

Final Report:

For: *Longwick-cum-Ilmer Parish
Council*



Longwick Transport Vision



By: **Transport Initiatives LLP**



December 2021

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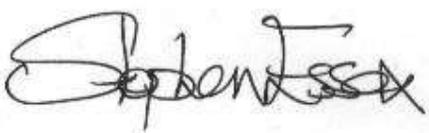
Registered in England and Wales

Partnership number OC310831

VAT registration no. 855 4208 21

Draft report:

Longwick Transport Vision

Checking and sign off	
Job: Longwick Transport Vision	Client: Longwick-cum-Ilmer Parish Council
Job number: CSSE34	Version number: 4
Issued by: Steve Essex for and on behalf of Transport Initiatives LLP	
	Date 20 th December 2021
Checked by: Toby Jacobs	
	Date 17 th December 2021

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1. Executive Summary

This report presents a Transport Vision for Longwick. It is a live document and will be updated as new information becomes available or policies that govern its implementation are updated. The key themes are:

- Comprehensive speed limit reductions and measures to highlight boundaries of slower areas
- Reducing the dominance of Thame Road in Longwick village by narrowing the carriageway to widen the footways, introduce measures to reduce speeds and add additional crossings for pedestrians
- Making proposals to make Chestnut Way less attractive to through traffic including measures to improve the junctions at Lower Icknield Way and the Red Lion
- Proposing pedestrian and cycle links, particularly to Princes Risborough and the Phoenix Way
- Proposing measures to calm traffic and improve safety in the hamlets

2. Introduction

In Spring 2020 Transport Initiatives was commissioned by Longwick-cum-Ilmer Parish Council to produce a Transport Vision for the parish in conjunction with the local community. The work should identify potential traffic management options in the area, to reduce the traffic-related problems in Longwick and the surrounding parish. This should promote more walking and cycling on the highway network and the rights of way network, so that local trips can contribute positively to the residents' health and quality of life.

The Vision sits within the context of higher level policies and strategies. These are subject to change and updating, for instance, Buckinghamshire Council's Local Transport Plan is soon to be revised. This document will need to be kept live and amended to accommodate any changes in policy.

2.1 Policy context

When this report was commissioned, there was a 'virus circulating in the Far East' but as far as Britain was concerned it wasn't going to be a problem. The existing policies would remain, the existing trends would continue and all policies and programmes would remain relevant. Since then, two key things have changed. Firstly, that the Covid virus totally disrupted how we did things and secondly Climate Breakdown arrived back on the front pages with heatwaves, stronger storms, flooding and forest fires. In the past a report like this would consider trends, make predictions and try to find ways to accommodate them or mitigate their anticipated negative effects. The problem with such a traditional approach is that it assumes that the future will be much the same as the past. We would continue to travel as we have done; mainly by car, our journey distances would slowly increase as local facilities lost out to bigger, more distant ones. Decline in accessibility for people who don't have access to a car would probably continue to go unnoticed and environmental damage continue to be unrecognised.

The arrival of COVID and the resulting restrictions on the amount and type of movement, plus exhortations to exercise, led to a substantial drop in car and public transport travel coupled with an increase in walking and cycling. Previously busy roads were uncannily quiet, and people were able to enjoy the new ability to meet (albeit in a distanced way), walk, cycle and ride on roads that had previously been difficult or impossible. It showed how much previous freedoms had been eroded by the unnoticed steady increase in motor traffic with its dangers, noise and pollution. While some interventions to exploit this have remained in urban areas, motor traffic volumes in the rest of the country have returned to their pre-pandemic levels, restricting active travel options once again.

The COVID experience shows that unforeseen changes can happen quickly and some responses have produced conditions that people prefer to those before the virus struck. It has also shown that there can be a backlash against change, even where that change is widely seen as beneficial. And this leads us to how we cope with Climate Breakdown.

The looming threat of Climate Breakdown is different from Low Traffic Neighbourhoods in that it is much more difficult for many people to comprehend. To reach our obligations in the Paris Agreement we need to reduce our greenhouse gas emissions by 40% by 2030, although others think that more needs to be done. Transport is directly responsible for over a quarter of all greenhouse gas emissions and one of the most difficult to decarbonise.

The Government has recently (July 2021) produced a 'greenprint' to guide reducing transport related, carbon dioxide emissions. It believes that technology will enable us to reduce our carbon emissions and allow us to continue to travel more or at least the same. It assumes that electric cars are 'zero emission' and are a major part of that solution. However, the whole life emissions of an electric car are only 75% those of internal combustion engined cars, not the 20% needed to reach the most recent Government target. As the hoped-for technology advances are not yet with us, one of the best and achievable options is to travel more by walking, cycling and public transport - and also by travelling a lot less. The difficulty for this report is that it makes proposals in the context of a very uncertain future. Should it make proposals assuming past trends will continue, or should it assume, that big changes ought to take place and plan for those?

3. Longwick-cum-Ilmer

Longwick-cum-Ilmer is a civil parish with a population of 1,347 (in 2011). It had an aging population but has since seen extensive housing development and an increase in younger people, particularly children. The main village is Longwick itself but the parish also contains the small settlements of Ilmer, Owlswick, Little Meadle, Meadle and Horsenden.

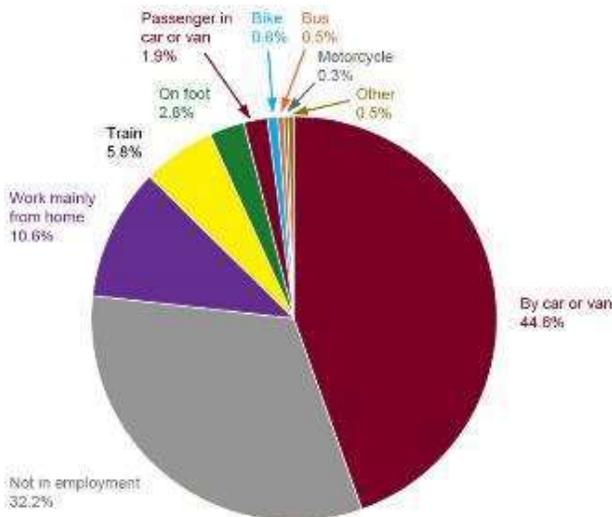
Longwick is built around the A4129 Princes Risborough to Thame Road just north of the B4009 Lower Icknield Way. There is a limited community bus service, a railway but the nearest station is at Princes Risborough, and a little to the west is the Phoenix Way, a recreational path and cycle route along a disused railway.

The village has one pub, one shop and post office and a petrol service station with a shop. It also has a primary school and a village hall. The nearest sizeable town is Princes Risborough.

3.1 How people travel.

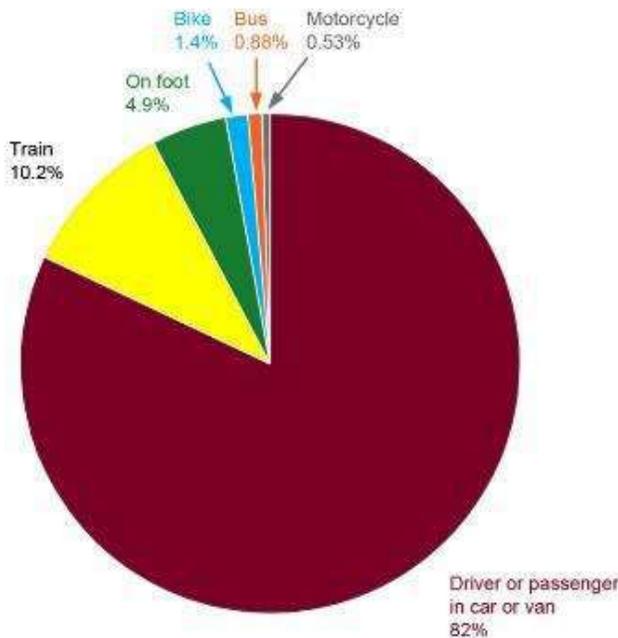
The Census records how people travel to work. The last one for which there is data is 2011. This data was nine years old when COVID struck and doesn't reflect the changes to travel patterns that have occurred as a result. The results from the 2021 census should be available in Spring 2022

The 2011 census data for the parish is shown on the right. The information collected is for the main mode only so for train trips only the train part is recorded not the journey to the railway station. From the Longwick point of view we are interested in the trip to the station more than the train ride.



Longwick travel patterns vary. The farms and hamlets record a much higher proportion of people working from home (17%) while those not in employment cluster around Bell Crescent & Chestnut Way (43.2%).

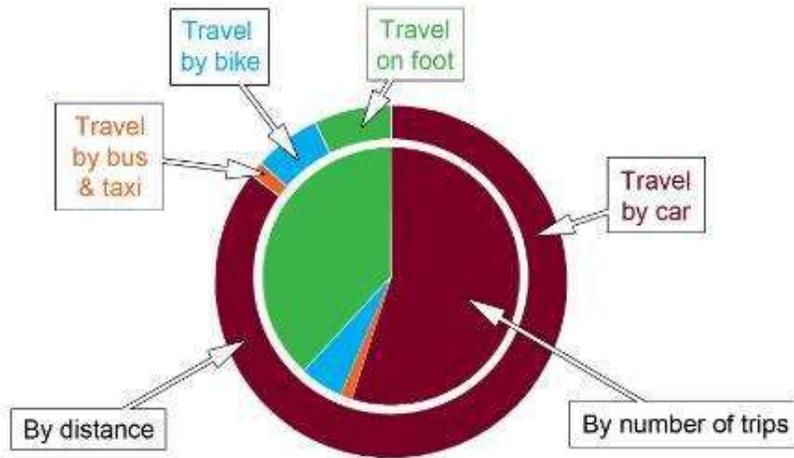
If we remove those who work from home and are not in formal employment the proportion of travel to work by different modes is shown on the right.



This information could be updated when the 2021 census data is published in Spring 2022.

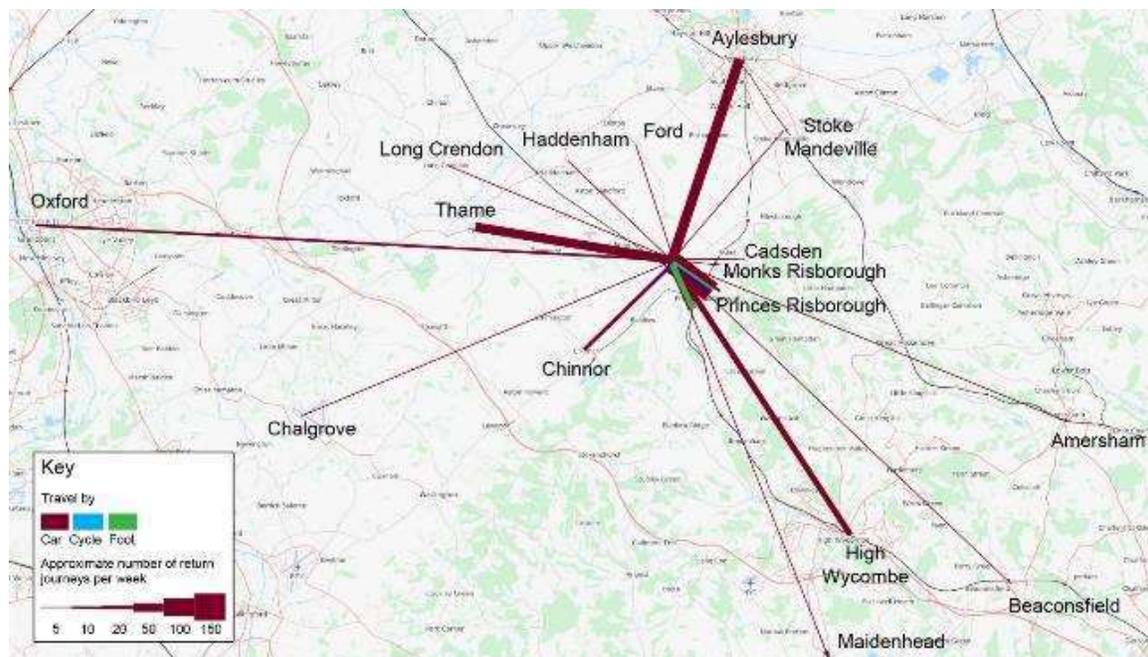
The consultation conducted as part of producing the Transport Vision considered all trips rather than just journeys to work. So this included trips to school, shopping and those taken for leisure or for exercise. Respondents recorded train rides as a trip to the station and only one person said where they went on the train. On the other hand, the few bus rides recorded didn't include the walk to the bus stop. Cars are used for just over half of all trips, bus and cycle use is low but residents make a lot of walking trips. Even if measured by

distance, active travel trips are significant. The diagram below shows the modal split by number of trips in the inner circle and by distance in the outer ring.



This data is significantly skewed towards older people and was effected by COVID induced travel changes. We could expect changes if, or when, COVID reduces or people settle into another permanent routine.

A selection of consultation returns gives an indication of where people from the Parish are travelling to and how frequently, better illustrated in the diagram below. The most popular destinations are Princes Risborough and its station, 1.5 miles, within walking and well within cycling distance. These are followed by Aylesbury (8 miles) and Thame (5.7miles) and then High Wycombe (10 miles). Aylesbury and High Wycombe can be reached by a multi-stage public transport journey and Thame could be cycled but most of the rest of the journeys can only realistically be made by car.



3.2 Traffic in the Area

Traffic is regularly counted on roads in Buckinghamshire. The latest information is shown in the table below.

Road		Year	Pedal Cycles	M/C	Cars & taxis	Buses & Coaches	LGVs	HGVs	All motor vehicles
B4009	West of Summerleys Rd	2009	31	64	5712	38	972	127	6913
B4444	Chestnut Way	Oct 2019	24	8	2828	11	450	156	3452
B4444	Chestnut Way	Oct 2020*	62	26	2131	30	501	97	2785
A4129	Longwick Road	2017	35	36	4717	13	675	157	5598
A4129	Longwick Road	2020(est)**	53	29	3452	8	576	141	4206
A4129	Near Thame	2016	23	117	7182	18	1185	305	8795
A4129	Near Thame	2019(est)	28	120	7155	17	1237	314	8842
A4129	Near Thame	2020(est)	36	89	5225	11	1059	280	6663

*Traffic counted on 1/10/20 near end of the summer easing of restrictions, two weeks before 'tiers' were introduced and four before the 'second lockdown'.

**Estimated counts take into account different COVID traffic patterns but are not date-specific.

Counts are rarely undertaken on minor roads, however, residents of Owlswick conducted their own surveys of traffic travelling through the village. In October 2013 the weekday average number of vehicles was 979 with an 85%ile speed of 37.6mph northbound and 35mph southbound. In April 2020, the weekday average number of vehicles was 2353 with an average 85%ile speed of 35.6mph northbound and 26.5mph southbound. These surveys show a significant increase in traffic. Nationally, traffic on rural minor roads increased by around 20% between those two years however local surveys show an increase of 140%. There were probably methodological differences between the two surveys but not enough to generate this difference. It is almost certain that the increases are more to do with 'sat-navs' directing drivers along the roads than a general area-wide increase in traffic. Increasing 'friction', such as speed limits, traffic calming and possibly road closures, would lead to the same sat-navs directing some traffic elsewhere. This means that, to a certain extent, which schemes get implemented from this vision could lead to a reduction in traffic.

In June 2021 Longwick residents made a classified HGV turning count at the junction of the B4009 and Summerleys Road using the 'Community Freight Assessment Tool'. This counted 71 HGVs in 5hrs 10mins of off-peak observation. On 29th August they monitored the Chestnut Way/Lower Icknield Way junction for 1hr 50mins counting 39 HGVs and on 2nd August the Sportsman Roundabout for an hour and a half counting 48 HGVs. The diagram below shows the paths of the 147 HGVs whose routes were fully described.

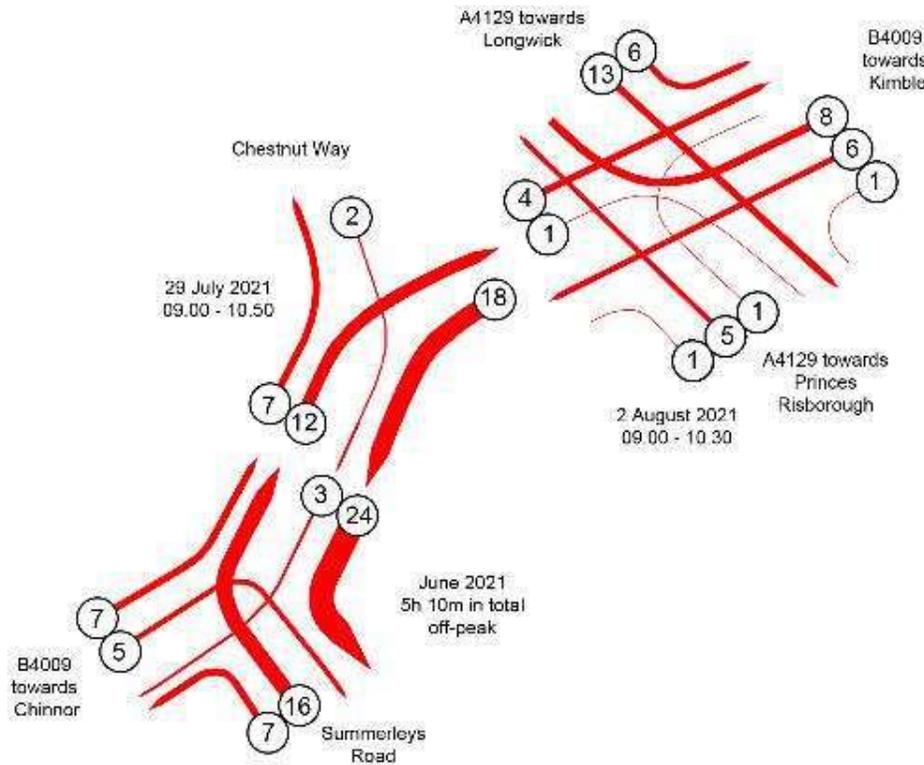
The survey shows that the bulk of the HGVs in the south west corner of the village come from Summerleys Road. It also shows that no HGVs make the Lower Icknield Way (south west) to Thame Road (north west) turn, or vice versa, on the Sportsman Roundabout. This implies that all HGVs wanting to make this turn were using Chestnut Way, however as the counts for the Sportsman roundabout and Chestnut Way were made on different days we

cannot prove this. From the data for the Chestnut Way / Lower Icknield Way junction it looks as if banning HGVs from Chestnut Way the number on Lower Icknield Way through Longwick would increase by around a third. The information is also summarised on the diagram below.

