000, IN THE COUNCIL CHAMBER, WYCOMBE DISTRICT COUNCIL, QUEEN VICTORIA ROAD, HIGH WYCOMBE, COMMENCING AT 10.00 AM AND CONCLUDING AT 12.00 NOON.

MEMBERS PRESENT

Buckinghamshire County Council

Mrs C M Aston, Mr W J Y Chapple, Mr K F Morgan JP, Mr M B Oram, Mr R C Pushman, Mr D J Rowlands, Dr B R Stenner and Mr F V J Sweatman.

Wycombe District Council

Mr P J Cartwright (in the Chair)

Mr J M Blanksby, Mrs S J Crook, Mrs K J Dix, Mrs A E Hardy, Mr M Hussein and Mr C B Oliver.

APOLOGIES FOR ABSENCE/CHANGES IN MEMBERSHIP

The Head of Administration received apologies for absence from Mr D G Fieldhouse (Wycombe District Council) and Mrs L M Clarke (Wycombe District Council) who was replaced by Mr M Hussein (Wycombe District Council) for this meeting only.

DECLARATIONS OF INTEREST

There were no declarations of interest.

MINUTES

- 1 The minutes of the meeting held on 31 May 2000, copies of which had been previously circulated, were confirmed.

GENERAL PROGRESS REPORT

- 2 The Panel received and noted a report from the Head of Spatial Planning (BCC) and Director of Planning Transport and Development (WDC) which updated members on the latest developments on the implementation of the Wycombe Urban Area Strategy.

Upgrade of Town Centre Access Control System

- 3 It was reported that the work to upgrade the existing bollard control system had recently been completed. It was noted that the Sietag vehicle identifiers have been fitted to emergency service vehicles and buses requiring access, and would be brought into use

once a test system has been commissioned at the bus station.

Town Centre Fixed Bollards

- 4 It was reported that since opening the High Street enhancement scheme the ongoing parking problem in High Street and Castle Street has resulted in illegal footway parking when the rising bollards are not in operation. To prevent future intrusion to this area the Panel's approval was sought to include additional bollards to be erected between the existing ones and effectively halve the spacing of bollards. A Panel member requested clarification on the bollards being collapsible or removable. It was noted that the bollards would be removable and this would not add significant time to the market stalls being erected or taken down on market days.

Hughenden Avenue – Traffic Calming

- 5 The Panel noted the work has been completed to install the traffic islands and anti-skid surfacing.

Temple End

- 6 It was reported that a planning application has now been submitted and is expected to be approved shortly. The developer has agreed to contribute towards the cost of modifying the bus gate and adjacent signal-controlled junction.

Bus Priority Measures

- 7 It was reported that Hyder Consulting have investigated the non-working of the bus hurry calls at Bowerdean Crossroads, Amersham Road at the junction with Arnison Avenue and at locations on Dashwood Avenue. Work to re-commission the signals is currently underway.

Non-Strategic Work

- 8 It was reported that the County Council has reviewed its programme of works at the Abbey Way gyratory and that the work on rebuilding the carriageway, taking into account possible future changes to the traffic management arrangements, are due to begin in late June/early July 2001 with completion by the end of August 2001.

Desborough Road

- 9 It was noted that the approved scheme of works will be implemented by Buckinghamshire County Council in the Autumn.

Lily's Walk Subway and Pedestrian Area adjacent to Abbey Way

- 10 It was reported that the tenders received for the re-cladding, additional lighting and improved signage of the subway and pedestrian walk-way had proved unsatisfactory. The scheme is now being re-tendered, and is now expected to take place without the need

to close the subway.

Frogmoor and Oxford Street

- 11 The Panel noted a correction to the figures in this report, £970,000 should read £972,000.
- 12 It was noted that if tender prices for work in the Public Open Space (POS) exceed £220,000, following consultation with the Joint Chairmen, the specification may be revised to limit spending to this ceiling.

Local Plan Inquiry

- 13 This report updated the Panel on the arrangements for the forthcoming Local Plan Inquiry.

Western Sector

- 14 It was noted that, following the High Court ruling in favour of the District Council, it is anticipated that work on the Western Sector will begin on site in the early part of 2002, with completion due in 2004.

Handy Cross

- 15 It was noted that the final report arising from the Highways Agency's recent study will be published shortly by GOSE.

