

Report to Leader

Decision to be taken on or after 15 June 2018

**Decision can normally be implemented at least
3 working days after decision has been signed.**

Cabinet Member Report No. L01.18

Title:	High Wycombe Town Centre Masterplan & Southern Quadrant Transport Strategy Cressex Road / Cressex Link Road / Coronation Road Proposed Junction Improvements & Cycle Improvements
Date:	7 June 2018
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Local members affected:	Mrs Lesley Clarke OBE

For press enquiries concerning this report, please contact the media office on 01296 382444

Summary

1. Buckinghamshire County Council (BCC) and Wycombe District Council (WDC) together with Buckinghamshire Thames Valley Local Enterprise Partnership (BTVLEP) have secured £14.5m of funding to deliver the High Wycombe Town Centre Masterplan and an aspect of the Southern Quadrant Transport Strategy.
2. The High Wycombe Town Centre Masterplan/Southern Quadrant (HWTCMPSQ) scheme forms part of the BTVLEP Strategic Economic Plan (SEP) 2014.
3. The SEP scheme for HWTCMPSQ includes the design and construction of the Alternative Route – along Desborough Road/Lily's Walk, across the Gas Works on a new



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road link, and along Queen Alexandra Road to the bottom of Marlow Hill; as well as completing detailed design and construction of highway and public realm improvements at Cressex Road/Cressex Link Road and Queen Victoria Road/Easton Street. A40/Oxford Road/Bridge Street, Abbey Way Gyratory and Dovecot Road gyratory schemes do not have approved budgets to proceed beyond their detailed design phase. Further to the current Masterplan it does not at present include the closure of Abbey Way Flyover, the long term future of which is being kept under review.

Recommendation

AGREE: To support the final designs including amendments made during consultation of Phase 6 so that the project can begin construction in Autumn 2018. Post consultation designs are provided in Appendix 1 as a pdf.

AGREE: To support the decision not to implement any cycling facilities in line with public feedback following consultation.

AGREE: To delegate authority to the Head of Highways Infrastructure Projects for any further design changes in consultation with the Cabinet Member for Transportation and Local Member.

AGREE: To agree to support the procurement of a main works contractor in line with the agreed budgets as defined within T12.16 - High Wycombe Town Centre Master Plan Southern Quadrant HWTMPSQ Business Case.

AGREE: To delegate authority to the Head of Highways Infrastructure Projects to approve the award of the construction contract in line with the High Wycombe Town Centre Business Case in consultation with the Cabinet Member for Transportation.

This report sets out all of the relevant information regarding the design aspects and consultation

TO NOTE: Note the comments arising from the consultation, and BCC conclusions reached on the various public comments made during the March 2018 – April 2018 consultation as set out in Appendix 3.

TO NOTE: Further consultation will take place on the remaining phases of the High Wycombe Town Centre Masterplan before they are constructed which in turn will be presented to the Cabinet Member.

A. Narrative setting out the reasons for the decision

A.1 In 2004, Wycombe District Council (WDC) in partnership with Buckinghamshire County Council (BCC) produced a 30-year vision and Masterplan for High Wycombe town centre. Improvements to the Cressex Road / Cressex Link Road formed part of this vision.

A.2 The design of Phase 6 has been developed by DRF Consulting Engineers Ltd who led on the supervision of the Phase 1 works at Westbourne Street and was commissioned to

design and supervise Phases 2, 3 & 4 & 5 along Desborough Road, Suffield Hill, Suffield Road, Queen Alexandra Road & Queen Victoria Road / Easton Street.

- A.3 The scheme will feature a standardised palette of materials and will use the Design Manual for Roads and Bridges ethos.
- A.4 The scheme is designed to improve traffic flows and especially for southbound traffic egressing the business park during the PM peak.

Design specifics

- A.5 The attached general arrangement plan in Appendix 1 shows the overall design taken forward for construction.
- A.6 Improved Traffic Signals. This will help improve traffic flows and automatically alter the phasing of the lights to increase throughput. Appendices 2 & 3 illustrate the predicted journey time differences once the scheme is complete.
- A.7 Left Turns from Cressex Road. Left turns will be introduced at the junction which will alleviate some of the pressure from the roundabouts at the John Hall Way / Cressex Road & Marlow Road / Cressex Road junctions.
- A.8 Enhanced luminaires. The lighting is being replaced on the scheme to provide more direct and higher efficiency lighting to enhance the junction for road and pedestrian users.
- A.9 Narrower carriageways. The carriageway will be narrowed at the junction to encourage slower vehicle speeds through the junction and make it easier for pedestrians to cross the road.
- A.10 7.5 Tonne Weight Limit. Along Cressex Road, between the John Hall Way / Cressex Road & Marlow Road / Cressex Road junctions a 7.5 tonne weight limit will be introduced to alleviate any large vehicles from using Cressex Road.
- A.11 Construction arrangements. We shall seek to ensure that the public are regularly updated on the works in the area as we construct the various sections. Traffic management measures will include lane closures, night time closures and where necessary to expedite works there could be some daytime road closures for short periods. The public will be kept up to date on the arrangements through our website www.buckscc.gov.uk/hwmasterplan, regular bulletins that go to a large number of stakeholders, residents and businesses, appropriate signs as well as periodic press releases and social media updates with #HWTCMP.

Public Consultation

- A.12 Consultation of Phase 6 was advertised through various means including updating BCC and WDC Local Members, updating the project website, providing the Bucks Free Press with an article and Wycombe District Council informing the local businesses of Cressex Industrial Estate. The Conservative Party also leafleted the local area to encourage residents to attend the event.