There are problems with counting traffic for short periods of time and counting on different junctions on different days. And there are also problems with counting during a pandemic. There is a random element to travel and figures gained on one day will not match those on another. You can see this from the figures where, on the 29th July, 30 HGVs used Lower Icknield Way in 1hr 50mins while on the 2nd of August only 12 HGVs travelled the same road in 1hr 30mins. The counts also differ markedly from the official counts on Chestnut Way made in 2019 and 2020.

	2019 (DfT)	2020 (DfT)	2021 (Community)
09.00 – 11.00 southbound	28	16	2
09.00 – 11.00 northbound	22	8	7
Total 09.00-11.00	50	24	9
Total HGVs counted 07.00- 18.59	156	97	31 (factored up based on previous years)

The longer the count period the less random the results. The Council should run week long counts on both Chestnut Way and Lower Icknield Way to be able to determine what proportion of HGVs use each road.



3.3 Future traffic levels

The DfT (Road Traffic Forecasts 2018) forecasts that traffic will continue to grow. Car traffic is forecast to grow by between 11% and 43% in the next 30 years, with higher growth rates for light vans but lower rates for HGVs. In the Longwick area traffic growth is partially dependent on the Princes Risborough Extension. The table below shows the expected increase in peak hour traffic flows between now and 2033 under three development scenarios.

Name of Road	Growth without Princes Risborough extension	1100 houses (Scenario 3)	2560 houses (Scenario 8)
Longwick Road south east of Sportsman roundabout	144%	188%	201%
Thame Road	136%	156%	190%
B4009 north east of Sportsman Roundabout	136%	150%	128%
B4009 in Longwick	126%	144%	154%
B4009 west of railway bridge	115%	125%	122%
Summerleys Road	110%	139%	83%

Forecast traffic growth under different scenarios. (Jacobs Princes Risborough Phasing Test)

The transport modelling for the town extension doesn't show any roads in Longwick village becoming overloaded but it does show that the flows through the Sportsman Roundabout would exceed its capacity leading to queueing.

Traffic modelling assumes that conditions in the future are broadly similar to today - that people will make the same number of trips to the same sorts of places. The two factors driving growth in the models are an increase in population and travel costs. DfT models assume that car travel costs will be less than they are now so the models will always produce growth. Being based on past trends, traffic modelling is very poor at anticipating major changes and cannot cope with shocks such as COVID, or indeed climate change mitigation. COVID experience has shown that if you change the rules then travel habits and traffic levels can change markedly. People working at home and buying more on-line, suppressed car trips although avoidance of public transport has meant that the 'bounce back' has involved more car travel and in many places traffic levels have returned to pre pandemic levels.

How people travel is also determined by what is provided. If roads are the only option then that is how people will travel. Provision of more roads to accommodate growth in traffic makes the forecasts a self-fulfilling prophesy. We know from urban areas that making conditions for walking and cycling safer and more pleasant leads to trips transferring to those modes from car travel. While distances people travel in rural areas are higher the same principles apply.

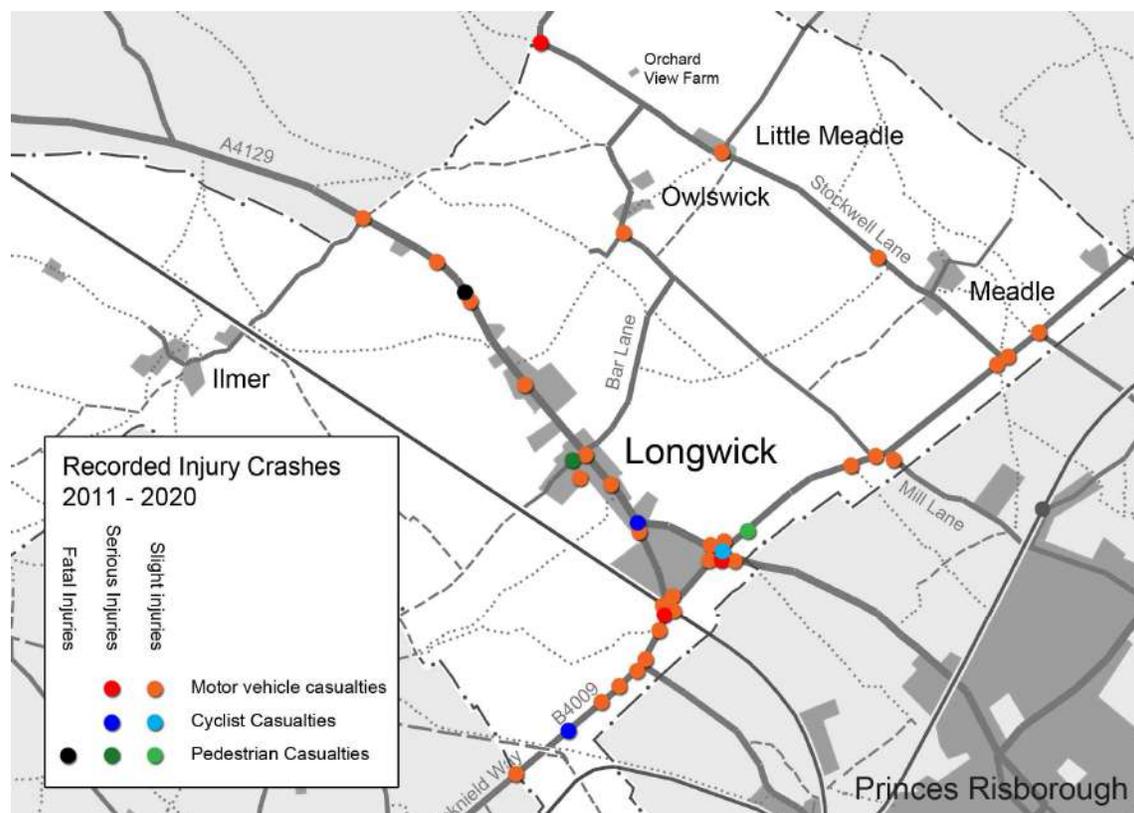
The DfT traffic forecasts do not align with the changes required to meet our climate commitments. Currently there is a belief that electric vehicles and carbon capture will both permit road traffic growth and allow us to retain a habitable planet. Government intentions

and COP26 commitments have yet to make their way into DfT modelling. The old paradigm of "Predict and Provide" must become "Decide and Provide" if we are to meet these targets.

While the Longwick Transport Vision should be aware of future traffic growth it should not accept it as inevitable.

3.4 Crashes

All 'fatal' crashes get recorded but only a proportion of 'serious injury' crashes and an even smaller proportion of 'slight injury' crashes. 'Damage-only' crashes don't get recorded at all. Fewer cycle crashes get recorded than motoring ones and even fewer pedestrian crashes get recorded. The map below shows *recorded injury* crashes over a ten-year period. As not all crashes get recorded the map won't align with what residents may have seen or witnessed but it is what Buckinghamshire Council will use if asked about crashes. Certainly, during the consultation, residents described multiple crashes at the Bar Lane/Walnut Tree Lane junction which are not reflected in official figures. Unrecorded, damage-only crashes and near-misses contribute to peoples' perceptions of danger rather than the relatively rare crashes recorded in official statistics.



The crashes indicate that the main areas of concern are the Sportsman Roundabout, Chestnut Way and on the B4009 south west of the village.

Residents living in the lanes and hamlets have supplied photographs of crashes that do not appear in the official statistics.



Roz Wates



Nicky Ciampi



Roz Wates

4. Previous Plans and Current Proposals

4.1 Longwick-cum-Ilmer Neighbourhood Plan

The Longwick-cum-Ilmer Neighbourhood Plan was produced in 2018. The traffic and transport vision is that by 2033 it will:

- Have a key rural centre in Longwick village, providing some employment, essential services, and social and leisure opportunities for the local population.
- Have easy access and safe movement for pedestrians and cyclists to and through Longwick village, with good connections to the hamlets and key locations in the area, such as schools.
- Have regular, convenient and long-term public transport services by bus to destinations such as Princes Risborough town centre and railway station.

The Plan's transport policies and proposals are:

- Higher quality, long-term, sustainable and peak hour public transport services to Princes Risborough and the railway station.
- Improvements to walking and cycling routes to and from the village by adding missing sections of pavement, and cycle provision.
- A dedicated cycle route along Longwick Road to Princes Risborough.
- Traffic management and safety improvements for drivers and other public realm users in Longwick at the junctions on Walnut Tree Lane, Bar Lane, Chestnut Way, Thame Road, Lower Icknield Way, and Stockwell Lane.
- Improvements to walking and cycling routes in the village - add new or increase narrow pavements - e.g., north eastern side of Chestnut Way, Bar Lane and Thame Road, and add additional pedestrian crossings within the village.
- Changing highway design (with road narrowing etc.), reducing speed limits and in places introducing enforcement cameras on roads and junctions approaching the hamlets and Longwick: Thame Road, Lower Icknield Way, Bar Lane, Stockwell Lane at Meadle, Little Meadle and Owlswick, including reviewing recommended lorry routes.
- Improvements to walking and cycling routes in the village - surface maintenance, overgrown planting, enforcement of speed limits alongside narrow pavements.
- Additional cycle parking facilities at key points in the village and local destinations.
- Provision of an all-weather foot and cycle path running NW-SE on the playing fields to the playground and car park (along the north eastern boundary).
- Study of potential improvements to Thame Road to provide a better local environment through village.

Although not specifically forming any formal proposal, the Plan contains suggestions to alter the speed limits in particular places and a desire not to increase traffic in the lanes to the east of the village.

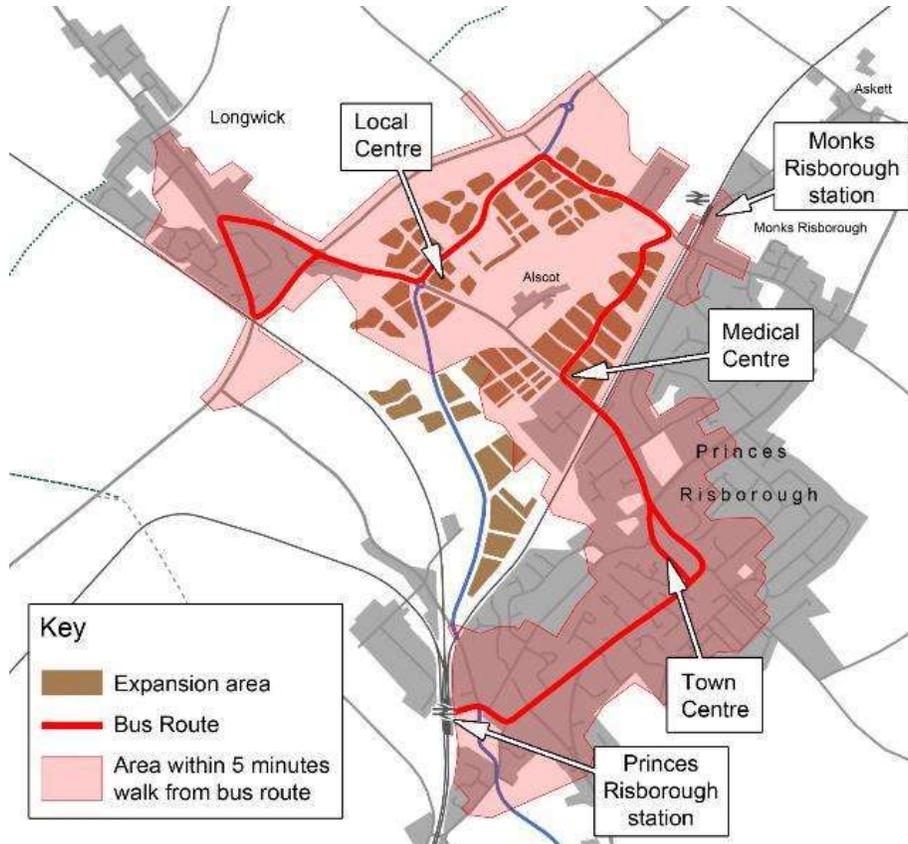
4.2 Wycombe District Local Plan and the Expansion of Princes Risborough

The Wycombe District Plan contains a proposal for a northward expansion of Princes Risborough containing around 2500 homes, a district centre, two primary schools, a medical centre, employment and sports facilities. The transport part of the proposal is for a *well-developed network of roads, cycle routes and footpaths enabling people easily to get to where they want to go*. Among the Objectives are:

- Integrate the new expansion area with the existing town through high quality pedestrian and cycle links.
- Provide a new road to serve the new community and take traffic away from the Town Centre.

The Relief Road is essentially a spine route for the development, also intended to relieve the A4010. It basically consists of a tree lined, single 7.3m carriageway with a shared footway/cycle path on one or both sides. In the local centre it will consist of a single lane dual carriageway.

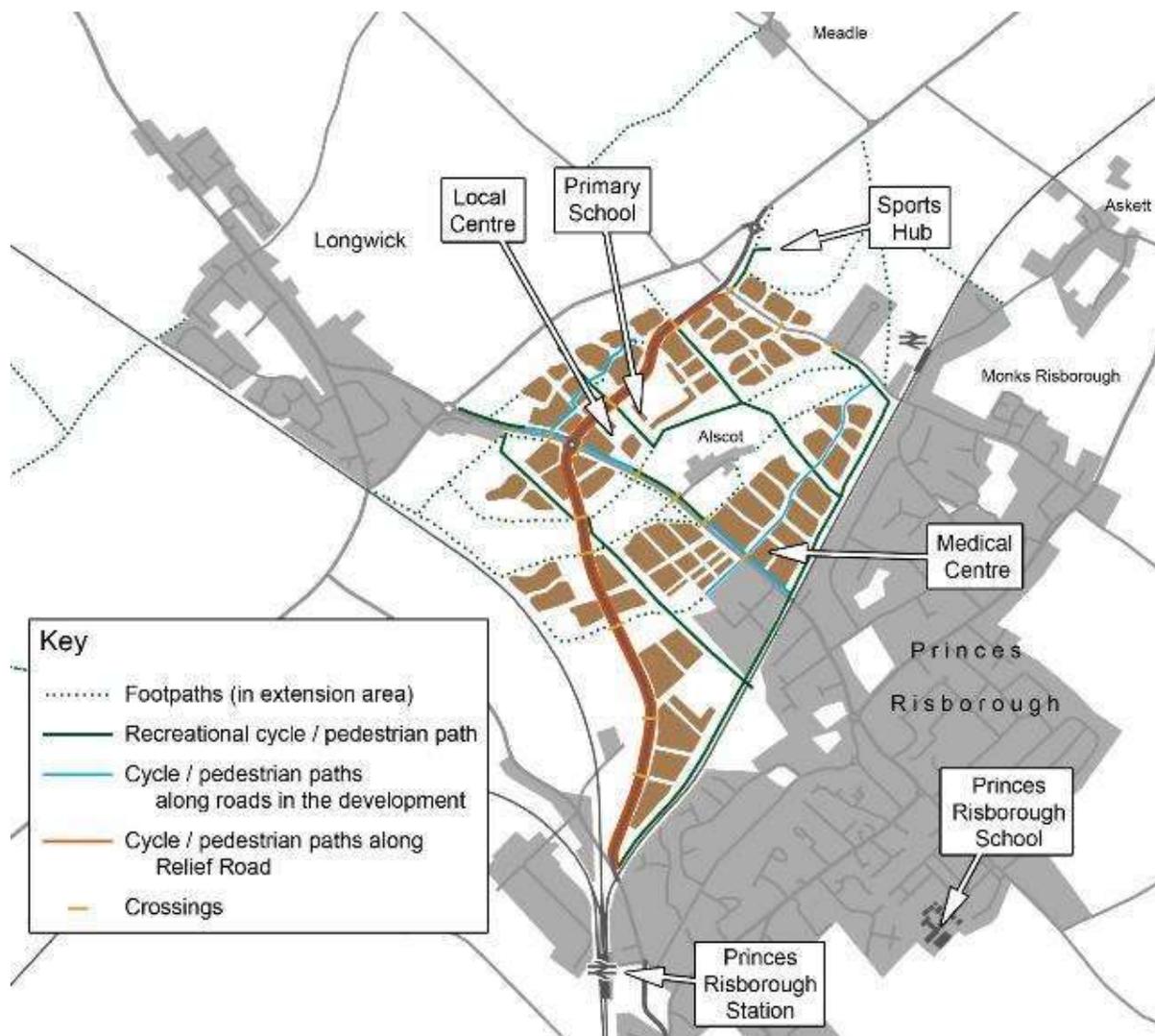
The proposed bus service runs between Princes Risborough Railway Station and Longwick via the Town Centre, the Medical Centre, a loop through the new development and the local centre. It ‘terminates’ in Longwick by using the Lower Icknield Way, Chestnut Way, Thame Road triangle to turn round and so does not serve the centre or northern end of Longwick. The diagram below shows the proposed bus route and the area within approximately five minutes walk from it. The actual area served depends on where the bus stops are sited.



The plan proposes high quality pedestrian and cycle links in the expansion area. The text proposes that Mill Lane, Longwick Road and Summerleys Road will be upgraded to enable walking and cycling.

