

1. Longwick Transport Vision

Welcome to the final consultation session for the Longwick Transport Vision. This display shows the main proposals: some are written about and a few have diagrams. Please have a look, and then let us know your comments by 8th August.

There is an on-line survey at <https://tinyurl.com/274ynzck>. You can also reach it via the Parish Council website on www.https://www.longwickcumilmer.org.uk/



If you have a smart phone you can photograph the QR code and make comments now.
If you don't use the internet, please request a paper copy of the survey from the parish council and return it to them by 8th August

If you still have things you want to say please email steve.essex@transport-initiatives.com

Please complete the survey and get any information to us by the end of Sunday 8th August



Transport Initiatives LLP,
Office 4,
145 Islingword Road,
Brighton.
BN2 9SH



Longwick-cum-Ilmer
Parish Council

2. Longwick Transport Vision



Why do we need a Transport Vision?

Longwick and the surrounding hamlets have seen an increase in through traffic over the years. This has a big influence on local life and everyone's own travel patterns. More traffic on Thame Road and Lower Icknield Way is forecast, especially with the housing growth planned for Princes Risborough and Longwick. More vehicles and higher traffic speeds, plus narrow or missing pavements, will make parts of the parish feel unsafe for pedestrians, cyclists and even horse riders.

The Parish Council has commissioned a Transport Vision for the future to ensure Longwick remains a pleasant and convivial place to live by reducing the impact of traffic and HGVs on everyday life and encouraging more sustainable and practical transport locally.

The Transport Vision will bring together short, medium and long term improvements that could be made, for the Parish Council and Buckinghamshire County Council (BCC) to discuss. Some small improvements can be made using developer funds from the recent and planned developments in Longwick, some will be part of BCC's own responsibilities, and others will be put forward as part of planning the housing growth at Princes Risborough.

Other villages in Buckinghamshire have adopted a similar approach and it helps all involved to see what local residents want.

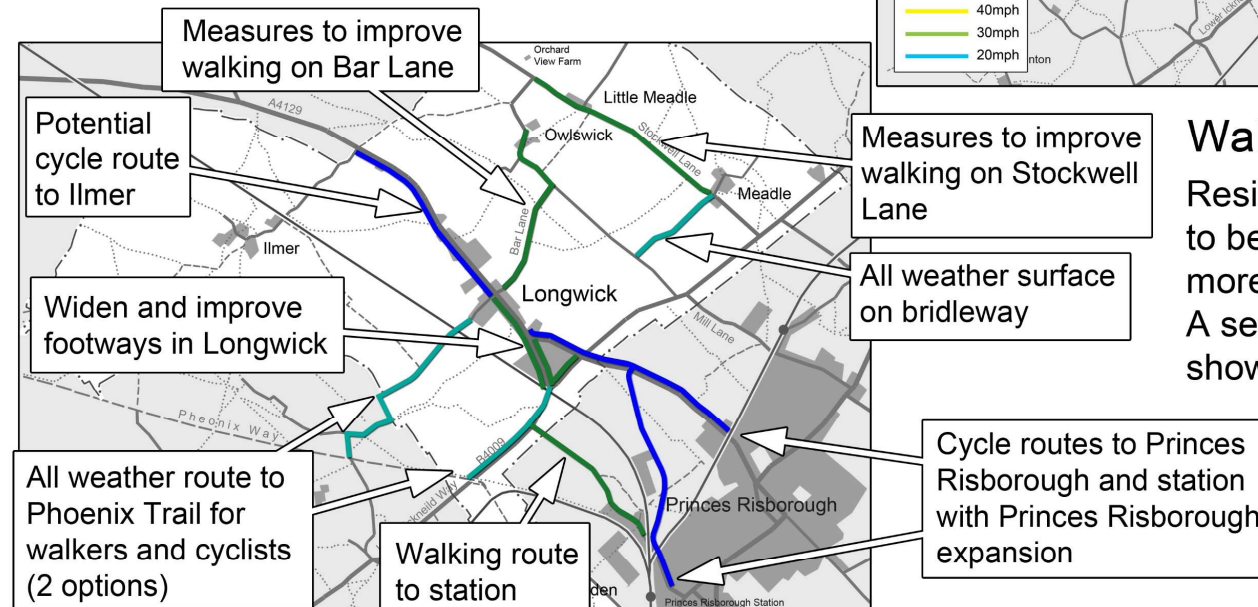
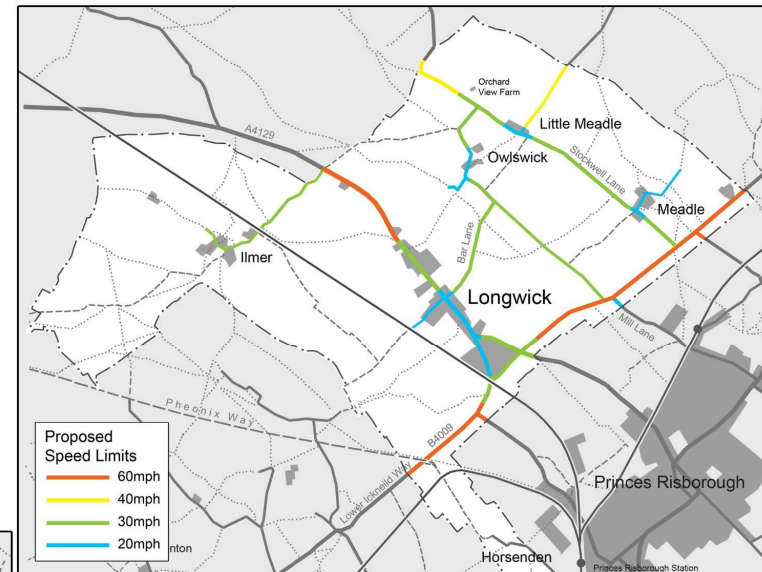
3. Area wide proposals