- A.13 The public consultation period took place between 02nd March – 06th April. A Business Briefing took place on October 03rd at Oxford Instruments and the formal consultation event for businesses was also held at Oxford Instruments on the 07th March in which the project team were able to present plans and businesses were able to voice their opinions. The concerns from the businesses centred round egress from the business park during the PM peak periods. The project team were able to demonstrate to the businesses that together with the proposed arrangement for the junction and the alteration with the traffic signals, the junction operation would improve and journey times would reduce.
- A.14 A public consultation event also took place on the 07th March between 16:00 – 20:00 at Chepping View Academy. This allowed the residents of Cressex drop in at any time to understand and discuss the plans with Project Officers. They were also encouraged to complete a questionnaire at the event or complete one in their own time.
- A.15 A project brochure was produced and distributed at the Business Briefing and public consultation event. The brochure was also hand delivered to all the businesses at Cressex Business Park, residents of Cressex Road (between John Hall Way roundabout and Marlow Road roundabout), Varney Avenue, Cressex Close and the western end of Rupert Avenue.
- A.16 We have also received a number of responses via the project email address hitmailbox@buckscc.gov.uk which have been logged.
- A.17 BCC also arranged a stakeholder meeting with Alevia Healthcare who are situated on the corner of Cressex Road / Coronation Road junction. The project team assured them about the proposal for the cycleway after they received a petition leaflet.
- A.18 Consultation questionnaire. 128 people responded to the questionnaire which was available as a hard copy or online via the project website and consultation section of the Buckinghamshire County Council webpage. A summary of the results can be found in Appendix 3. The public opinion of Phase 6 was generally in favour of the junction improvements and the proposed weight limit on Cressex Road. However there was a general opinion that any proposed cycle facilities should not be progressed.
- A.19 In line with the close partnership working to date on TCMP, changes required to the design will be discussed at an appropriate level within the TCMP Governance arrangements as set out in the project initiation documentation and as shown in Appendix 4.

B. Other options available, and their pros and cons

- B.1 The funding for the scheme based on the current detailed design has already been approved by Buckinghamshire County Council, Wycombe District Council and Buckinghamshire Thames Valley Local Enterprise Partnership with funding secured from the Local Growth Fund and CIL. Therefore there are limited options available should the design not be approved at this time. Any delay could postpone completion of Phase 6 prior to the funding window.

C. Resource implications

- C.1 As part of the mini competition for Phase 4, we have a preferred contractor, Eurovia, subject to agreeing a target cost. A target cost has now been agreed with the contractor at a value of £488,749.91.
- C2 A summary of the overall Cressex Junction & Cycleway Project budget and forecast costs can be found at Appendix 6.
- C3 The overall project budget for the junction and cycleway was £1,022,968.
- C4 With respect to the junction forecast costs, the target cost, which includes some shared risk costs, is £488,749.91. This compares to a construction budget of £404,125. However, as can be seen in Appendix 5, the Project Team have also set out a budget for other items such as a BCC risk budget of £44,320 and an Optimism Bias of £59,491 as well as other items. Currently, the junction project is forecast to cost £689,323 against a budget of £636,357 (£52,966 above budget). The project team will work closely with the contractor to mitigate risks and to seek to bring the project under the target price, in 'gain'.
- C5 As set out above, the recommendation is not to proceed with the cycleway. The cycleway budget was £386,611 and at present a total of £20,181 has been spent on BCC staff costs, consultation and design fees. This leaves a remaining overall project budget of approximately £366,000. The intention is to use some of this £366,000 to cover the forecast overspend on the junction budget as well as on other phases of the town centre masterplan, subject to liaison with WDC and BTVLEP.
- C6 It is also worth noting that Phase 5 of the masterplan is projected to cost approximately £460k less than the original budget and the overall masterplan is forecast to be under budget.

D. Other implications/issues

- D.1 Transport for Buckinghamshire (TfB) will be undertaking re-surfacing works along the entire stretch of Cressex Road between the John Hall Way / Cressex Road junction and the Marlow Road / Cressex Road junction. Working collaboratively, the project team will ensure that their works are completed first before the junction improvement works commence. Due to the fact that their surfacing works are weather dependent and therefore have to be undertaken in the Summer, it is anticipated that the junction improvement works will not commence until late 2018. TfB will resurface to within 50m of the junction along Cressex Road with the project then tying in to this.

I. Communication

- I.1 There remains a need to communicate with the public over the works as the construction takes place and to ensure that the scheme does not receive negative public comments.

Information will be sent via email regular bulletins, Variable Message Signs (VMS), website updates and social media such as Twitter with #HWTCMP.

J. Progress Monitoring

J.1 In order to assess the impact of Phase 6, post-project traffic surveys will be undertaken which will survey journey times, traffic counts and junction counts across Cressex.

K. Review

K.1 N/A

Background Papers

Appendix 1 General Arrangement Plan

Appendix 2 Journey Time Changes

Appendix 3 Consultation Results Summary

Appendix 4 Project Governance

Appendix 5 Project Finances

Appendix 6 Junction & Cycleway Finances

Your questions and views

If you have any questions about the matters contained in this paper please get in touch with the Contact Officer whose telephone number is given at the head of the paper.

If you have any views on this paper that you would like the Cabinet Member to consider, or if you wish to object to the proposed decision, please inform the Democratic Services Team by 5.00pm on 14th June 2018. This can be done by telephone (to 01296 383679), or e-mail to democracy@buckscc.gov.uk