The different plans and diagrams show different walking and cycling routes and there is some inconsistency in the proposals.

- There will be a footway/cycleway along the north east side of Longwick Road between the Lower Icknield Way roundabout and Princes Risborough serving the Local Centre (and connection to the northern primary school) and Medical Centre.
- There will be a recreational footpath/cycle path from just south of Longwick towards the centre of Princes Risborough via the southern primary school and a new underpass under the railway to reach Wades Park and then the centre.
- Mill Lane will be cut at the line of the Relief Road (but may have a crossing) and have improvements between there and an improved bridge under the railway.
- There will be a footway/cycle path alongside the Relief Road which will allow a route between Longwick and Princes Risborough Station.



The Local Centre is located at the junction of Longwick Road and the Relief Road, to be able to catch 'passing trade'. It will contain shops, a business centre, a pub and a square. It is close to the northern primary school. The bus route will pass by on the Relief Road but the relationship between bus stops, crossing points and the local centre has not been shown. Similarly, the proposed walking and cycling route along Longwick Road is not shown but cycle access is shown from the north eastern side instead. The plan in the Special Planning Document is clearly 'indicative' but there is a danger that the indicative plan will get built unless revisions and current 'best practice' recommendations are not considered at a timely stage. The implications for Longwick-cum-Ilmer and the aspirations expressed in the Neighbourhood Plan are:

- The proposed bus route only serves the southern half of the village. The reason is to be able to use the triangle of roads to turn the bus round. There might need to be a place for the bus to wait, say for timetabling purposes. The next potential turning place is the layby at the north end of Longwick. This has sufficient room to turn a bus around although the radius at the north end would need to be made larger. The proposed route is a 10km round trip while the potential route to the layby would be 12.5km, which might be too long to enable an hourly service with one bus.
- The walking and cycling paths look comprehensive but different sections of the SPD include or omit them. There are no connections into Longwick parish. It is convenient that the proposed paths in the expansion area and most of the planned facilities are on the same side of Longwick Road as is the short section of path currently under construction in the village. However, to access them from Longwick then the current short section of path would need to be extended and there would need to be a crossing over the Lower Icknield Way at the roundabout. Although the extension area extends to the Lower Icknield Way there are no planned connections to the lane to Owlswick or to Stockwell Lane. Mill Lane is to be closed at the new Relief Road and could provide a 'quiet route' into the new development provided that there was a crossing of the Relief Road and a safer crossing of the Lower Icknield Way. The Masterplan area stops one field short of Stockwell Lane and so any connection to Meadle would require additional land.
- The pedestrian and cycle route along Longwick Road is shown as a mixture of recreational paths and cycle paths next to roads in the development plus the retention of the current footway along the road. The Masterplan wants to retain as many original hedges as possible and so doesn't have the option of widening the verge on one side of the road for a wider pedestrian and cycle route. Given the choice, most pedestrians would prefer to walk away from the traffic and at night would probably prefer to be closer to houses, thus there is probably little point in retaining the existing footway provided that the proposed cycle/pedestrian paths are 'direct and easy to follow'. No crossing is shown over the Relief Road in the vicinity of Longwick Road. Thus there is no evidence that the route will provide a direct route to Princes Risborough. The design details also pre-date the latest 'best-practice guidance' and so would now be deemed to be sub-standard.
- The Masterplan shows a recreational route running south west of and roughly parallel to Longwick Road, which could form part of a safer and more pleasant route to Princes Risborough. There should be some form of crossing allowing people from Longwick to cross the A4129 to reach it.

- The cycle path along the Relief Road stops at Summerleys Road. The Masterplan proposals include provisions to widen the railway bridge under the Aylesbury railway but that is the limit of the proposals. To reach the railway station the cycle track on the south east side of the Relief Road will need to be continued along the verge, as far as the station junction, where there will need to be a crossing to Station Approach. Logically, and to make the most of the opportunity, the cycle path should be continued to Manor Park Avenue and Picts Lane to link to National Cycle Route 57 (goes to Phoenix Way).

4.3 Local Transport Plan

The current Local Transport Plan contains no specific proposals for Longwick. We understand that a replacement is in preparation.

5. Consultation

5.1 Introduction

We ran a consultation exercise to help us understand travel in the Parish. The consultation had three stages:

- An information gathering survey run during Spring 2021
- Two focus group meetings held on-line during April 2021
- Final exhibition and questionnaire held in July 2021

The purpose of the initial survey was to:

- Gather information on trips people made, the problems they had making them
- Find out places where residents might want to go to but can't for some reason

The number of responses gave some indication of the importance of each issue. In absolute numbers there are more people living in Longwick than the surrounding area so Longwick issues tended to dominate. The returns were skewed towards older people who had more interest in recreational walks around the village and buses than (say) cycling. Many people were also concerned about short term and detailed issues rather than the longer term matters that the Vision should contain. There was a consensus on some issues but not all. The focus groups were an attempt to have a deeper discussion around issues where there was no clear consensus and the final exhibition was a chance to let people see some of the proposals and make comments.

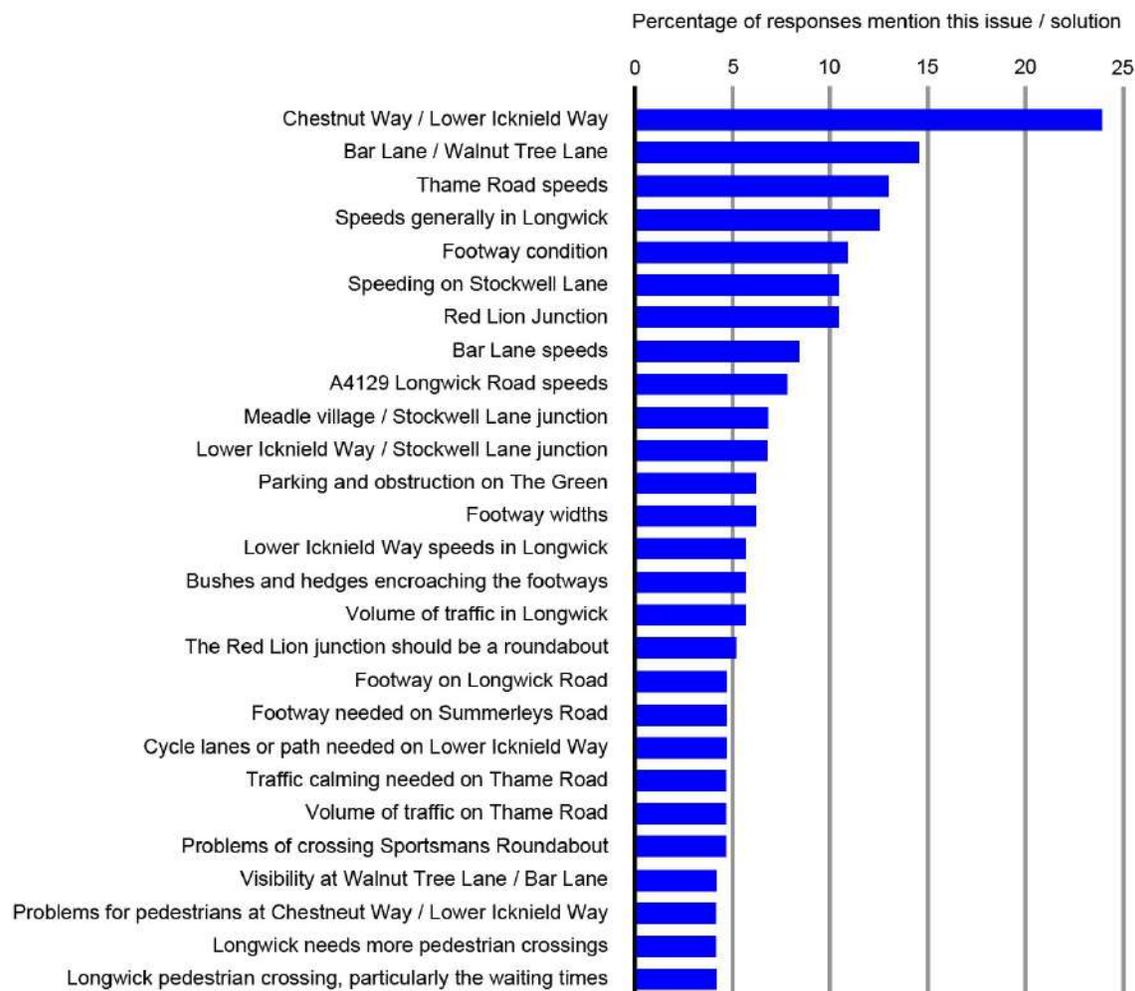
The consultation was not used as a referendum so the fact that less than a third of households completed the initial survey is not important as there was saturation¹ on the main issues. Problems and suggestions were investigated and we formed our own views. Where there was consensus on an issue we could give the proposals a higher priority and where there wasn't we have reported that.

¹ Saturation means that having more returns would not give us any more information as the additional respondents would repeat what previous respondents has already said.

5.2 Initial Questionnaire

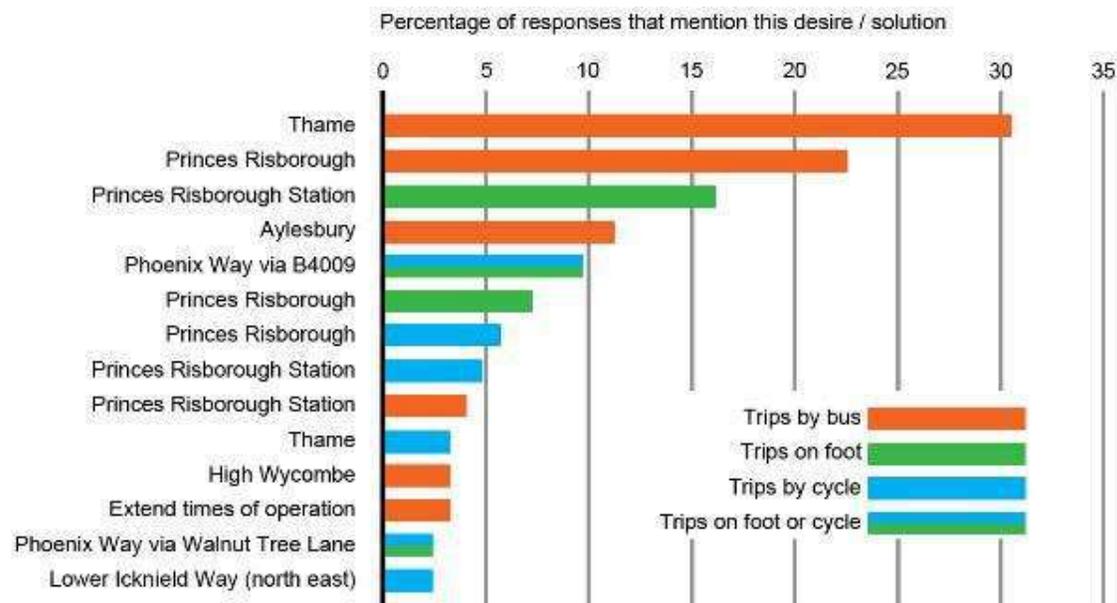
A paper survey form was delivered to every house in the parish and an electronic version was also made available. The paper survey included a map which respondents could draw on but the electronic version didn't. 192 forms were returned filled in by 207 people. Four people sent a longer letter. Just under a third of the households in the parish completed a survey.

More people older than 55 completed the survey than people younger than that. Very few people younger than 25 completed the survey. This means that certain issues are more prominent and that others, for instance journeys to school, received less attention. Many responses concerned temporary issues such as road works and a few concerned maintenance issues such as potholes and repairs. If we only consider longer term issues then the key ones are those shown below.



Consultees were asked what journeys they would like to make but couldn't for some reason.

The main desires are shown in the following chart.



Further responses were about buses to smaller or more remote places, buses from the hamlets and suggestions for cycling and walking trips. The desires varied by age. Older people were more likely to want buses and younger people ‘active travel’ opportunities. This difference was most apparent with trips to Princes Risborough and least apparent with trips to places outside walking and cycling distances, such as Aylesbury, which has more attraction for younger people. On the other hand, hardly any older people wanted a bus to Princes Risborough Station, whereas people of working age did.

5.3 Focus Groups

84 people indicated a willingness to participate in a more detailed discussion group. Thus, two zoom-based discussion groups were held in June 2021 attended by 13 people in total. Following a brief introduction and report on the outcomes of the questionnaire, three topics where there was no clear consensus from the questionnaire were discussed. These were Chestnut Way, Thame Road in the middle of the village and the ‘lanes and hamlets’. After the discussion group meeting, there remained no consensus on the preferred way forward for Chestnut Way.

5.4 Final consultation

A final consultation was held during July 2021. It comprised an exhibition describing the first draft report and an accompanying questionnaire available, in both electronic and paper forms. There were 92 responses; 78 via the questionnaire, 11 as free-form comments made during the day and 3 by email. Most respondents were over 35 but very few were over 75 so the respondents were slightly younger than those for the initial survey.

The responses contained many detailed comments to feed into specific proposals. The responses covered a wide range of opinions with some splits being observed. One split was

between Longwick village and the hamlets. People in Longwick were more likely to suggest that speeding on Stockwell Lane is not an issue while for the residents speeding is a very important issue indeed. This split means that proposals for the lanes and hamlets need to be implemented in tandem with measures in Longwick village to avoid shifting problems from one to the other. Another split was between people who wanted to see motor traffic controlled and others who suggested that any measures to control traffic would lead to increases in pollution and congestion. There were also a range of attitudes to walking and cycling.

In general terms excess speed was seen as the biggest issue and rebuilding the Sportsman Roundabout the least. Two persistent issues include the general level of danger along the B4009 Lower Icknield Way and speeding at the north west end of Longwick. Compared to the initial consultation, comments on Chestnut Way were not as common (although there is still no common ground on how to solve it) but comments on 'rat running' in the lanes were more explicit. Another difference is that in the initial consultation there were a number of negative views about having a 'Vision' and the process of producing it, whereas this time views were more positive with more people expressing appreciation of the work and only a couple saying more cynically, that 'it was a waste of time'.

5.5 Village Capacity Study consultation 2014

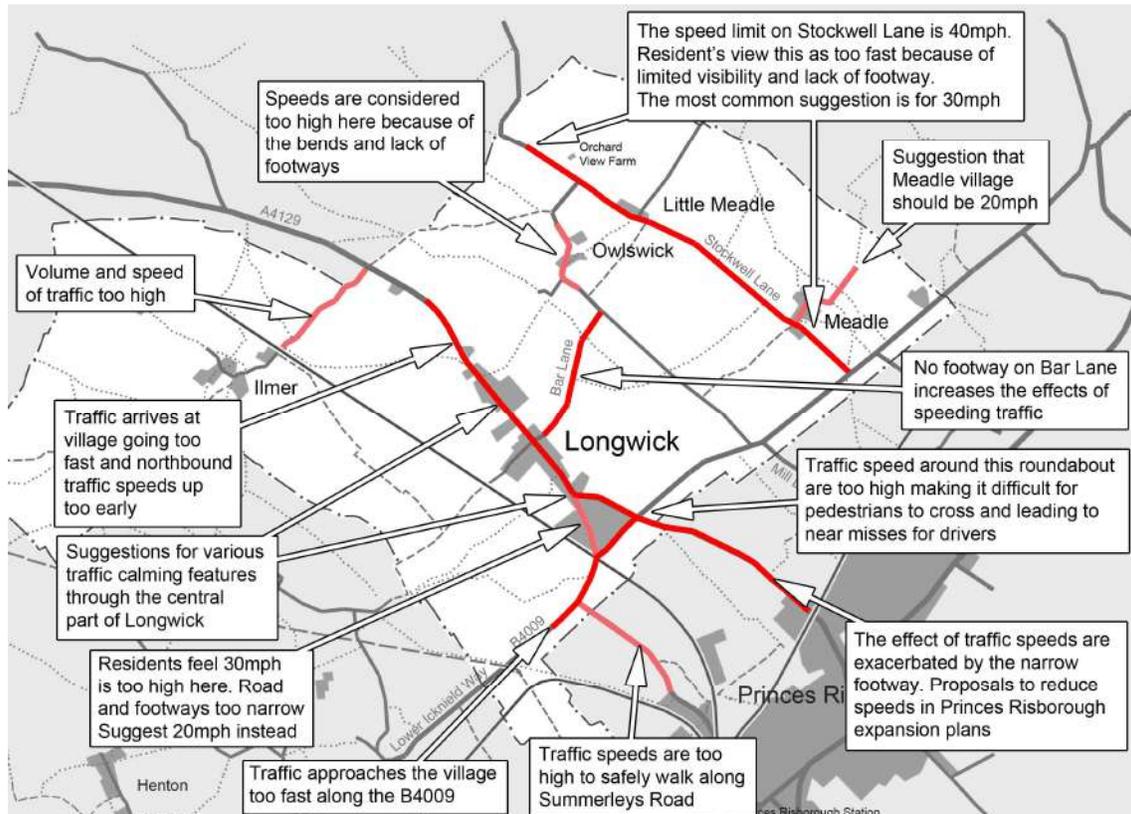
The 2014 Longwick Village Capacity Study which informed the Neighbourhood Plan included public consultation. Concerns then that are still current now are:

- Concerns about traffic speeds and congestion on main routes through the village.
- Poorly maintained and narrow footways making walking feel unsafe.
- Lack of safe walking routes to Princes Risborough town and railway station.
- Lack of safe cycling routes.
- Lack of scheduled bus services, particularly at peak times.
- Some parking conflicts, especially at the school and local shop.
- The public rights of way are well used for leisure activities.