Speed Limits

Excess speed is a cause of crashes and intimidates pedestrians, cyclists and horse riders, particularly in the lanes.

Proposed speed limits are shown on the right.

Speed limits in the lanes will need to be enforced by traffic calming, probably priority chicanes and road narrowing rather than humps.



Walking and Cycling

Residents expressed a wish to be able to walk and cycle more in safety.

A selection of proposals is shown on the left

4. Thame Road in Longwick

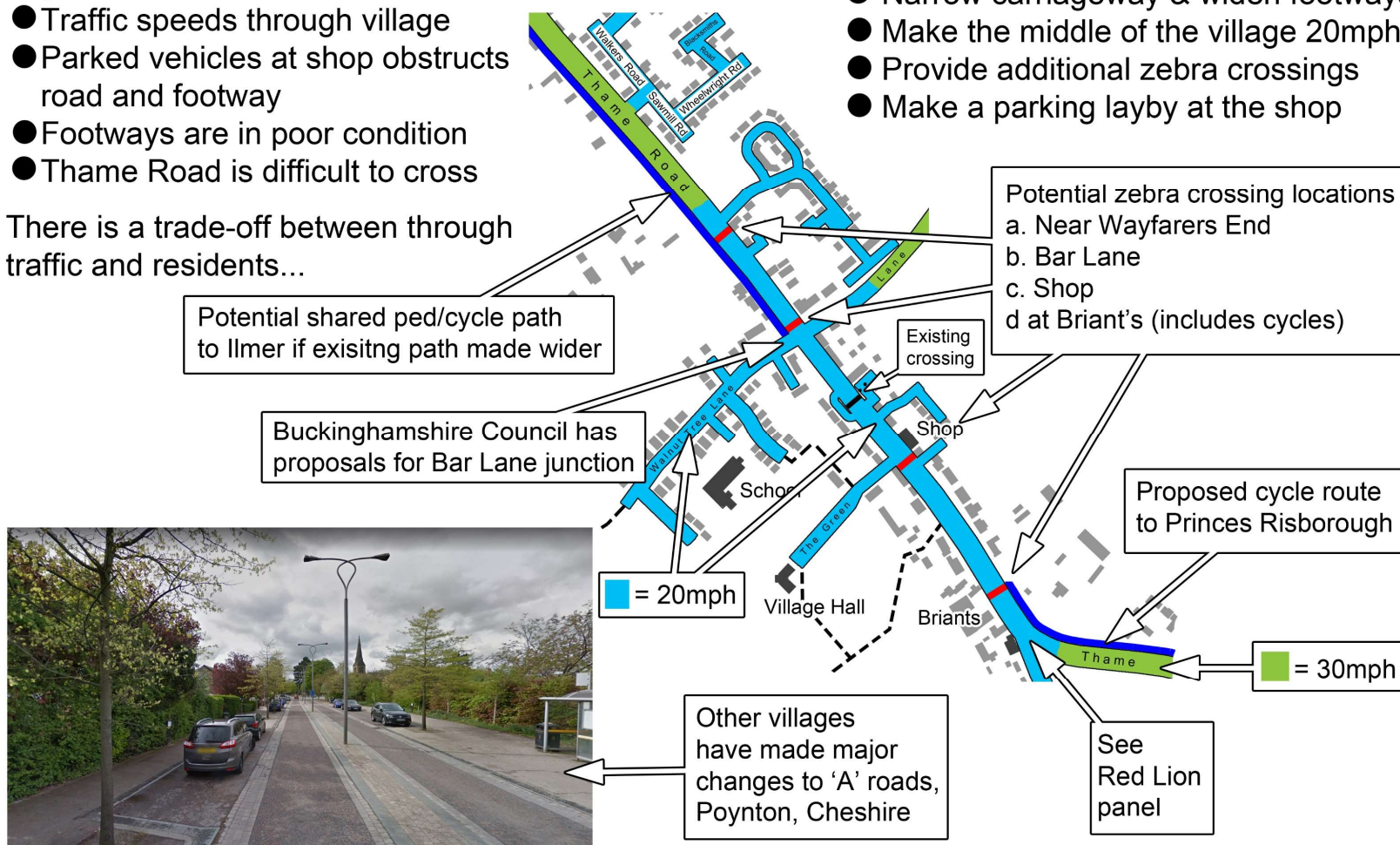
Key issues are:

- Traffic speeds through village
- Parked vehicles at shop obstructs road and footway
- Footways are in poor condition
- Thame Road is difficult to cross

There is a trade-off between through traffic and residents...

Main proposals:

- Narrow carriageway & widen footways
- Make the middle of the village 20mph
- Provide additional zebra crossings
- Make a parking layby at the shop



5. Red Lion

Key issues

- Footways - missing outside the pub and on the east side of Chestnut Way
- Speeding traffic from the Princes Risborough direction
- People have difficulties turning in and out of Chestnut Way