Total Integrated Parking Strategy (TIPS)

- 16 It was noted that the small Parking Sub-Group set up by this Panel met on 30 August 2000. The Sub-Group discussed the provision of parking in the town centre and the stress on existing parking when some areas are to be taken out of use for development. It was noted that a joint exercise between both authorities should look carefully at parking arrangements across the area, particularly focusing on town centre parking supply and whole-district management of on-street and off-street parking.
- 17 Members discussed the problems associated with parking in the town centre and options for on-street parking and the problems this can cause to traffic flow.
- 18 It was also noted that it is proposed to establish a task force of local authority officers to work with Chiltern Railways to help them deliver their franchise improvements.
- 19 A member welcomed the concept of a task force but emphasised that members from both the County Council and District Council should be included. Officers advised they would suggest this to Chiltern Railways, possibly as a separate forum.

Parking Feasibility Study – Scoping Report

- 20 It was noted that the District Council have commissioned a study to look at a range of parking issues within the town. The study will look specifically at sites for additional

parking, multi-decking parking and a park and ride at a site south of Handy Cross. Its conclusions will be reported via the Parking Sub-Group to the next meeting of the Panel.

A40 London Road Bus Lane

- 21 It was noted that correspondence is still continuing with the DETR in relation to the bus lane being used by motorcycles.

Transport Strategy Leaflet

- 22 The Panel welcomed the draft update of the Transport Strategy leaflet which was distributed to members. Members were invited to comment and made the following observations:

- Any photographs used should be up-to-date and correspond with any text relating to them
- The name of the school and/or the child should be omitted from the text for security reasons
- The 20mph speed limit illustration could imply to parents that the limit refers to **every** school
- The pictures of the town centre do not show a true reflection following its recent enhancements.

- 23 It was noted that the new Travel Line number is a national number that covers both England and Wales. Scotland will be coming on line in early 2001. The cost of calling this number is charged at the national rate, but the scope of the service offered is now greatly enhanced.

Safer Routes To School

- 24 It was noted that crocodile trails are continuing to be successful with new ones set up in the summer term at Naphill and Walters Ash and St John's, Lacey Green. Concern was raised at the limited cycling routes through the town centre to schools.
- 25 Forty-two on-street parent parking permits have been issued at Hamilton School although there has been no take-up for the Sainsbury's car park.

Cycle Network Extensions

- 26 The Panel noted the report to expand cycling facilities and provide a safer cycling network across the town and conjoin other routes to the east-west route where possible.
- 27 Members were generally not opposed to shared use of these routes but felt that when promoting their use, an emphasis on safety should be adopted. A member was concerned

with the use of scooters and whether they have the same rights and restrictions as cycles on the cycle route. In response, the representative from Thames Valley Police informed the Panel that motorised scooters are classed as mopeds, and therefore require tax, insurance etc, but there is no legislation governing non-motorised scooters.

- 28 The Panel recognised the scale of the problem and noted that cyclists, especially children, fear riding on the road. A member suggested that a painted area to denote a cycleway on footpaths or through the town centre would make pedestrians aware that cycles use the area.
- 29 Officers noted the comments and advised that a further report on these matters will be submitted to a future meeting.

RECOMMENDED

- 1 That additional bollards be erected to halve the current spacing of bollards in the High Street at a cost of £8,000 funded from this year's Wycombe Strategy budget be recommended to the County Council's Highways and Public Transport Sub-Committee;**
- 2 That additional bollards be erected on a length of footway in Church Street at the same spacing as those in the High Street at a cost of £8,500 funded from this year's Wycombe Strategy budget be recommended to the County Council's Highways and Public Transport Sub-Committee;**
- 3 That the changes to the approved 2000/01 programme to allow estimated total expenditure of £972,000 on the Frogmoor enhancements be recommended to both Councils;**
- 4 That the Head of Transportation (BCC), following consultation with the Joint Chairmen of the Panel, be permitted to authorise expenditure of an additional sum not exceeding £20,000 related to any increase in the cost of works for the Frogmoor Public Open Space. Any such increase in cost to be borne by funds which the District Council has made available for transport works within the Wycombe Urban Strategy Area be recommended to the District Council;**
- 5 That the Head of Transportation (BCC), following consultation with the Joint Chairmen of the Panel, be permitted to consider revisions to the specification of works in the Frogmoor Public Open Space such that any revised tender sum for these works shall not exceed £220,000 be recommended to the District Council;**
- 6 That the updated programmes of work set out in Appendices 1 to 9 be supported;**
- 7 That the County Council agree to work on the Parking Feasibility Study being 50% funded from the Wycombe Urban Area Strategy budget be**

recommended to the County Council;

8 That the District Council be asked to agree to 50% of the cost of funding work on the Parking Feasibility Study be recommended to the District Council;

9 That the following dates were agreed for future meetings of the Panel:

1 December 2000 at 10.00 am

9 March 2000 at 10.00 am.

IMPROVED MANAGEMENT OF TRAFFIC SIGNALS IN HIGH WYCOMBE

30 The Panel received a report of the Head of Transportation, Buckinghamshire County Council, which detailed a programme to improve the reliability and performance of traffic signal controllers in High Wycombe.