More information on the consultation is included in Appendix A

6. Issues in Longwick-cum-Ilmer and possible interventions

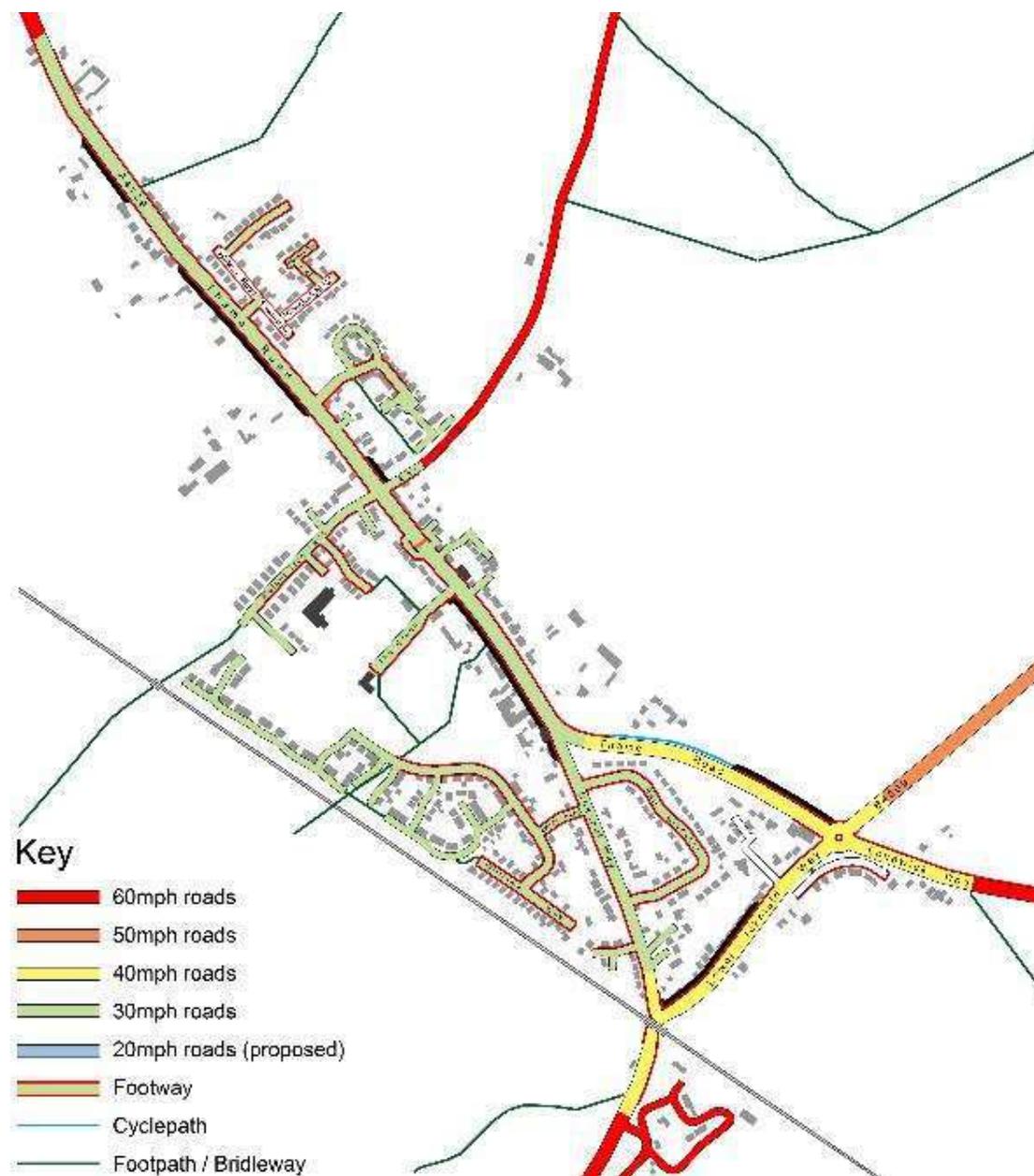
6.1 Speeding issues



Main consultation speed-related comments

‘Speeding traffic’ was mentioned frequently during the consultation process. The map below shows the main locations of comments in a brighter red and places with fewer comments in a pale red. Speed limits around Longwick are set quite high. 60mph is the default speed on the rural roads, whereas some other counties set a default speed of 50mph (e.g., in Derbyshire). Sections of Longwick village have 40mph speeds rather than the more usual 30mph. Longwick does not have street lighting so does not have an automatic 30mph limit.

Speed was mentioned more frequently in later consultations. The final consultation asked respondents for a single most important intervention and ‘controlling speed’ featured in nearly two thirds of responses. Not all respondents supported controlling speeds. A small group felt that doing so would increase pollution and congestion and that speed limits in one place would lead to drivers speeding elsewhere or attempting dangerous manoeuvres.



Current speed limits in Longwick Village.

Speed is the most significant factor in the number and severity of crashes. The faster people travel the more likely they are to have a crash and the greater the chance of it being severe. But along with traffic volume, excess speed helps suppress other types of travel and road use as people adjust their travel patterns to counter the danger, noise and pollution.

Respondents to the consultation described how traffic speeds cause problems for walking, cycling, riding and socialising in the area. Reducing traffic speeds can help alter the balance more in favour of active and sustainable modes of travel. Reducing speed limits can help but traffic calming of some form will be necessary to enforce the changes. In the consultations at least one person proposed average speed cameras as a solution for Longwick. These are effective on long lengths of simple roads where there are few reasons, such as junctions, to slow traffic down. In a village like Longwick, where there are plenty of reasons for drivers to

slow or stop. A speed limit set for a driver travelling through without any delay would permit a driver who *had* experienced a delay or joined from a side road to drive at an inappropriate speed. Distribution of traffic between Longwick and the lanes depends on speeds and travel times. Any alteration in speeds in Longwick should be accompanied by speed changes in the villages. Effects of the changes should be monitored.

Buckingham Council closely follows Government guidance and consults with Thames Valley Police when setting speed limits. While the guidance considers collisions and casualty savings, conditions for non-car users and severance, it is also concerned with congestion, journey times and enforceability. It recommends that engineering or psychological measures are used to slow traffic rather than rely on enforcement. Motorists' compliance rates are poor if the road and speed limit don't appear to align.

Descriptions in the guidance (Circular 1/13) of types of road and suitable speed limits suggests that:

- The hamlets of Meadle and Little Meadle are too small for specific lower speed limits
- Lower Icknield Way through Longwick is at the limit of recommending a 30mph limit based on number of houses and the length of the road in question
- The national speed limit of 60mph is only appropriate for the best quality unclassified roads. Where there are a high number of bends, junctions or accesses a 50mph limit may be appropriate. "A speed limit of 40 mph may be considered for roads with a predominantly local, access or recreational function... ..or if they form part of a recommended route for vulnerable road users"; the lanes would have to be very well used by walkers, cyclists and horse riders for this to be the case.

Under the guidance the general speed limit in the lanes could be reduced to 50mph, the 40mph sections of the A4129 and B4009 through Longwick reduced to 30mph and built up side roads in Longwick could be reduced to 20mph. Engineering measures would be required to reduce speeds further.

6.2 Speeding in Longwick village

In Thame Road, through the centre of Longwick, reducing speeds would improve conditions for pedestrians and residents. The proposals are shown in detail later and are summarised below:

- | | |
|---|--|
| <ul style="list-style-type: none"> • Narrow the carriageway to give more space for pedestrians | <p>Traffic usually travels more slowly on narrower carriageways. Wider footways allow pedestrians to walk further from the traffic and not have to squeeze or step into the carriageway to pass one another.</p> |
| <ul style="list-style-type: none"> • Remove the centre-line markings | <p>The carriageway can also be made 'visually narrower' by removing the centre-line. A change in surface colour can also help to say 'this place is different'.</p> |

- Add additional pedestrian crossings to further slow traffic

Residents said they had trouble crossing the road and that the existing one gave a poor service. Extra crossings would slow traffic. If the crossings were zebras, drivers’ total travel time may well be unaltered.
- Retain parking for the shop.

A small amount of congestion helps slow traffic and may assist with the convenience and viability of businesses, local people and visitors.
- Add features to emphasise the change in speed limit for drivers entering the village from the north west

Many consultees described traffic arriving at the village too fast and leaving it very late to slow down or accelerating too early if travelling towards Thame. Issues raised include noise and dangers for pedestrians. Having a 50mph speed limit from the county boundary to the village rather than 60 would help. The change in speed to 30mph needs to be made more prominent with traffic calming, carriageway narrowing, rumble strips on the approach, yellow backed ‘30’ sign, a speed reminder sign or speed cameras to back it up. Traffic speeds need to be monitored.

Other speed proposals for Longwick Village:

- | | |
|--|--|
| <p>Reduce the speed limit from 40mph to 30mph between the Sportsman roundabout and the Red Lion.</p> | <p>Brings the speed limit into line with that proposed for Longwick Road. There are also houses here now.</p> |
| <p>Reduce the speed limit from 40mph to 30mph on lower Icknield Way between the Sportsman roundabout and the Railway Bridge.</p> | <p>Brings the speed limit into line with that proposed for Longwick Road. Some residents would prefer the speed limit to be 20mph between the railway bridge and the Sportsman Roundabout.</p> |

Other proposals for roads approaching Longwick Village:

Lower Icknield Way leading west towards Chinnor should be 50mph rather than 60.

To reduce speeds approaching the village. Also, there are a significant number of crashes along this section of road.

Bar Lane. The current 30mph limit for Owlswick should be extended to Longwick.

Transport for Bucks are working on proposals for this lane.



Owlswick Lane



Northern entrance to Owlswick

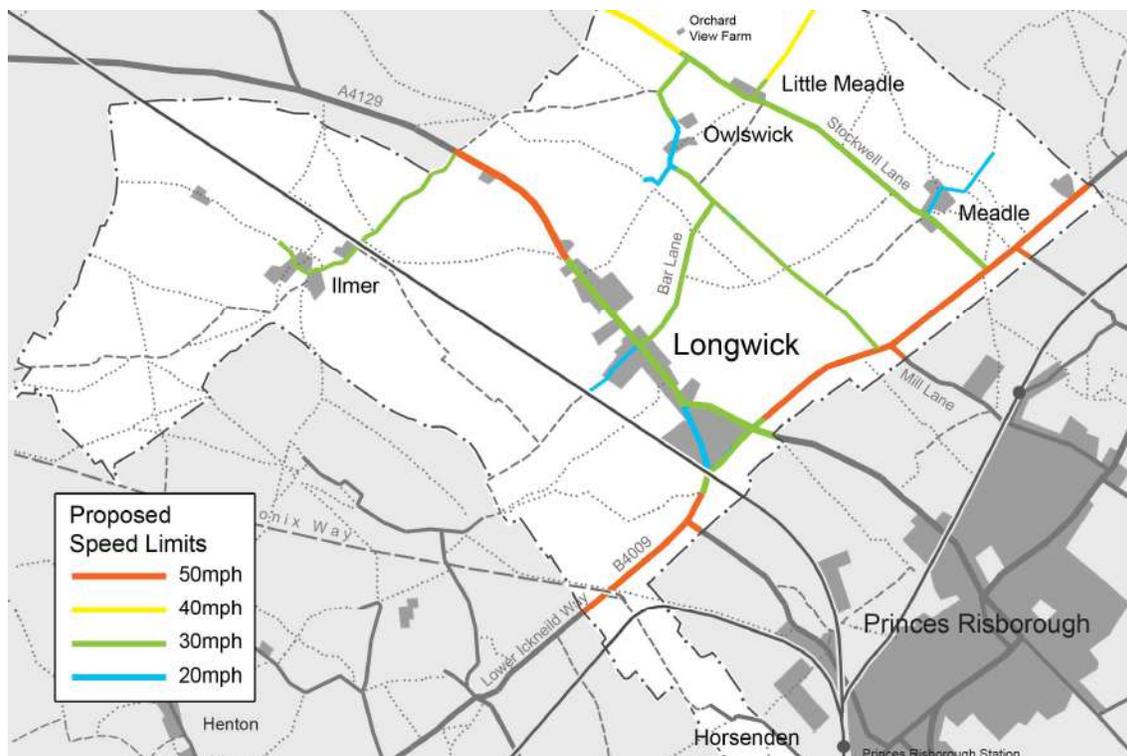
Around two thirds of residents think that the speed limit along Thame Road through Longwick village should be 20mph. This would improve conditions for pedestrians and cyclists, make it easier to cross the road and reduce the chance of crashes at Barr Lane. It is unlikely that Buckinghamshire Council or Thames Valley Police would support this.

6.3 Speeding in the lanes

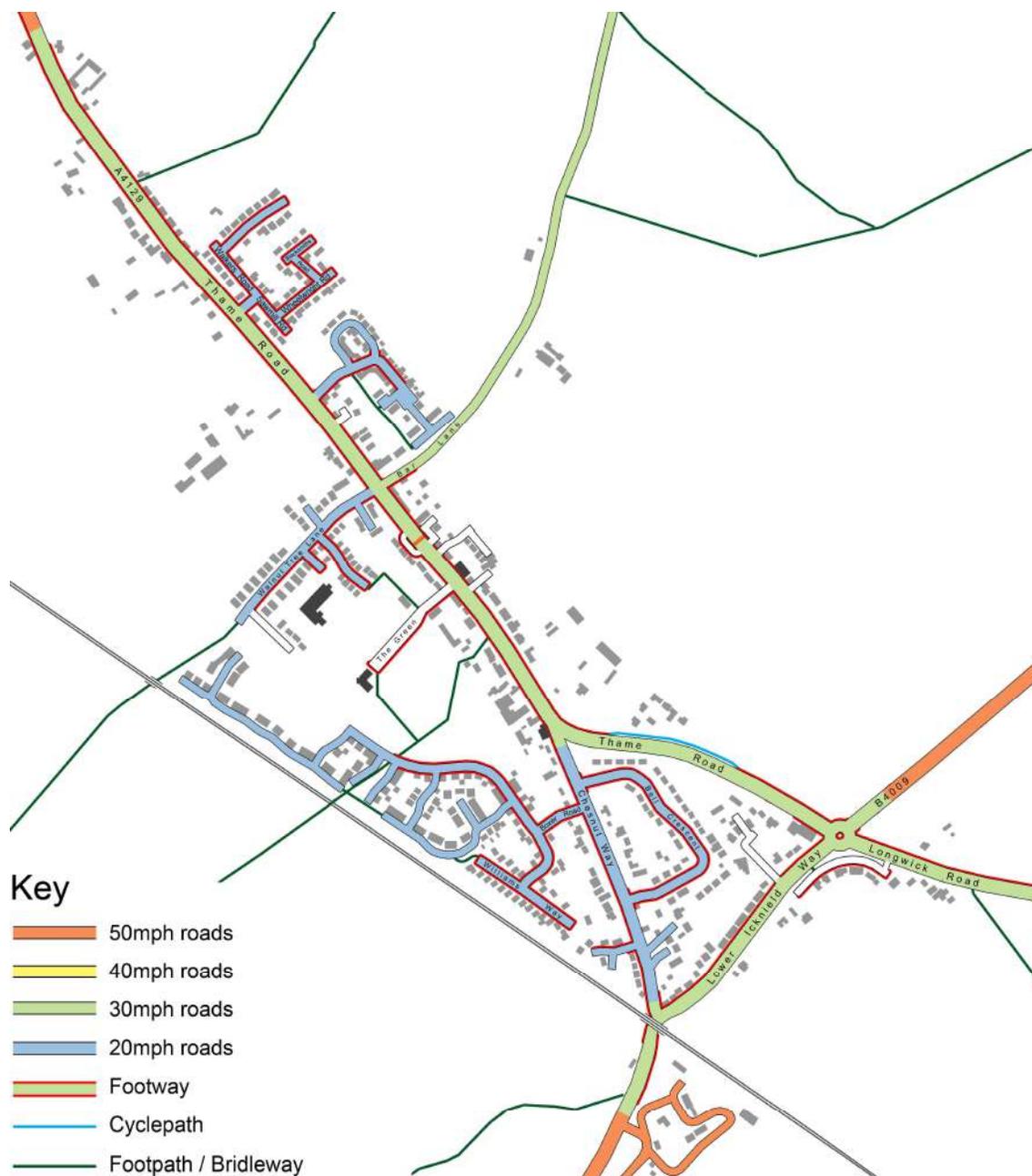
Speeding deters other legitimate users. Unfortunately, there is insufficient space to provide continuous alternative routes for pedestrians such as paths on verges or by taking space from the carriageway. Some properties have gates that emerge directly onto the highway. There are visibility issues in the Meadles and sharp corners in Owlswick. The general proposal is that the maximum speed on lanes to the north east of Longwick should be 40mph but the sections that link the Meadles, Owlswick and Longwick should be 30mph. To be more effective, the speed limit may need to be 'enforced' by 'traffic calming measures'. Mill Lane will be severed by the Princes Risborough Spine Road and so should be 20mph from when that happens.

6.4 Speed proposals

The proposed speed limits in Longwick-cum-Ilmer parish and in more detail for Longwick village are shown below.