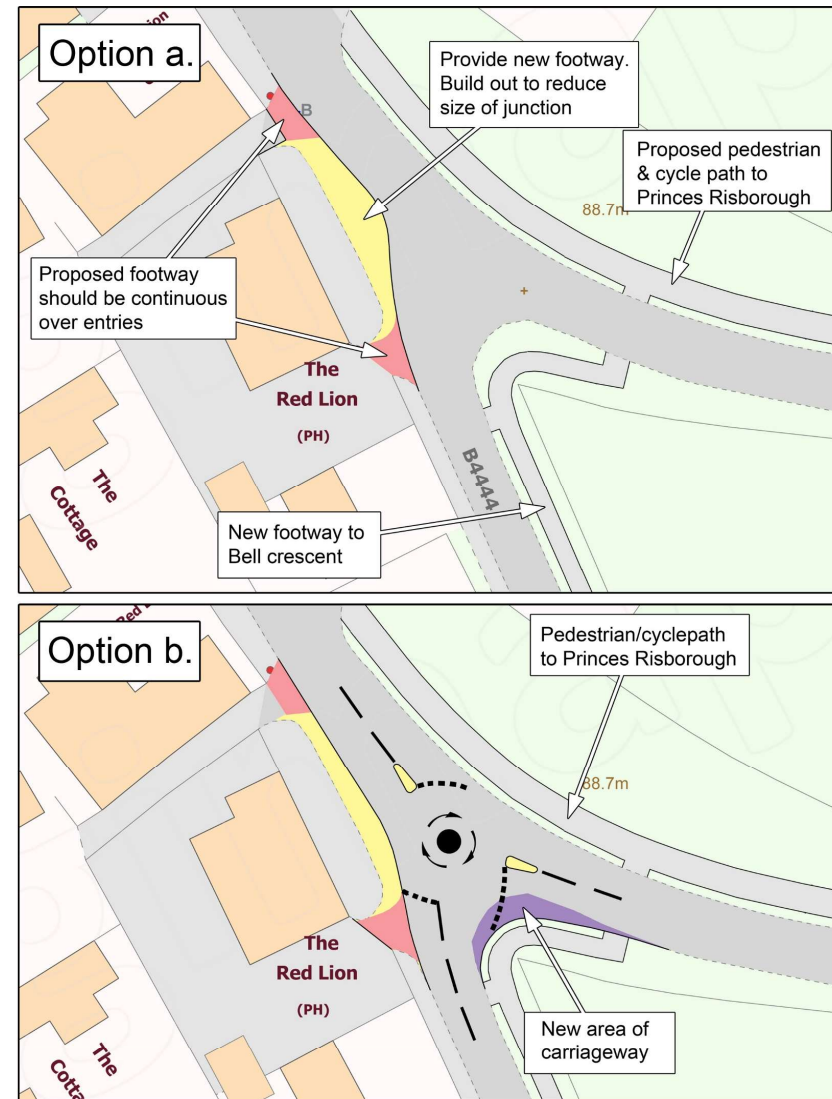
Proposal:

Reduce speed limits in area 40>30 & 30>20mph

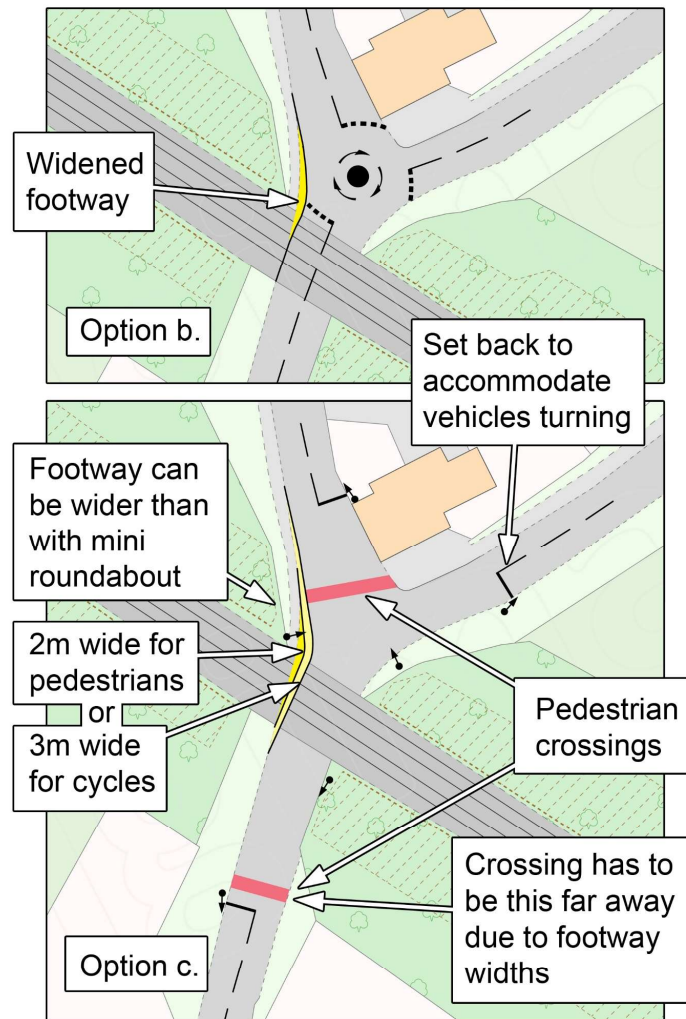
Options

- Altering the kerblines to provide a footway past the Red Lion and slow traffic turning in or out of Chestnut Way
- A mini roundabout - would slow traffic, make turns easier but have a smaller footway outside the Red Lion

(A full size roundabout would use up too much space)



6. Chestnut Way



Key issues:

- Traffic approaches too fast
- Lorries frequently travel in the middle of the road under the bridge
- Crossing end of Chestnut Way difficult for pedestrians
- Crossing Lower Icknield Way difficult for pedestrians.