31 It was reported that, whilst new traffic signal controllers commissioned now will have the ability to be monitored remotely and therefore can be triggered remotely to co-ordinate with nearby traffic signals, existing controllers will need to be replaced or modified to achieve these features.

32 Members discussed the report and welcomed the improvements.

RECOMMENDED TO THE HIGHWAYS AND PUBLIC TRANSPORT SUB-COMMITTEE (BCC)

That the programme of pelican, toucan and traffic signal controller modification be undertaken in High Wycombe to enhance the reliability of signal performance, funded from the Wycombe Urban Area Strategy budget as set out in Appendix 1, be recommended.

HIGH WYCOMBE BUSWAY

33 The Panel received a report of the Head of Transportation (BCC) on the plan to take the Busway Scheme from London Road to the Railway Station forward to initial public consultation and then to a Planning Application.

34 Members' attention was drawn to drawings made available to view. It was noted that land between Gordon Road and the Station would have to be acquired from Railtrack, who support the scheme, or from the British Railways Property Board.

35 Members welcomed the Scheme and made comments on the following:-

- Parking spaces lost at the Station Car Park would need replacing.
- The London Road junction with the A40, the bridge section could cause a bottleneck and may need widening.

36 Officers replied that these concerns would be considered.

- 37 It was noted that an initial public exhibition would be held from 12-14 October 2000 at Wycombe District Council Offices, where Officers from both authorities would be available.

RECOMMENDED TO HIGHWAYS AND PUBLIC TRANSPORT SUB-COMMITTEE (BCC)

That the Scheme for a busway from London Road to the Railway Station be taken forward to initial public consultation and then to a planning application be recommended.

DISUSED HIGH WYCOMBE TO BOURNE END RAILWAY LINE CONVERSION TO CYCLEWAY/FOOTWAY.

BUCKS STREET ATLAS PAGES 173, 174, 185

- 38 The Panel received and noted the report of the Head of Transportation (BCC) and Director of Planning, Transport and Development (WDC) on the findings of the Sustrans report, which identified problems and made recommendations to implement a cycle route which will follow part of the disused High Wycombe to Bourne End Railway Line. It was noted that some funding could be raised via the LTP towards implementing the Scheme with other significant funding being sought from external funding sources such as Landfill Tax Credits. Further preparation work could be commissioned with Sustrans at a cost of £6,000 to begin land negotiations, planning applications and investigate further funding options.
- 39 Members welcomed the extension on the cycle route to the crossing over the river Thames, and the problems cyclist encounter when crossing the bridge. In reply members noted that access onto the existing bridge might be improved to make it easier for cyclists to cross.

RECOMMENDED TO THE HIGHWAYS AND PUBLIC TRANSPORT SUB-COMMITTEE (BCC) AND THE PLANNING ENVIRONMENT AND TRANSPORT COMMITTEE (WDC)

- i That Sustrans be commissioned to undertake land negotiations, seek planning approvals and seek funding sources to implement a cycleway/footway following the line of the disused High Wycombe to Bourne End railway track be agreed at an estimated cost of £6000.**
- ii That the cost employing Sustrans be charged to the Wycombe Urban Area Strategy budget for 2000/2001, with a commensurate reduction in the following year's budget allocation for cycle route enhancements be agreed.**

WYCOMBE CORRIDORS STUDY

- 40 The Panel received the report of the Head of Spatial Planning (BCC) which advised members on the Corridors Study and sought their comments on the proposed methods for assessing options.

- 41 Members noted the proposed criteria used to assess each corridor and town centre area.
- 42 During discussion members commented particularly on the following:
- Indicators should include that every resident be able to travel from A-B as quickly and easily as possible and be able to park with the minimum of disruption to the environment and public.
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- 43 Officers thanked members for their comments and reminded them that any further comments will be welcome.

CHAIRMAN

CONTACT OFFICER : JILL HALL (01296) 382590