Proposed speed limits in Longwick-cum Ilmer parish



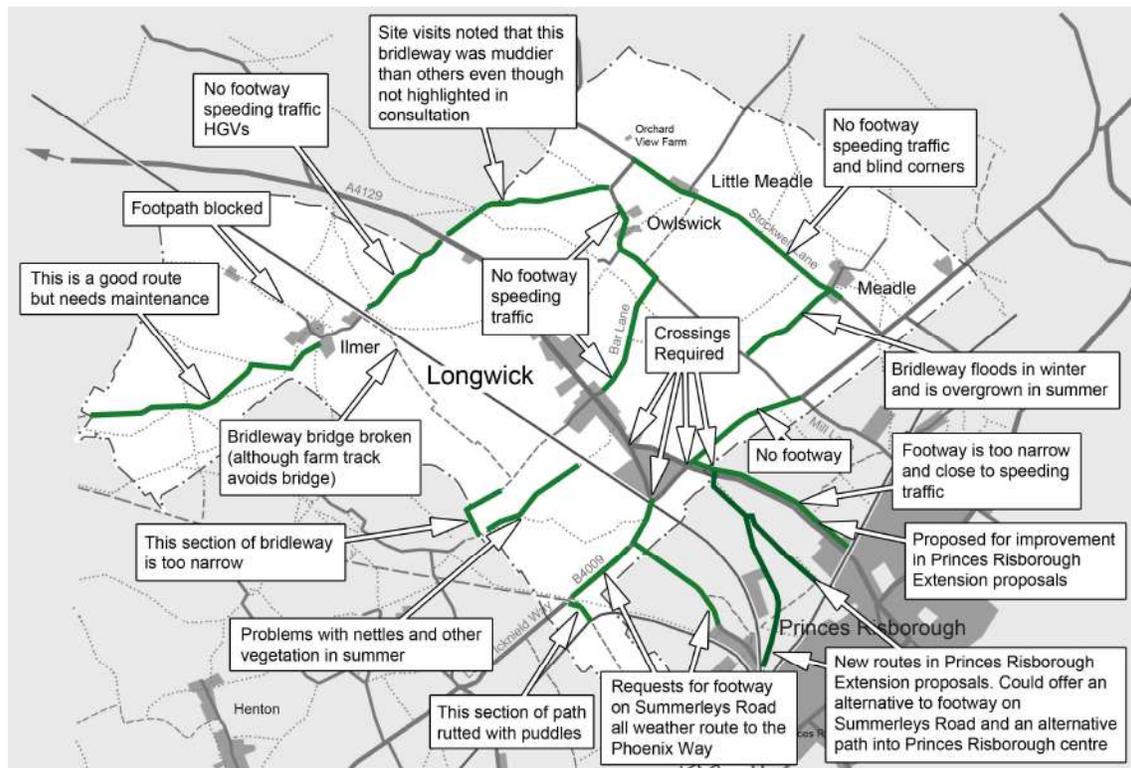
Proposed speed limits in Longwick village

6.5 Walking issues

To receive Government funding for walking and cycling Buckinghamshire Council is obliged to produce a Local Cycling and Walking Infrastructure Plan. This plan is likely to be written during 2022. The Council will be looking towards local people and organisations to generate ideas for routes and so this plan will be well timed to ensure that its ideas get taken forward into county policy and be prioritised for funding.

Longwick-cum-Ilmer parish has an extensive network of footpaths and bridleways which are well used by respondents for recreation. Respondents report ‘maintenance issues’ of mud and overgrown vegetation and that the network is ‘not continuous’ and walkers need to use sections of road to connect them up. The problem here is that traffic in the lanes and the B4009 travels too fast for people to feel safe. There are narrow sections and blind corners which deter people from walking. People don’t just walk for leisure. Many people walk to (or *would like to* walk to) Princes Risborough and the station. Like the lanes serving the hamlets, Summerleys Road has no footway, a narrow carriageway and many motor vehicles travelling at inappropriate speeds. In consequence, some trips that could be walked, such as to the station, are being made by car.

Issues resulting from the initial consultation are shown below.



6.6 A Vision for Walking

- There should be a continuous network of safe, all-weather routes linking Longwick, The Phoenix Trail, Ilmer, Owlswick, Meadle, Little Meadle, Horsenden, Princes Risborough and Askett/Monks Risborough. The network should be signed and maintained. While parts of it would be difficult to make Equality Act compliant, hunting gates² should be used in place of stiles and the closure mechanisms for gates on bridleways should not be so hard to operate so that equestrians and the 'less able' have to dismount to use them.
- Alternatives should be provided to walking on the carriageway by a combination of:
 - paths on existing verges, possibly by filling ditches with a French drain³ (not generally favoured by the focus groups but the preferred option in the final consultation).
French drains can be difficult to maintain and a better option may be to culvert them. This would require approval from the Environment Agency and would be expensive
 - improving existing footpaths and bridleways to make them useable in all weathers. This idea fits with current Buckinghamshire thoughts on constructing cyclepaths (See Waddesdon Greenway, Aylesbury Vale)
 - constructing footpaths behind hedges using the same techniques as making footpaths and bridleways usable all year.
 - controlling the speed and volume of traffic
 - narrowing the carriageways to provide wider verges for a footpath (favoured by the focus groups but not generally favoured in the final consultation)
Where this is impossible the volume and speed of traffic should be reduced.

6.7 Specific Walking Proposals in the lanes

The Neighbourhood Plan aims for easy access and safe movement for pedestrians to and through Longwick with good connections to the hamlets. More work will need to be done to identify the best footpaths to upgrade to provide all weather routes between the Meadles, Owlswick and Longwick. In the lanes there is a trade off between controlling the speed and volume of traffic and the need to provide alternative routes by improving footpaths and bridleways and creating new ones.

The most important walking route in all consultations was to connect Longwick to the Phoenix Trail.

Initial routes/projects to investigate in more detail in a future study include:

- Install an all-weather surface on the bridleway from Walnut Tree Lane to Bledlow Mill to give all year-round access to the Phoenix Way
- Install an all-weather surface on the bridleway from Walnut Tree Lane to Ilmer
- Provide a footway along Bar Lane between Longwick and the first field footpath to give a route towards Meadle
- Provide a safe route between Longwick and Owlswick
- Provide a safe route along Stockwell Lane between Meadle and Orchard View Farm

² A hunting gate is a narrower version of a standard field gate. Effectively one horse wide. The Parish Council is replacing stiles with this sort of gate.

³ A French drain is a trench filled with gravel containing a perforated pipe.

- Provide all-weather surfaces on the bridleways between Stockwell Lane and Owlswick Lane
- The design of the proposed roundabout at Stockwell Lane/B4009 should include provision for a safe pedestrian crossing linking the two parts of the footpath that crosses here. It need not initially be a zebra or signalled crossing but there should be an island refuge at least 2.5m wide with good visibilities for pedestrians crossing. This would give a route from Meadle to Askett and Monks Risborough
- Lower Icknield Way is the location of one of the few recorded pedestrian casualties in the area. The carriageway is narrow, has no footway nor space to provide one. Some consultees suggest there is a need for a pedestrian route towards Chadwell Hill Farm and a safe route for equestrians. Any route would have to be located behind the hedge requiring negotiation or land acquisition. It would only need to run as far as Owlswick Lane if the bridleway between there and Meadle was improved, although the construction of the Princess Risborough extension spine road may release some land that could be used to extend it to Stockwell Lane.

6.8 Longwick Village

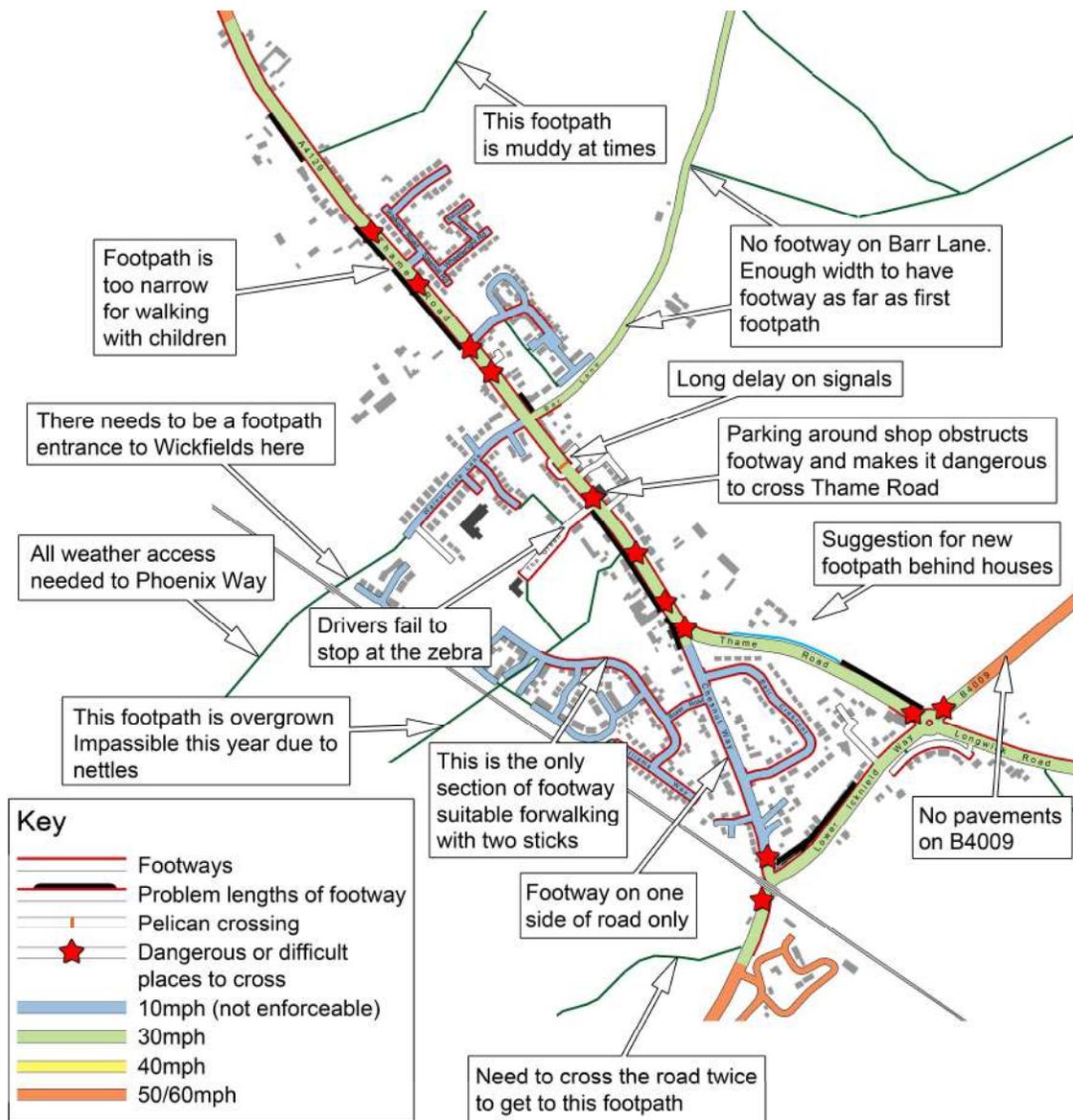
Longwick village has slightly different issues for pedestrians. The footways are narrow and often in poor condition. This particularly impacts on older and less ambulant people. One respondent reported tipping off her mobility scooter while another reported that only the wide footway in part of the Wickfields estate is wide enough to use two sticks to walk. Respondents have also reported that the footways are too narrow to walk holding hands with a child. Crossing Thame Road is also a problem. There is one signalled crossing which is located in the only place in the middle of the village which does not have a house directly fronting the footway rather than being in the best place for pedestrians. The wait times for a crossing signal are excessively long.



Walnut Tree Lane to Bledlow Mill bridleway



Thame Road at the north end of Longwick



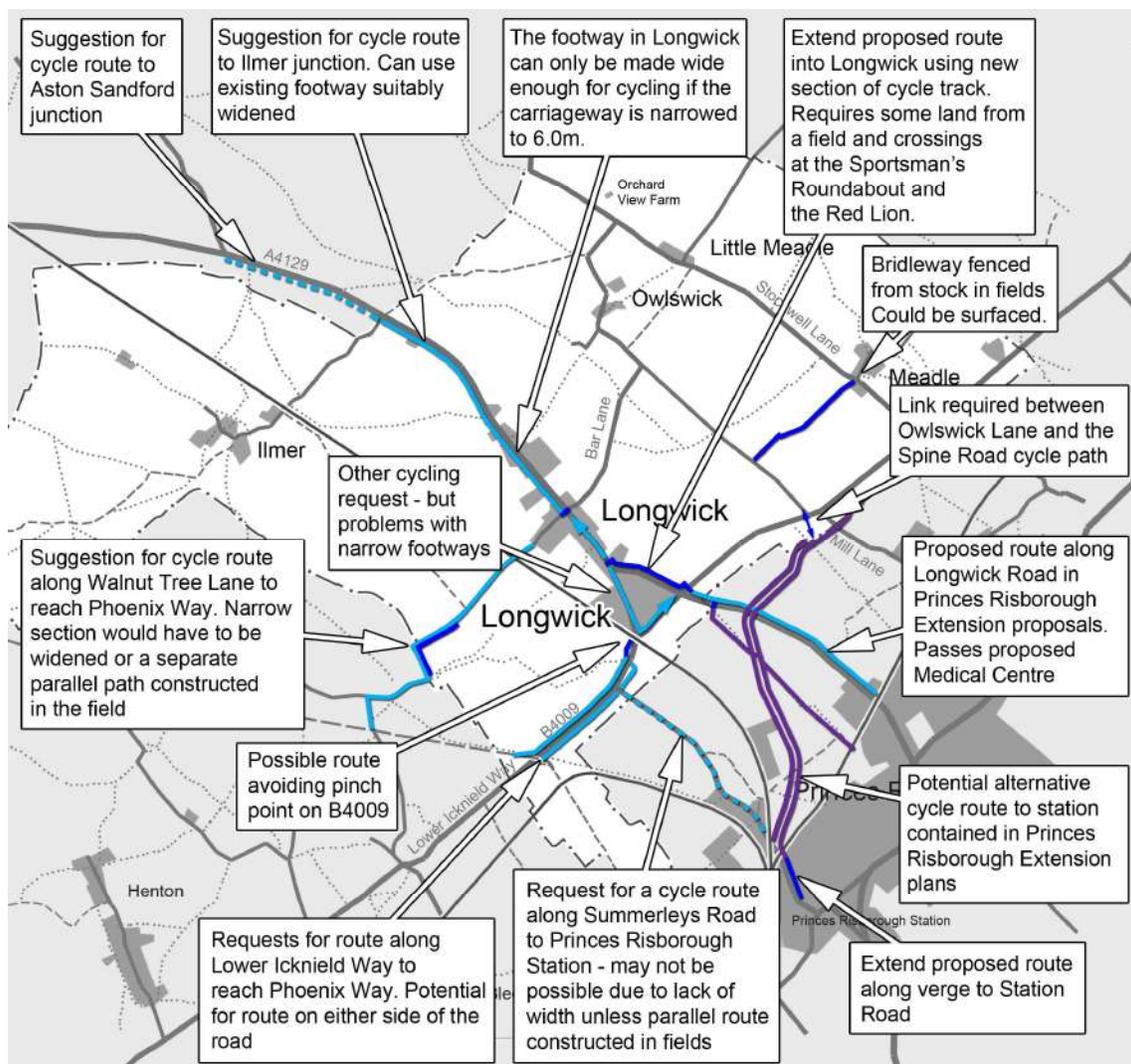
Issues raised during the initial consultation for Longwick Village

6.9 Walking Proposals for Longwick Village

- Widen the footways between the Red Lion and the northern end of the 30mph limit by narrowing the carriageway to 6.0m where it is wider and using the additional (up to) 1.3m to widen the footway, improve sight lines and/or provide parking.
- A footway on Bar Lane to Wayfarers End is covered by a developer agreement. Ensure that the agreement is honoured and implemented.
- Manage the parking around the shop to keep the shop side footway clear.
- Provide additional pedestrian crossings with at least one on Thame Road north of Bar Lane, another in the area of Briants, and crossings at the south end of Chestnut Way and at the Sportsman roundabout.
- Provide a safe route between Chestnut Way and Longwick Mills.
- Ensure that there is a safe way to walk (or cycle) to the primary school from all of Longwick and the hamlets.

6.10 Cycling issues

Most destinations for trips made by car from Longwick are well within most peoples’ ability to cycle. Over half of the journeys outside Longwick made by consultees were to places less than 2.5 miles away that can be cycled within 15 minutes. There is demand for cycle trips to Princes Risborough, the station (some people would benefit from the extra pleasant exercise and the saving of station car parking fees) and to/along the Phoenix Way. The main issue is that the main roads are perceived as unpleasant to cycle on due to their narrow width, traffic volumes and motor traffic speeds. People who use the footway of Longwick Road to cycle to Princes Risborough have difficulties negotiating the Sportsman roundabout. Some respondents want to cycle within Longwick village itself.



Alongside busy roads cycling is best encouraged by providing facilities away from the carriageway or, where that is not possible, reducing the speed and volume of motorised traffic. There is space to provide a separate path along most of the B4009 to Phoenix Way.

The existing footway along Longwick Road is narrow but a path to Princes Risborough is promised with the Princes Risborough Extension. A path from Bar Lane along the Thame Road towards Ilmer would only be possible if the main carriageway was narrowed within the village enabling the footway to be widened. Between Bar Lane and the Red Lion there is insufficient room to provide for cycling off the carriageway, hence the recommendation that the road here is made 20mph. Cycle routes and facilities are more useful if they join up. Maintenance of facilities is crucial.