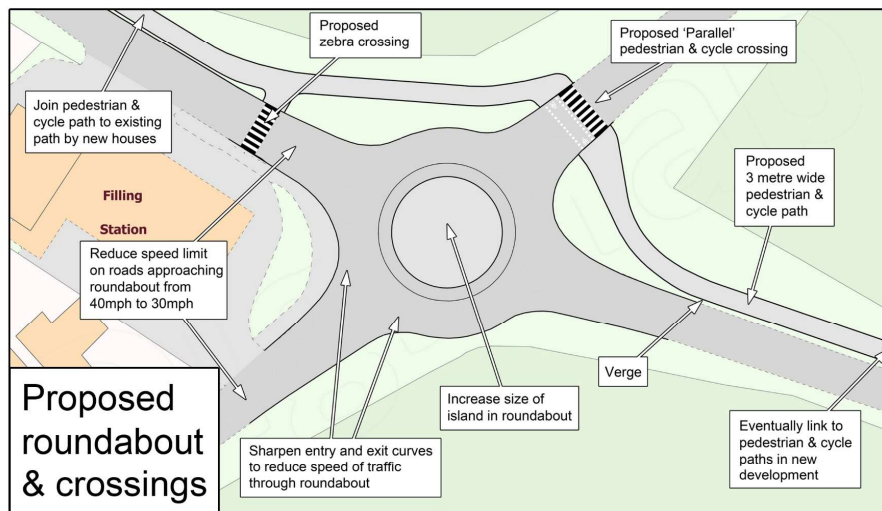
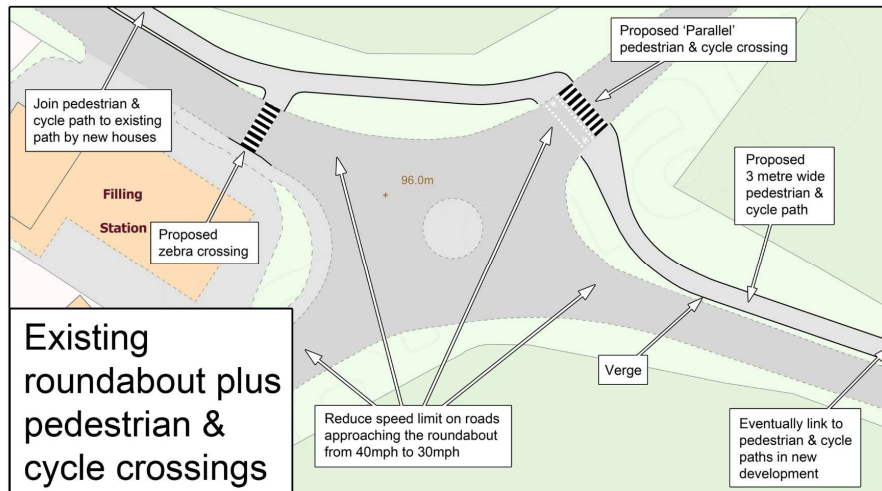
Proposals:

- Weight limit to prevent HGVs (exemption for bus)
- 20mph speed limit with traffic calming

Options are:

