

Infrastructure Working Group Report

Because of the lack of interest there have been no meetings of the Infrastructure Working Group since the last Community Board Meeting.

I have been involved in the following infrastructure activities:-

- Reviewing the High Wycombe Transport Strategy
- Reviewing the High Wycombe Local Cycling and Walking Implementation Plan (LCWIP)
- Commenting on infrastructure plans
- Reviewing TTROs for accuracy and impact
- Monitoring the e-Scooter Trial

The draft High Wycombe 2050 Transport strategy looking forward for the next thirty years contained sufficient inaccuracies and issues that it has been withdrawn for revision. The next draft will be reviewed by a local member working group and this working party before being submitted to the Executive for its review.

Cycling and Walking. The LCWIP has been modified to show that the east- west cycle route will follow the extant cycle route with some small extensions. It was unfortunate that the maps used to present the routes were out of date and omitted the changes due to the 'Alternate Route' and did not show Suffield Hill.

The strong views of Members caused the officers to review their initial route suggested for travel from the West which would have closed Abercromby Avenue and Eaton Avenue at their union. This led to the officers agreeing with the Members' suggestion that the extant route should be used.

The only significant infrastructure project commented on was changes to the Horns Lane – Cressex Road Junction and I enclose my report to the Chairman of the Community Board.

I have had a good meeting with Jo West about the junction of Cressex Road and Horns Lane.

The land to be developed has been earmarked for housing in the Local Plan and is currently suggested for the development of 50 – 60 residences, including some affordable homes. The land is owned by the council.

There are two other sites linked with this one in the transport departments view. If all three sites are to be developed then they would give significant consideration to providing a mini roundabout at the junction. There are currently no plans for the other two sites to be developed, thus there is no support from the transport officers for a mini roundabout.

The TRICS transport model indicates that there is likely to be 30 traffic movements generated by the development during peak hours.

There are no grounds, based on accident data, for the installation of a mini roundabout. Also the installation of a mini roundabout at this junction will impede

HGV traffic to and from High Heavens and Booker Airfield. The High Heavens site generates a significant number of 40 tonne vehicle movements each refuse collection day.

From accident data there is no need to provide a footpath along Horns Lane from the NW edge of the development to the junction with footpath HWU/110/1 which has been requested by a local councillor.

Other options were identified, namely:

Provide peak hour traffic lights. This would require evidence from traffic surveys to justify the costs. It would also provide the opportunity to put a pedestrian controlled crossing over Cressex Road by the junction to facilitate and improve waling provision as there is no pedestrian crossing over Cressex Road between Holmers Farm Way and Horns Lane.

Increase the width of Horns Lane on the carriageway approaching Cressex Road to allow for two lanes of traffic and reduce the delays caused to traffic wanting to turn left by traffic turning right.

There is always the do nothing option or to delay until there is evidence to identify the appropriate improvements needed to the junction.

The only currently planned major infrastructure project in the unparished area is the creation of a three legged roundabout at the junction of Abbey Barn Lane with Heath End Road. This development is a planning condition place on Berkeley Homes. Work is due to start on this in April with closure of Abbey Barn Lane for c.a.12 weeks as priority is being given to maintaining traffic flow on Heath End Road.

TTROs. As a member I get the TTROs affecting the unparished area and its environs. I review these to ensure that they seem to be reasonable and do not conflict with other TTROs. Two recent examples are :

Closure of Daws Hill Lane with a diversion route of Marlow Hill, London Road Station Road, Treadaway Hill and Heath End Road, was scheduled at the same time as works to repair a retaining wall on Station Road which would necessitate single lane working with traffic light control. The Station Road works were rescheduled.

Work to resurface Bellfield Road which advertised a closure of the road from the mini roundabout with Belfield Road Way and the railway bridge preventing access and egress from Premier Way. This would have significantly affected Sainsburys, McDonalds and Premier Inn. The road closure permit was reviewed to enable access to and egress from Premier Way thus removing the potential impact on Sainsburys, McDonalds and Premier Inn.

E-Scooter Trial. The latest usage figures are set out in the tables below.

High Wycombe	16/11/2020 - 22/11/2020	23/11/2020 - 28/11/2020	29/11/2020 - 06/12/2020	06/12/2020 - 13/12/2020	20/12/2020 - 03/01/2021	11/01/2021 - 17/01/2021
Total Number of rides	642	1014	1028	877	1859	521
Total distance travelled (miles)	1350	2243.8	1898.21	1572.5	3275.2	889
Average trip length (miles)	2.1	2.21	1.84	1.79	1.76	1.65
Average trip duration (minutes)	27:06	28:29	20:05	20:11	22:23	14:28
Total time spent on scooters (hours)	291:40	481:21	344:04	295:02	693:23	133:33

High Wycombe	Total
Total Number of rides	6636
Total distance travelled (miles)	12392.71
Total time spent on scooters (hours)	2434:56

These are the comments extracted from the Officer's report:

Is data available on any accidents/near misses/prosecutions?

- We are aware of a small number of incidents where pedestrians have reported pavement riding and near misses. In particular, an incident with an elderly gentleman was reported to Thames Valley Police in the town. We are waiting for some further feedback from Thames Valley Police on this incident. The proposed 3 month review will provide further analysis of any incidents and general feedback received from residents, whether positive or negative.
- In response to reports received, the operator has issued 12 final warning notices between Aylesbury and High Wycombe and have banned 3 users in Aylesbury and 4 in High Wycombe.
- We have consulted regularly with organisations such as Bucks Vision, RNIB and Guide-Dogs UK. At our last review meeting in January, no specific incidents had been reported to these groups about the Buckinghamshire trial. We are not aware of any prosecutions in relation to Aylesbury or High Wycombe. We are waiting for further feedback from Thames Valley Police and will share any details and lessons we can learn from other trial locations that may have experienced more incidents.

Feasibility of the trial

- Buckinghamshire Council are not funding the service and therefore are not aware of the full business case details the operator works within. However, a key criteria would be the availability of scooters and bays for use. From a BC viewpoint we want the service to work as a mobility option for residents, but we also want to be able to control numbers and not be overwhelmed. The operator works with BC and other

stakeholders to agree locations, restricted routes or slow zones. This level of local control was expressed early on in the procurement process and all potential operators would have had to take this into consideration when considering the viability of the trial in the town. Safety and the fact that a number of routes have been excluded due to steepness would also have been another consideration in their business planning.

The Geo-fencing needs to be reviewed at the Rye

- This request was passed to the operator for action.

Enforcement

- The operator has provided the following response to the query over enforcement: *In order to reduce misuse we have done two main things:*
 1. *Improve riders education on the rules*
 - a. *We have printed the rules onto the scooter*
 - b. *Improved our safety related social media content*
 - c. *Regularly remind users of the rules in the app through notifications and pop ups*
 2. *Punish users reported to be misusing our scooters*
 - a. *We have printed reg number stickers on the rear fender of the scooters to make it easier for members of the public to report misusers to us – e.g. a report of ‘ user on scooter 100-235 at 2pm on Oxford Street riding recklessly’ will enable us to identify the account holder and take appropriate action.*
 3. *Reports can be made directly at bucks@zippmobility.com*

Reports of mis-use or other queries can be made directly with Zipp Mobility on their web site bucks@zippmobility.com