Respondents in the various consultation supported cycling although there were 'detractors'. The main arguments cited against providing for cycling is that there are insufficient cyclists, that people will continue to use their cars and that crossings cause delay and congestion. Experience elsewhere suggests that where good facilities are provided the numbers of cyclists rises and that some journeys are transferred from cars to bicycles. Most evidence comes from urban areas, but it is expected to be transferable to more rural settings. Buckinghamshire Council report that use of the Waddesdon Greenway is far higher than they anticipated

6.11 Cycling Proposals

- The new cycle path recently constructed on Thame Road should be extended north west to the Red Lion and a crossing at Briants (see the section on Thame Road crossing for plans). It should also be extended south east to a crossing of the B4009 at Sportsman Roundabout (see Sportsman Roundabout junction for a plan) to connect initially to the existing footway to Princes Risborough but later to the cycle paths in the Princes Risborough extension. Between the new housing and the Sportsman Roundabout the existing path is narrow. A strip of land will be need to be acquired within the adjacent field. It would be visually better and attractive if a new path was constructed behind the existing hedge rather than removing the hedge and widening the existing path.
- Provide a path along the B4009 verge to the Phoenix Way. There would be a problem crossing the railway at the south end of Chestnut Way and getting the path past Farthings. Chestnut Way is discussed in detail in that section of the report. There may be a chance to take the a path through a piece of Network Rail land and behind Farthings if the Hypnos Factory is moved to this site from Princes Risborough. A path alongside the B4009 could be the all-weather route to the Phoenix Way if there were issues with the Walnut Tree Lane option.
- Make improvements the surface of the bridleway between Walnut Tree Lane and the Phoenix Way or provide bridleway direction signs. The narrow section of path could be widened or a separate path for cyclists and horses provided on the other side of the hedge.
- Provide a shared pedestrian and cycle path on widened footway from Bar Lane to the parish boundary and the lane to Ilmer. This is dependent on being able to narrow the carriageway of Thame Road and widen the south west side footway. An alternative route would be to use an improved Walnut Tree Lane (above) and then an improved bridleway between Walnut Tree Lane and Ilmer (discussed in the walking section)

- Surface the bridleway between Meadle and Owlswick Lane. The recommended material would be one made from recycled rubber⁴ which permeable and has a soft surface suitable for horses but their hooves do not break up the surface.
- Provide a link between Owlswick Lane and Mill Lane with the Princes Risborough Extension Spine Road. This link plus the above bridleway will produce a Meadles to Princes Risborough cycle route.
- Chestnut Way could become 20mph speed-limited roads and thus more suitable for cycling than the present road.

Ensuring easy access and safe movement for cyclists to and through Longwick Village is one of the aims in the transport vision contained in the Neighbourhood Plan. These proposals assist realisation of the aims but there would still be a gap between Briant's and Bar Lane where there is not enough width for a cycle track or a shared footway.

6.12 Chestnut Way, Lower Icknield Way to the Red Lion

The junction between Chestnut Way and the Lower Icknield Way is, according to residents, the biggest travel problem in the parish. But measures to improve the junction, measures to solve issues on Chestnut Way itself and those at the Red Lion junction are all interlinked and so will be dealt with together. In the past the solution would have been to have built a new railway bridge south of the existing one and straightened Lower Icknield Way leaving the existing railway bridge for pedestrians, cyclists and access only. In the absence of such a plan by Buckinghamshire Council this vision has to work with what exists now.

Key issues at the Chestnut Way / Lower Icknield Way junction include:

- Traffic approaches too fast along Lower Icknield Way. The Vision proposes reducing the speed limit from 40mph to 30mph, although some residents would like to see 20mph.
- Lorries frequently travel in the middle of the road through the bridge.
- The visibility to the left is very poor for vehicles joining Lower Icknield Way from Chestnut Way.
- Crossing the end of Chestnut Way is difficult for pedestrians, particularly due to traffic speeds as drivers turn left onto Chestnut Way from under the railway bridge.
- The footway changes sides just west of the railway bridge. Crossing is difficult due to extremely poor visibility through the bridge.
- People wanting the use the footpath, which heads west from here, must cross the road twice.

Consultees were adamant that 'something needed to be done' at the junction.

On Chestnut Way itself the key issues are:

- There is a footway on the west side only. People walking along Lower Icknield Way from the Sportsman direction and wanting to then walk along Chestnut Way have to cross the road near Wellington House. This has poor visibility towards the railway bridge.

⁴ An example is 'Flexipave'

- The footways are narrow.
- Speeds are perceived to be too high. A 20mph limit or traffic calming is suggested.
- Traffic uses Chestnut Way as a cut through – consultees suggested it should be for residential ‘access only’ or be turned into a cul de sac.
- HGVs are too big for the road. Puttnam’s lorries get mentioned, they cannot pass each other on the carriageway and mount the pavement to do so leading to damage to the footway and drainage.
- The additional traffic from the Wickfields estate exacerbates the problems. Some consultees felt that the estate should have a second exit.

When asked about specific measures they would like to see, respondents’ most preferred measure was for 20mph speed limit (58%), a weight limit (47%), closing it to through-traffic, (23%) making it one-way southbound (10%) and making it one-way northbound (8%).

At the Red Lion junction the key issues are:

- There is no footway outside the pub.
- The speed of traffic approaching the junction from the Princes Risborough direction; the 40mph limit ends about 40m south east of the junction.
- A roundabout would slow traffic on Thame Road.
- People find difficulties turning in and out of Chestnut Way. Possibly delay as well.
- Pedestrians have difficulty crossing Thame Road just north of the pub.

Proposals in the section on speed limits would help with traffic travelling too fast approaching the junctions along the A4129 from Princes Risborough and from Chinnor. We also propose that Chestnut Way should be 20mph.

The general feeling of consultees was that through traffic should use the A4129 and B4009 rather than Chestnut Way. This means that Chestnut Way should be made less attractive by:

- Introducing a 7.5 tonne weight limit (there would need to be an exemption for buses as the Chinnor bus and the proposed route to the station via Princes Risborough would use the road)
- Introducing a 20mph limit, reinforced by traffic calming (as buses would use Chestnut Way the traffic calming should be priority chicanes rather than vertical deflections)

Making the road one way would prevent through traffic in one direction and allow the footway to be widened. It would be most effective if it ran in a southbound direction so that rat running traffic would have to make two right turns at junctions while residents’ diversions would be more likely to involve left turns. Residents would have to leave the area by using the Lower Icknield Way junction with its poor visibilities and the bus to Chinnor could not be accommodated. The ultimate option of physically closing the road at one of the junctions to prevent through traffic is not realistic due to the number of houses that Chestnut Way serves.

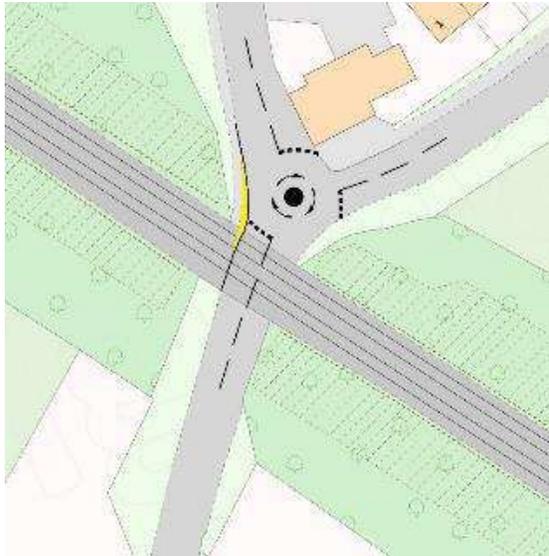
The junctions at both ends will need to continue to accommodate all turning movements although there should be fewer vehicles leaving Chestnut Way than at present.

We also recommend that the footway is widened by extending it back towards the hedgeline without moving the kerbs. The telegraph poles will need to be moved to the back of the widened footway.

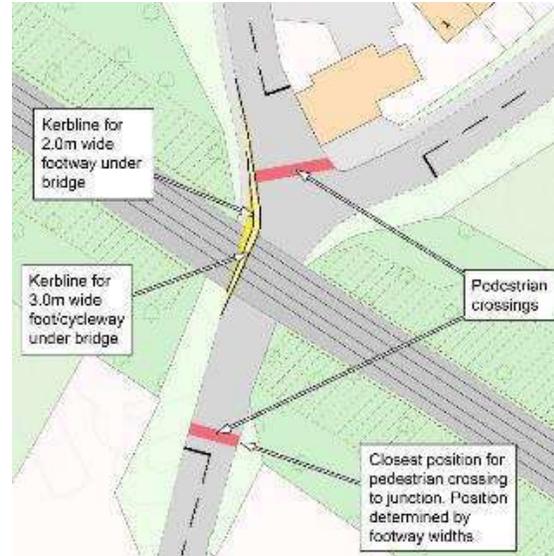
6.13 Chestnut Way / Lower Ickniel Way

Options for the junction include:

	Pros	Cons
Tighten up the radius on the west side of Chestnut Way.	Slows traffic turning into Chestnut Way thus giving pedestrians more time to cross Chestnut Way. Enables the footway under the corner of the railway bridge to be widened from its current 0.92m but not wide enough to allow both pedestrians and cyclists to use it	Does not help pedestrians cross Lower Ickniel Way. Minimal assistance to pedestrians crossing Chestnut Way. Current traffic problems will persist.
Mini roundabout.	Would make it easier for drivers to join Lower Ickniel Way from Chestnut Way. Minimal delays. Generally, a safe form of junction. The footway under bridge could be widened.	Would not help pedestrians cross any road unless crossings were provided. While the footway under the bridge could be widened it would not be as much as with signals. The road would need to have a 30mph speed limit.
Signals. Would have to be a three-stage junction for traffic with a fourth pedestrian stage if required. This would enable the footway under the bridge to be widened.	Would overcome issues of drivers meeting a lorry in the middle of the road. Overcome visibility issues for drivers leaving Chestnut Way. Pedestrian crossings could be incorporated into the design. Signals could be timed to make Chestnut Way less attractive to use southbound. Signals could be timed to reduce speeds of traffic entering the village from the Chinnor direction. Signals could be timed to minimise queuing outside houses	Delays to traffic due to being signalised (although may encourage drivers to seek an alternative route). Additional delay because the stop-lines would have to be set back a considerable way. Vehicles queuing outside people's houses with consequent annoyance, noise and pollution.
Remove junction entirely by closing Chestnut Way	Makes it easier to cross what is currently Chestnut Way	May increase speeding along Lower Ickniel Way and through the railway bridge Not possible due to reasons discussed earlier.



Chestnut Way/Lower Icknield Way mini roundabout option



Chestnut Way/Lower Icknield Way signals option

The southern pedestrian crossing is needed in the signals option because there is no footway in front of Farthings, the cottage immediately south of the railway. Other options to overcome the lack of footway in front of the cottage could include:

- Construct a new pedestrian route behind the cottage – this would require land to be purchased from Network Rail and would likely be unpopular with the cottage’s resident.
- If the planning proposal for a commercial property (Hypnos) behind the cottage goes ahead the rerouted path could be incorporated into that development.
- The ‘ultimate solution’ would be for a new bridge under the railway north of the present one with a pedestrian cycle path through the new development. This could connect to a route for pedestrians and cyclists along the north west side of the B4009 to the Phoenix Trail.

Residents are very much divided between the idea of signals and a mini roundabout. In traffic terms signals are a better option in that they solve more of the problems but residents are understandably concerned about queueing traffic and the consequent difficulties leaving their drives, the engine noise and fumes. The signals could be timed to favour south west bound traffic on Lower Icknield Way.

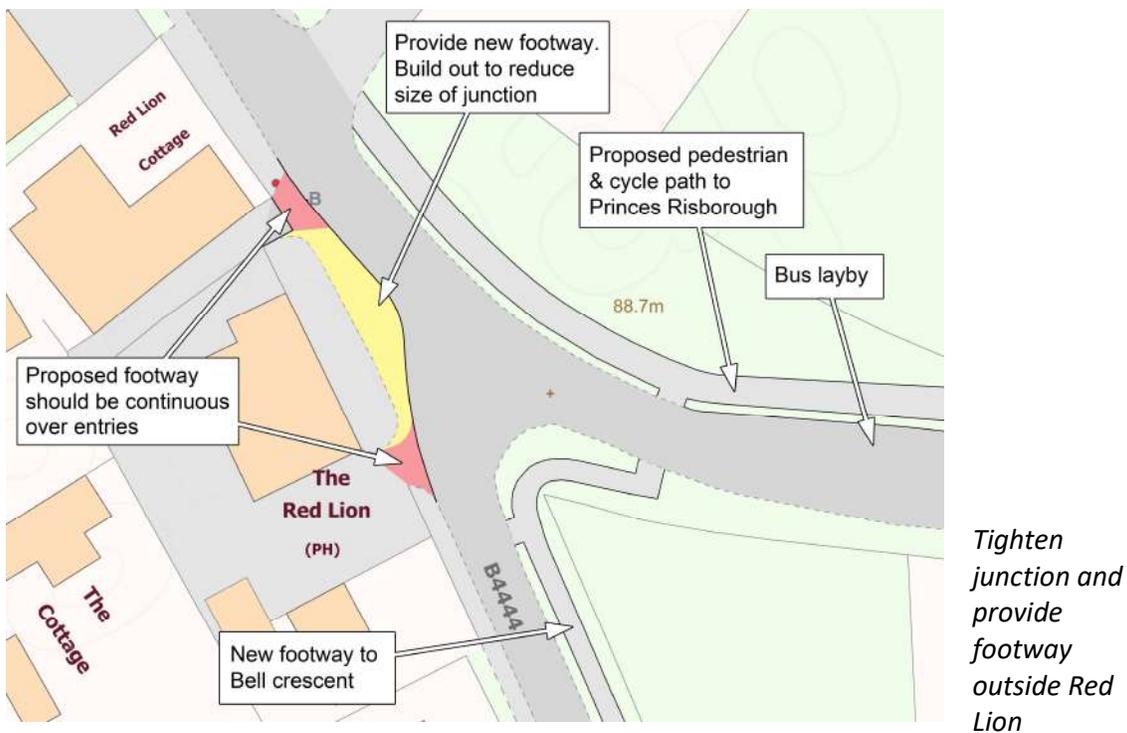
Proposals for the Chestnut Way / Lower Icknield Way junction are therefore:

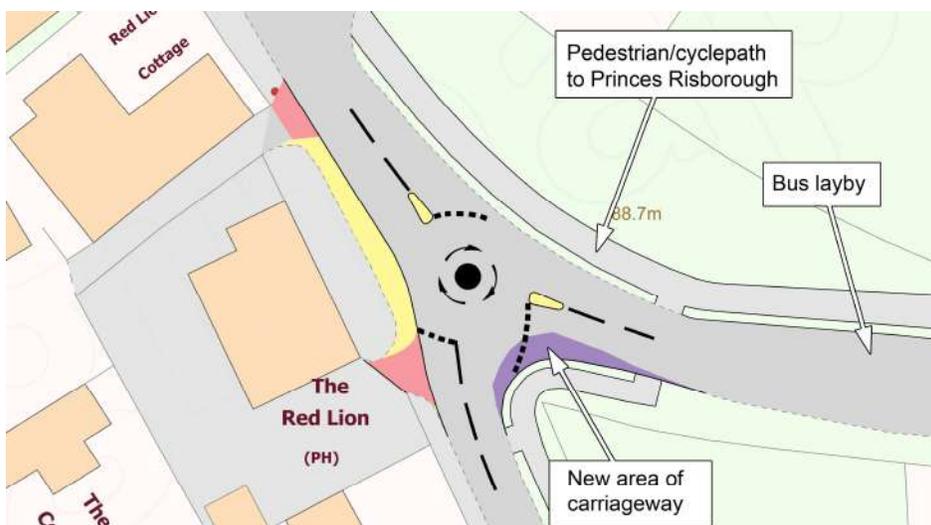
- The speed limit should be reduced to 30mph if not 20mph
- The present junction should be replaced by a mini-roundabout.
- The westerly kerb at the corner of the bridge arch should be widened to at least 2m (and if possible 3m) for a future combined pedestrian/cycle route towards the Phoenix Trail.
- A zebra crossing should be provided over Chestnut Way just north of the junction. This should be combined with a traffic calming feature (see section on Chestnut Way).
- If the speed limit can be reduced to 20mph a zebra or parallel crossing should be installed over Lower Icknield Way south west of the railway bridge and the footway widened in a westerly direction.

6.14 Red Lion junction

The options for the junction are:

- Alter the kerb lines to provide a footway past the Red Lion (plan below).
 - A mini roundabout (plan below).
 - A conventional roundabout
- This would provide a footway past the pub and slow drivers turning left out of Chestnut Way.
- This would make it easier for drivers turning right to enter or leave Chestnut Way. This option will also slow traffic entering the central part of the village from the south east. It includes a smaller footway extension outside the pub.
- A conventional roundabout would be intrusive and occupy much of the grass verge to the north east of Thame Road.





Mini
roundabout

Respondents had a slight preference for the mini roundabout option although many felt that the junction is fine as it is. Objections to change include reasons of increased congestion and pollution as well as additional noise as vehicles accelerated away. While in the initial questionnaire respondents said this junction was a problem, those in the final consultation suggested it should have a low priority. A mini roundabout would slow traffic passing through the village.

Buses on the proposed route from Princes Risborough will use Lower Icknield Way, Chestnut Way and Longwick Road to turn round and will need to be a bus stop where it can lay-over if needed. We recommend that a layby with a shelter is constructed just south east of the roundabout on Longwick Road.

We recommend that:

- A min roundabout is constructed at the Red Lion junction with a refuge island enabling pedestrians to cross to the south east of the roundabout. As an interim measure a new footway could be constructed outside the Red Lion compatible with installing a mini roundabout at a later date.
- A new footway is constructed on the east side of Chesnut Way between the Red Lion and Bell Cresecent.
- A bus layby with shelter is constructed south east of the junction. The shared use pedestrian / cycletrack should pass behind the bus shelter.