- Make turn sharper on the west side of Chestnut Way - slows traffic a bit but limited help for pedestrians
- Mini Roundabout - makes it easier for drivers to join Lower Icknield Way, Slows traffic, minimal delays, safe form of junction for vehicles but does not help pedestrians
- Traffic Signals - would have to be three stages (plus fourth for pedestrians on call) Would overcome issues of drivers meeting a lorry in the middle of the road, overcome visibility issues for drivers, good for pedestrians but delay for drivers and vehicles would queue
- Close Chestnut Way and remove the junction Prevent HGV's using it as a through route. But makes all of Chestnut Way and Wickfields one giant cul de sac, does not help pedestrians to cross the B4009, prevents current and proposed bus routes
- Make Chestnut Way one way enables Chestnut Way to be narrowed and the footway widened. But would lead to increased speeds on Chestnut Way unless there was traffic calming, and is incompatible with the present bus route

7. Sportsman's Roundabout



Key issues here:

- Traffic approaches the roundabout too fast from the Chinnor direction
- Pedestrians find crossing both the A4129 & B4009 difficult
- Traffic speeds on the roundabout are too high leading to near misses
- Dangerous for cyclists

Proposals:

These are not options, they are steps that build on each other

- Change speed limit from 40 to 30mph
Improve safety a bit for all road users
- Provide crossings over the A4129 (NW), B4009 (NE) and possibly B4009 (SW)
Improve safety for pedestrians and cyclists, allow additional local journeys
- Rebuild roundabout to reduce traffic speeds and thus increase safety
Expensive option but would further improve safety for all users.

8. Stockwell Lane

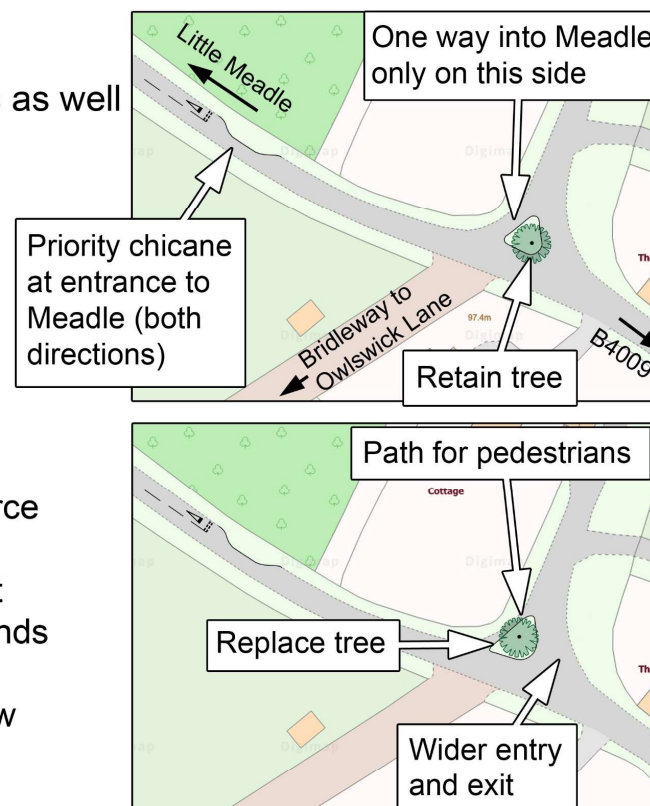
Some of these issues and solutions apply to the other lanes as well

Key issues are:

- Speed of traffic on Stockwell Lane
- The triangular junctions and lack of visibility
- Dangers for pedestrians, cyclists and horse riders
- Surveys suggest a lot of the traffic is 'rat running'

Proposals:

- Reduce speed limit to 30mph using priority chicanes or narrow sections to slow traffic (also possible on Bar Lane)
- 20mph through Meadle, Little Meadle (and Owlswick). Enforce with priority chicanes at ends of hamlets.
- Alter triangular junctions in Meadle and Little Meadle so that all traffic joining Stockwell Lane uses the left side of the islands (options shown right for retaining the tree at Meadle)
- Provide for pedestrians on new or widened verges or on new paths behind the hedges.
- Improve bridleway between Meadle and Owlswick Lane to provide alternative route towards Longwick for pedestrians, cyclists and horse riders



Location for priority chicane north west of Meadle



Some verges are wide enough to build a footway (Bar Lane)