Chestnut Way



Lower Icknield Way at Chestnut Way

6.15 Sportsman Roundabout

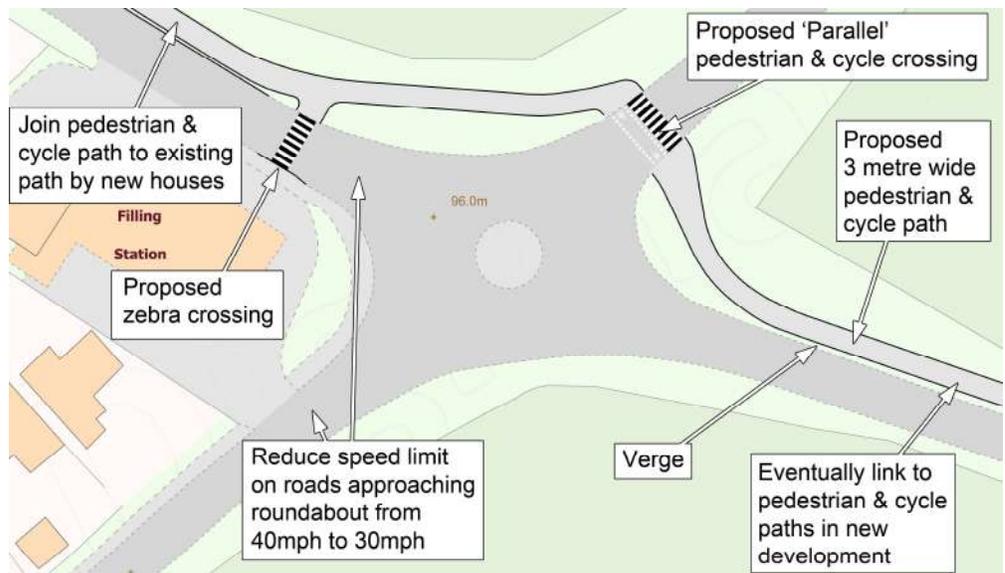
The Sportsman Roundabout has the greatest concentration of reported injury crashes in the area. Over the past 10 years there have been 6 here out of 39 in the Parish. The key issues here include:

- Traffic approaches the roundabout too fast from the Chinnor direction. Some respondents suggest the hedge at the garage restricts visibility. Restricting visibility can, however, sometimes have useful speed-reducing benefits.
- Pedestrians find crossing the road (particularly B4009 north east of the roundabout and A4129 north west of the roundabout) difficult. Drivers don't see pedestrians or the traffic is moving too fast.
- Traffic speed on the roundabout is too high leading to 'near-misses'.
- Lorries park on Lower Icknield Way immediately south west of the junction, obstructing both the footway and the carriageway. They also park on Longwick Road adjacent to or opposite the garage.

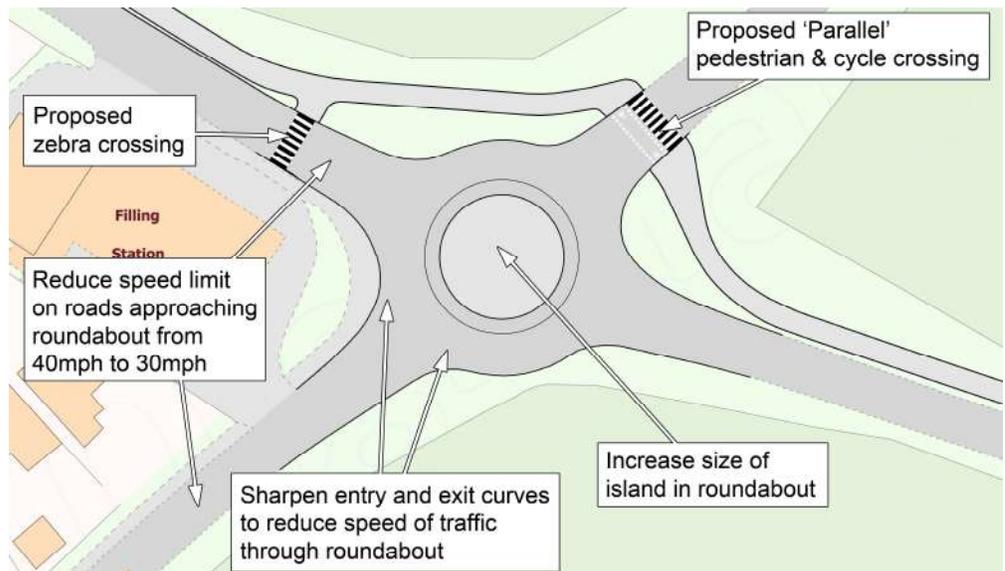
Traffic speed, safety and ease of crossing the road safely are all related. The slower the traffic the more time drivers have to see other vehicles and road users; plus, the more time they have to make avoiding manoeuvres. Any crashes and conflicts become less serious. Pedestrians have more time to see traffic arriving and also more time to cross. The proposal mentioned earlier to lower the speed limits in the village would reduce the speed at which traffic arrives, but vehicles would still be able to travel around the roundabout at much the same speed as it does now. To reduce the speeds on the roundabout the roundabout's geometry could be changed to make it difficult to drive through too quickly. Basically, any route through is made more 'wiggly and diversionary' by increasing the size of the central island and making all the corners 'tighter'. For cycling and walking we proposed a wider shared path along the north east side of the A4129. This will need to cross the B4009 to the north east of the roundabout. We propose a 'parallel' crossing - which is basically a 'cycle & pedestrian zebra'. This gives cyclists the same legal status and protection crossing the road as pedestrians have on a zebra. Another zebra should cross the A4129 just north of the roundabout.

The pedestrian and cycle path will need to connect to the existing one further north west. A strip of land will need to be purchased within the adjacent field

Residents indicated that altering the speed limits should be the first priority, installing the crossing over the B4009 next, and then the crossing over the A4129. Rebuilding the roundabout to enforce slower speeds should be left to last. It would be expensive but some respondents feared additional congestion or felt that a 30mph speed limit would be sufficient.



Proposed pedestrian and cycle crossings around the roundabout



Possible roundabout redesign



The roundabout from the north east. The parallel crossing would be in the foreground.



Approximate location of the zebra crossing over the A4129. The trees on the right would need to be removed to construct a wider path

The hedge and signs at the garage obscure visibility for drivers approaching the roundabout from the north west.

Proposals for the Sportsman Roundabout are:

- Reduce the speed limit on the roundabout to 30mph
- Provide a 'parallel crossing' over the B4009 north east of the roundabout
- Provide a zebra crossing over the A4129 to the north west of the roundabout
- In the longer term and if the speed limit did not reduce speeds, rebuild the roundabout with a larger central island and a narrower circulating carriageway. This proposal was considered to be the most un-necessary intervention by respondents to the final consultation (22.9% of those responding to the question)

6.16 Bar Lane/Walnut Tree Lane junction



The Bar Lane/Walnut Tree lane junction from the south east



The Bar Lane / Walnut Tree Lane junction from Bar Lane

The key issues from the consultation are:

- Visibility when turning out of both side roads. Most comments concern turning right out of Bar Lane although some mention the utility boxes which restrict the view right from Walnut Tree Lane.
- Difficult to cross Thame Road on foot.
- Bar Lane needs a 'halt' sign.
- Traffic speeds approaching the junction on Bar Lane.
- Traffic speeds/volume on Thame Road.
- Queues for traffic waiting to turn out of Bar Lane.

There are a number of issues with Bar Lane:

- From the point of view of a driver on Bar Lane approaching Thame Road, the geometry of the junction makes it look as if the road just continues into Walnut Tree Lane. The fact that drivers have to stop needs more emphasis. There is currently a proposal for an electronic warning sign on the approach to the junction, but the current give way sign needs to be replaced by a 'STOP' sign.
- The problem of the junction is exacerbated by the speed and volume of traffic using Bar Lane. Other proposals in this report recommend measures to reduce vehicle speeds and the amount of traffic using the lane.

- Visibilities at the junction are substandard. The proposal to narrow the carriageway of Thame Road and widen the footways would give an opportunity to improve sightlines for vehicles emerging from both side roads. More detailed work would be needed to determine exactly what proportion of the widening would be needed on each side of the road.
- Reducing speeds on Thame Road would help road-user safety at the junction. Elsewhere in the report it is recommended that reducing the speed limit in the central part of the village to 20mph will be beneficial.
- Pedestrians have problems crossing Thame Road. One possible place for a zebra is at this junction. A crossing would also slow traffic and provide gaps to help drivers leave Bar Lane and Walnut Tree Lane.
- Bar Lane has no footway and there is no formal connection to the Wayfarers End development.
- Congestion on Bar Lane at the junction reduces the attractiveness of Bar Lane for drivers which in turn reduces 'rat-running' traffic.

Buckinghamshire Council is currently working on proposals for Bar Lane. The proposals later in this report to narrow the carriageway of Thame Road could improve visibility at the junction and one of the crossing options could also slow traffic on Thame Road.

6.17 Stockwell Lane/Lower Icknield Way junction

Key issues are:

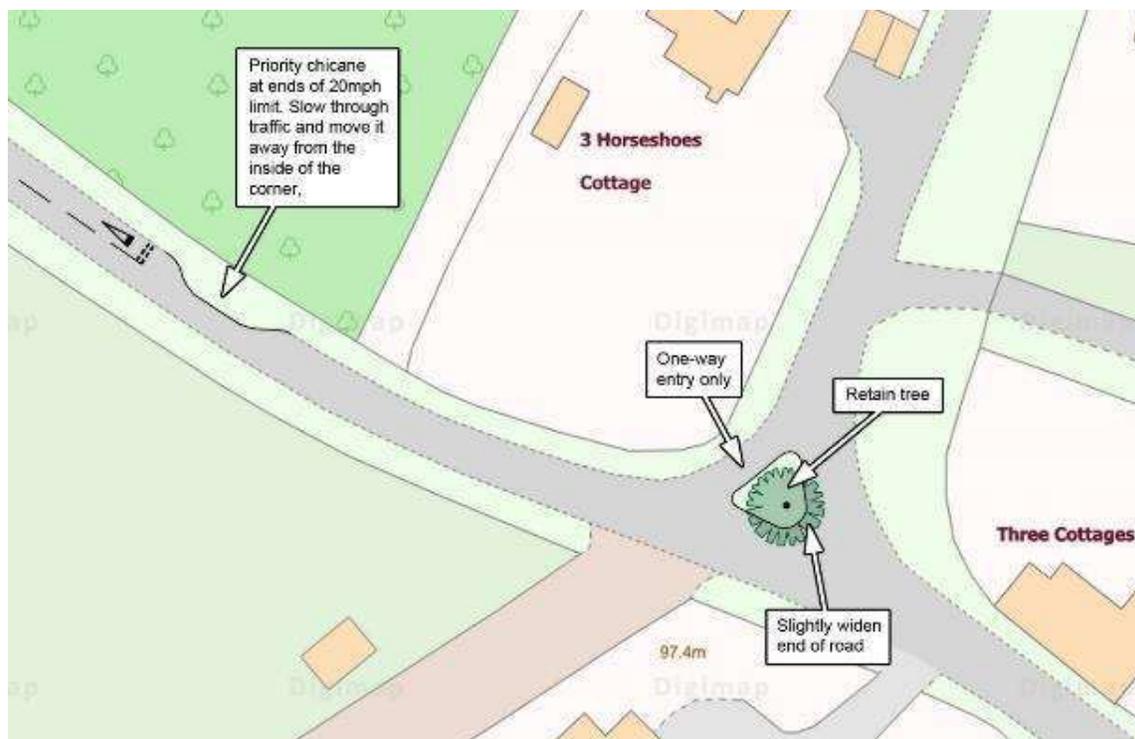
- Speed of traffic on Lower Icknield Way.
- The triangular junction making it difficult for drivers to see to the left when turning right. The same applies to Owlswick Lane/Lower Icknield Way but fewer people mentioned it. The other difference is that the proposed relief road could take traffic from the Owlswick Road section of Lower Icknield Way but will increase traffic at the Stockwell Lane junction.

Buckinghamshire Council is considering that the triangular junction at Stockwell Lane / Lower Icknield Way is replaced by a roundabout. This will make it easier and safer for drivers and should slow traffic on Lower Icknield Way. It may lead to through-traffic favouring Stockwell Lane over alternative routes. The design of the roundabout must include a link for pedestrians using the footpath from Meadle to Monks Risborough.

6.18 Problem junctions – Stockwell Lane in Meadle and Little Meadle

There are very similar junctions along Stockwell Lane in both Meadle and Little Meadle. These have a triangular island and limited visibility to the north west. Visibility for drivers is insufficient given the speed of traffic on Stockwell Lane. Residents say that it is dangerous to join Stockwell Lane at the junctions in the hamlets because of excess speed and poor sightlines. Both sides of the triangular islands are marked for two-way traffic but residents say it is safer to use the left-hand side even if turning right. The sightlines from the right-hand side are too short for the posted speed on the road. The three proposals are:

- Make the road through the Meadles at least 30mph, preferably 20mph. This will slow traffic so that the sightlines are better (30mph) or sufficient (20mph). Traffic is still likely to speed however so:-
- Introduce priority chicanes either side of each village. This will help enforce the speed limits but also move approaching traffic away from the inside of the corners. The diagram shows one at Meadle. The chicanes will need to be placed so as not to obstruct entries for farms and houses.
- Alter the junctions so that all traffic entering Stockwell Lane does so round the left-hand side of the triangular islands. The horse chestnut tree in the triangular island was planted to commemorate the Queen’s Silver Jubilee in 1977 and should be retained.



Possible priority chicane and alterations to the triangular island in Meadle. There would need to be another priority chicane approaching Meadle from the south east.

6.19 Thame Road through the centre of Longwick Village.

The key issues include:

- Traffic speeds through the village are excessive. One respondent noted ‘dangerous overtaking’.
- Parked vehicles outside the shop leads to congestion, obstruction of the footways and makes it hard to cross the road for pedestrians.
- The footways are narrow and in poor condition leading to problems walking with children and for less ambulant people.
- There is congestion at The Green at school times. 20mph at school times suggested. Site visits revealed that ‘dropped crossings’ are too small and also ‘badly angled’ so that people with buggies or mobility scooters cannot cross side roads in a straight line.

There is a trade-off between catering for through-traffic and catering for residents. There would be benefits for residents if:

- Vehicle speeds were lower.
- Footways were wider, in better condition and the crossings over the mouths of side roads were straighter and easier to negotiate. The footway could be made continuous across the mouths of some accesses emphasising priority for pedestrians.
- There were more crossings over Thame Road.

The width of the carriageway varies between around 7.3m (a ‘standard’ road width) and around 6m (a practical minimum). 7.3m is a poor width for cyclists as motorists try to squeeze past to overtake them. If the carriageway were narrowed to 6 metres, the width removed (up to 1.3m) could be transferred to one or both footways. If the footway is widened at junctions, then it improves visibility for drivers emerging from side roads as they can pull forward to see past walls and vegetation.

Proposals for Thame Road in Longwick Village are:

- The carriageway of Thame Road is made 6m wide (maximum) throughout the central part of the village. It should also look visually different from the A4129 outside Longwick so that the road centre-lines can be removed (and when resurfaced it could be a different colour).
Narrower carriageways and removal of white centre-lines produces a useful reduction in speeds. The space released can be used to widen footways or verges and could even be used to provide some parking.

Part of the character of Longwick is the kerbs made from short stones rather than the more usual concrete. These stone kerbs should be re-used in any future scheme.

- The footways should be widened.
The widening need not be all on one side. Wider footways can be used to also allow cycling (where pedestrian levels are low such as north west of Bar Lane), or provide extra visibility (such as at Bar Lane).

6.20 Thame Road - crossings

The difficulties of crossing roads in the village generated many comments. The problem points are shown on the pedestrian issues map. The key problems include:

- The current crossing takes too long to respond to a crossing request.
- There is a need for a crossing of Thame Road north west of Bar Lane.
- There is a need for a crossing at Bar Lane.
- There is a need for a crossing closer to the shop.
- There is a need for a crossing in the Red Lion/Briant's area
- There are problems around the Chestnut Way/Lower Icknield Way junction.
- There are problems around the Sportsman roundabout.

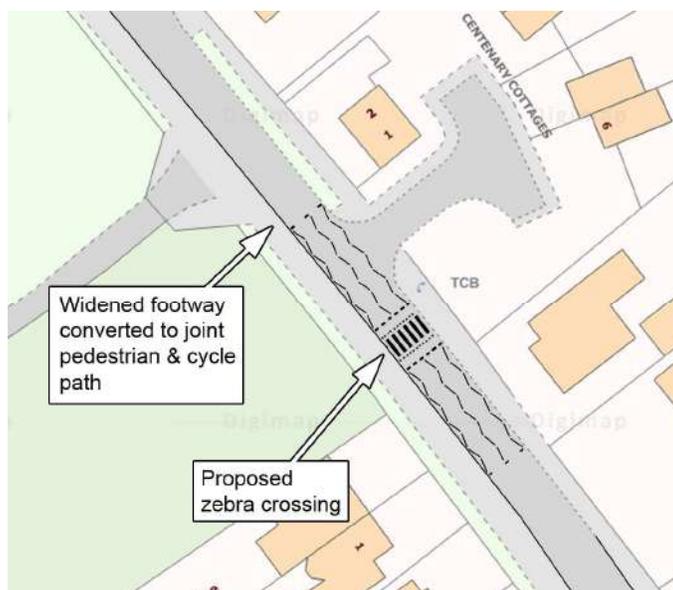
The crossing needs that have not been addressed earlier are highlighted below.

Crossing North West of Bar Lane. There are several places where there are no accesses each side of the road where a crossing could be located.

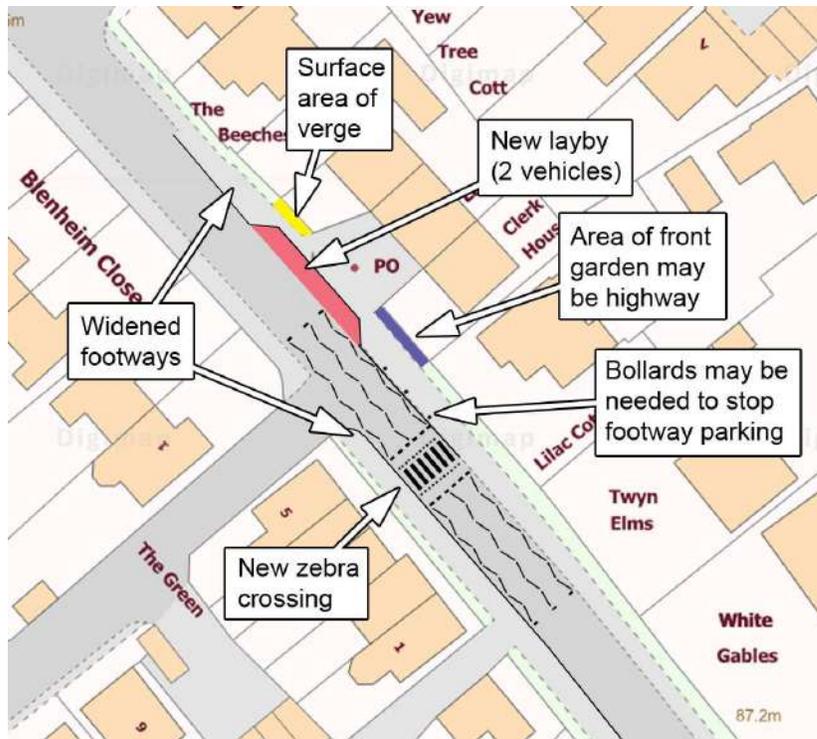
These are:

- At Bar Lane itself.
- Just south east of Wayfarers End.
- Just south east of Walkers Road.
- Just north west of Walkers Road.

*Option just south east of
Wayfarers End*



Bar Lane. A crossing could be located just north of Bar Lane



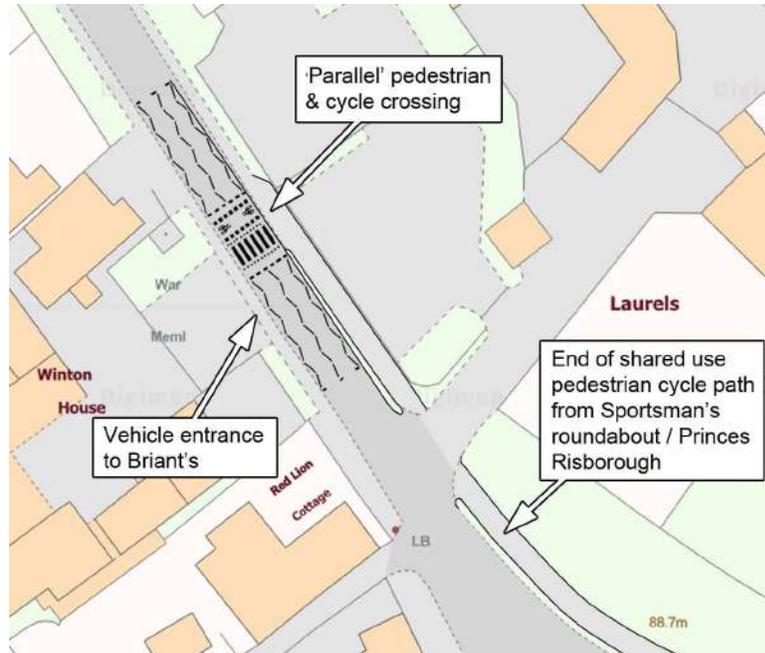
Crossing and layby at the Shop.

All pedestrian crossings have to be protected by ‘zig zag markings’ so that a pedestrian wanting to cross is not obscured by parked vehicles. There is thus a trade-off between a crossing and parking unless parking is provided for in a layby off the main section of carriageway. Parked vehicles cause congestion and obstruction around the shop. Residents report that there are issues with vehicles parking on and manoeuvring on/off the footway. A layby would formalise parking but as shown there would be a limit to the number of vehicles it could accommodate. The one shown above would accommodate three small or two large vehicles.

The layby would only work with a narrower carriageway and if the verge north west of the shop was surfaced. Bollards would be needed to stop additional parking on the footway if a crossing was installed or to prevent parked vehicles blocking accesses. Residents generally approve of the idea of a layby but there are concerns regarding its appearance, its capacity and whether it would lead to increased parking at The Green. Shoppers may also just park their vehicles on the pavement opposite the shop.

Crossing near Briants.

The location shown is the closest one can be placed to help people crossing between Briants car park and the shop, without obstructing any accesses. If made a 'parallel' crossing it can form the end of the proposed cycle route from Princes Risborough and allow cyclists to cross the road to continue north west on the carriageway.



It was asked which crossings respondents might use regularly. The preferred one was at the shop (69%), followed by at Briants (63%), then Bar Lane (45%) and lastly near Wayfarer's End (26%).

Proposals for crossings are:

The crossings should be zebra/parallel crossings since they:

- Provide a shorter wait time for pedestrians.
- Do not delay motorists - they only need to wait for a pedestrian to clear the crossing, to proceed when clear.
- Are cheaper than signalled crossings and so more can be installed using limited financial resources.

If the zebra crossings are mounted on "tables" their traffic calming effect will be greater.

The order of priority should be:

1. At Briant's.
2. At the shop (this may depend on what happens with the layby proposal).
3. At Bar Lane (this will serve some of the people who wanted a crossing further north if it is on the north west side of the junction or if a crossing further north west is favoured it should be south east of the junction to line up with the Bar Lane and Walnut Tree Lane footways).
4. A crossing further north at Wayfarers End or near Walkers Road.

The existing signalled crossing could be removed.

6.21 Thame Road/The Green

Residents claim that they experience some problems at The Green. Traffic is alleged to travel 'too fast' and many 'ignore' the zebra crossing. Drivers park near the Thame Road end causing an obstruction. The road is owned by Buckinghamshire but is not an adopted highway and any measures would be un-enforceable.

6.22 Summerleys Road

One of the destinations people wanted to walk and cycle to was Princes Risborough station via Summerleys Road. Consultees said there was 'too much traffic' and that it 'travelled too fast'. There is no footway and the carriageway is narrow. The road is also unlit which makes it unpleasant and potentially dangerous at night. In the longer term a cycle/pedestrian path is proposed through the Princes Risborough Extension although Buckinghamshire Council will need to extend it to the station itself. Summerleys Road is outside the Parish and so outside the remit of this document but will be considered as part of plans for the wider Princes Risborough area in the future.

7. Schedule of Prioritised Proposals

Proposal	Comment	Funding / Responsibility
A4129 Longwick Road / Thame Road 40mph limit to Chestnut Way – reduce speed limit from 40mph to 30mph.	High priority Can happen any time	Buckinghamshire
Chestnut Way, Bell Crescent, Boxer Road, Walkers Road and Wickfields Estate – reduce speed limit from 30mph to 20mph.	High priority Can happen any time	Buckinghamshire
B4009 Lower Icknield Way from current 40mph limit south west of railway bridge to current 50mph limit north east of Sportsman Roundabout – reduce speed limit from 40mph to 30mph.	High priority Can happen any time	Buckinghamshire
Walnut Tree Lane and cul-de-sacs off it, Bar Lane from A4129 to edge of built-up area - reduce speed limit from 30mph to 20mph.	High priority Can happen any time	Buckinghamshire
Wayfarer's End / Walkers Road group of streets - reduce speed limit from 30mph to 20mph.	High priority Can happen any time	Buckinghamshire
Lower Icknield Way south west of current 40/60mph boundary – reduce speed limit to 50mph.	High priority Can happen any time	Buckinghamshire
Lower Icknield Way north east of current 40/50mph boundary to just north east of Stockwell Lane. Reduce speed limit from 50mph to 40mph.	High priority Can happen any time	Buckinghamshire
Bar Lane from edge of built-up area to Owlswick, including Owlswick Lane to the B4009 – reduce speed limit from 60mph to 30mph.	High Priority Should follow measures to 'calm traffic' on Bar Lane	Buckinghamshire

Proposal	Comment	Funding / Responsibility
Owlswick, Meadle and Little Meadle – reduce speed limit through villages to 20mph.	Should follow implementation of ‘priority chicanes’ either side of both Meadle junctions and implemented at the same time as 30mph on the remainder of Stockwell Lane	Buckinghamshire
Stockwell Lane from just north west of natural burial ground to B4009 except sections through Meadles – reduce speed limit to 30mph.	High Priority Can happen at any time but better with above	
Ilmer Lane from A4129 to cul-de-sac end – reduce speed limit from 60mph to 30mph.	Medium priority Can happen at any time Review whether calming measures required	
Stockwell Lane, Natural Burial Ground to parish boundary - reduce speed to 40mph.	Medium priority	
Lane from Little Meadle to parish boundary - reduce speed to 40mph.	Medium priority Liaise with next parish about making the whole lane to Kimblewick 40mph	
‘Rat-running’ – study extent of rat-running and investigate steps to manage it with additional traffic calming measures to slow traffic. Could include severing some lanes to through-traffic.	Future study	

Proposal	Comment	Funding / Responsibility
Thame Road between parish boundary and start of current 30mph limit – reduce speed limit from 60mph to 50mph.	High priority Can happen any time	Buckinghamshire
Thame Road at current 30/60mph boundary - implement additional measures to make the start of the 30mph limit more conspicuous and self-enforcing.	High priority. Exact measures depend on proposals in centre of village	Buckinghamshire
Thame Road between just south east of Chestnut Way to north west of village – narrow carriageway to 6.0m and widen footways, remove road centre-line and, if resurfacing, use different colour between Wayfarer’s End and Chestnut Way.	Medium priority Implement with 20mph and crossings	Buckinghamshire
Thame Road between just south east of Chestnut Way to north west of Wayfarers End – reduce speed limit to 20mph.	Medium priority Implement with carriageway narrowing and crossings	Buckinghamshire
Provide layby at Longwick shop.	Implement in conjunction with zebra crossing and as part of carriageway narrowing proposals.	Buckinghamshire
Install additional zebra crossings over Thame Road The order of priority should be: 1. At Briants. 2. At the shop (this may depend on what happens with the layby proposal). 3. At Bar Lane (this will serve some of the people who wanted a crossing further north if it is on the north west side of the junction or, if a crossing further north west is favoured, it should be south east of the junction to line up with the Bar Lane and Walnut Tree Lane footways). 4. A crossing further north at Wayfarers End or near Walkers Road.	Medium priority Can be introduced now but better with footway widening. Briants should be a parallel crossing following completion of cycle track from Princes Risborough direction.	Buckinghamshire

Proposal	Comment	Funding / Responsibility
Chestnut Way – introduce a wight limit (except for access), exact weight to be considered in more detail but should be no more than 7.5T.	High priority Can be implemented at any time	Buckinghamshire
Implement a mini roundabout at the junction of Chestnut Way and Lower Icknield Way along with a priority chicane plus pedestrian crossing on Chestnut Way just north of the roundabout	Medium priority Can be implemented at any time	Buckinghamshire
Widen footway under north west side of railway bridge to 2.0m (minimum) 3.0m (preferably).	Medium priority Implement with mini roundabout	Buckinghamshire
Consider implementing a zebra/parallel crossing immediately south of the railway bridge.	Following implementation of the mini roundabout – check speeds. Mini roundabout may need to be included in Chestnut Way 20mph zone.	Buckinghamshire
Widen footway on south west side of Chestnut Way by surfacing the grass between it and the hedge. Some telegraph poles will need to be moved.	High priority Can be implemented at any time	Buckinghamshire
Provide new section of footway between the north west end of Bell Crescent and Thame Road.	Medium priority Can be implemented at any time	Buckinghamshire
Widen footway outside Red Lion.	High priority The size of the built out section of footway is dependent on whether a mini roundabout is built	Buckinghamshire
Provide mini roundabout at Chestnut Way / Thame Road junction.	Medium priority	Buckinghamshire

Proposal	Comment	Funding / Responsibility
Sportsman Roundabout – reduce vehicle approach speeds and speed on the roundabout to 30mph.s	High priority Covered by other proposals	Buckinghamshire
Sportsman Roundabout – provide a ‘parallel crossing’ over the B4009 north east of the roundabout for pedestrians and cyclists.	To follow construction of cycle track from Red Lion junction towards Princes Risborough	Buckinghamshire
Sportsman Roundabout – provide a zebra crossing over the A4129 to the north west of the roundabout.	Medium priority	Buckinghamshire
Sportsman Roundabout – remodel and rebuild the roundabout with a larger central island and a narrower circulating carriageway.	Long term – if other measures do not reduce speeds	Buckinghamshire
Provide a roundabout at the junction of Stockwell Lane and Lower Icknield Way. The design should include suitably sized refuge islands to enable a pedestrian route linking the two parts of the Meadle to Monks Risborough footpath.	Medium priority	Buckinghamshire
Install priority chicanes on Stockwell Lane on the approach to Meadle and Little Meadle junctions	High priority	Buckinghamshire
Amend triangular junctions in Meadle and Little Meadle so that all traffic joins Stockwell Lane via the east side of the island. North side could be made one-way eastbound and narrowed. Retain tree at Meadle.	Medium priority	Buckinghamshire
Review need for additional traffic calming measures at Owlswick.	Medium priority	Buckinghamshire, but could be undertaken by anybody

Proposal	Comment	Funding / Responsibility
Install an all-weather surface on the bridleway from Walnut Tree Lane to Bledlow Mill to give all year-round access to the Phoenix Way.	Medium priority	
Install an all-weather surface on the bridleway from Walnut Tree Lane to Ilmer.	Medium priority	
Provide a footway along Bar Lane between Longwick and the first field footpath to give a route towards Meadle.	High priority	Buckinghamshire
Provide a safe route between Longwick and Owlswick.	Medium priority	
Provide a safe route along Stockwell Lane between Meadle and Orchard View Farm.	Medium priority	Buckinghamshire
Provide all-weather surfaces on the bridleways between Stockwell Lane and Owlswick Lane.	Medium priority	
Lower Icknield Way between A4129 and Owlswick Lane – Investigate the potential for a bridleway behind the hedge.	Medium priority	Buckinghamshire, One off grant
Provide a pedestrian/cyclepath along Lower Icknield Way between Chestnut Way and the Phoenix Trail.	High Priority but can only come after Chestnut Way alterations and only if a safe route can be made between Chestnut Way and the wide verge	Depends on route. Developer, Buckinghamshire, One off grant
Replace all stiles with 'hunting gates'.	Ongoing	Parish Council
Ensure gates on bridleways do not have overly strong, difficult to operate, closure mechanisms.	Ongoing	Parish Council
Undertake further study to identify which sections of footpaths or bridleways need surfacing and access improvements.	Ongoing project	Parish Council or residents

Proposal	Comment	Funding / Responsibility
Bar Lane, Thame Road to edge of village. A footway on Bar Lane to Wayfarers End is covered by a developer agreement. Ensure that the agreement is honoured and implemented.	Ongoing	Developer
Provide a safe route between Chestnut Way and Longwick Mills.	Would require the route to Phoenix Trail to be completed first	Buckinghamshire
Ensure that there is a safe way to walk and cycle to the primary school from all of Longwick and the hamlets.	Long term aim. May require additional measures not covered in this report	

Appendix A

Consultation

Introduction

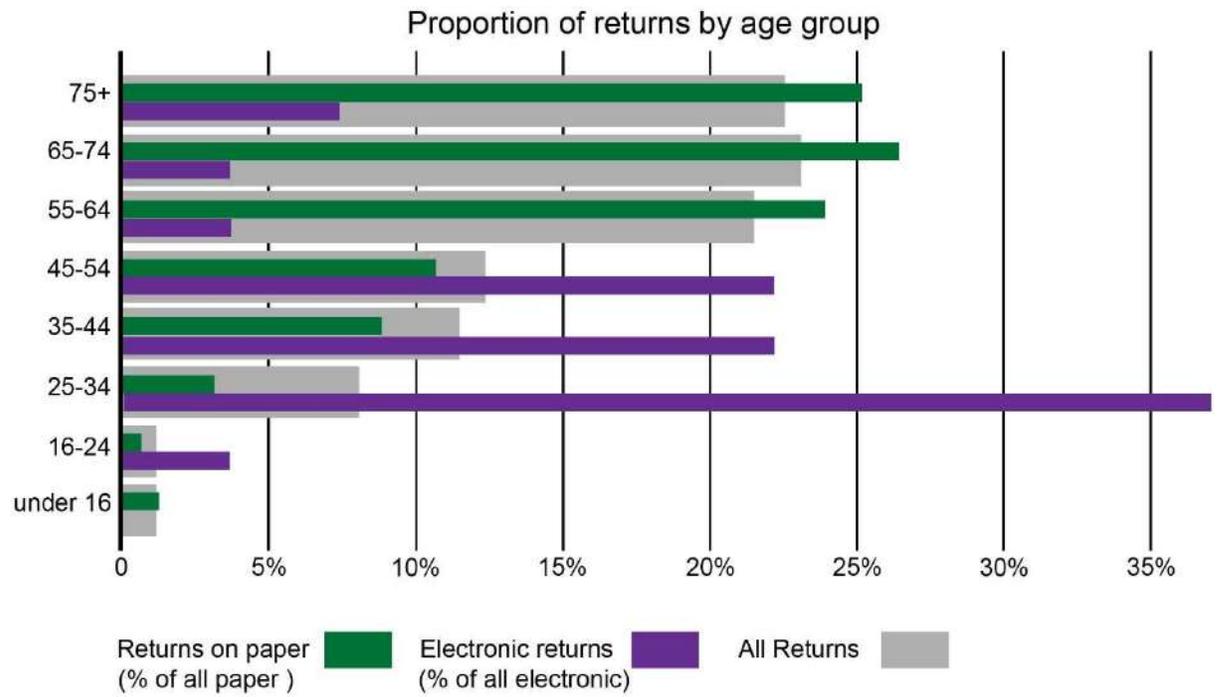
The following document is a report on the questionnaire consultation undertaken in Longwick during the spring. It also considers a range of interventions in response to people's concerns and highlights some trade-offs which could be the subject of more detailed discussions with some of the residents.

The Consultation

192 responses were received. 164 (85.4%) on paper and 28 (14.6%) electronically. A map was included with the paper questionnaire. 106 (55%) people made use of the map some of whom only used the map and didn't complete the questionnaire. 6 questionnaires were messed up or left blank. Older people were more likely to return a paper questionnaire and younger people preferred electronic. Part of the difference in paper/electronic returns is that a paper copy was delivered to every household but not everybody uses the same electronic communication or social media platform.

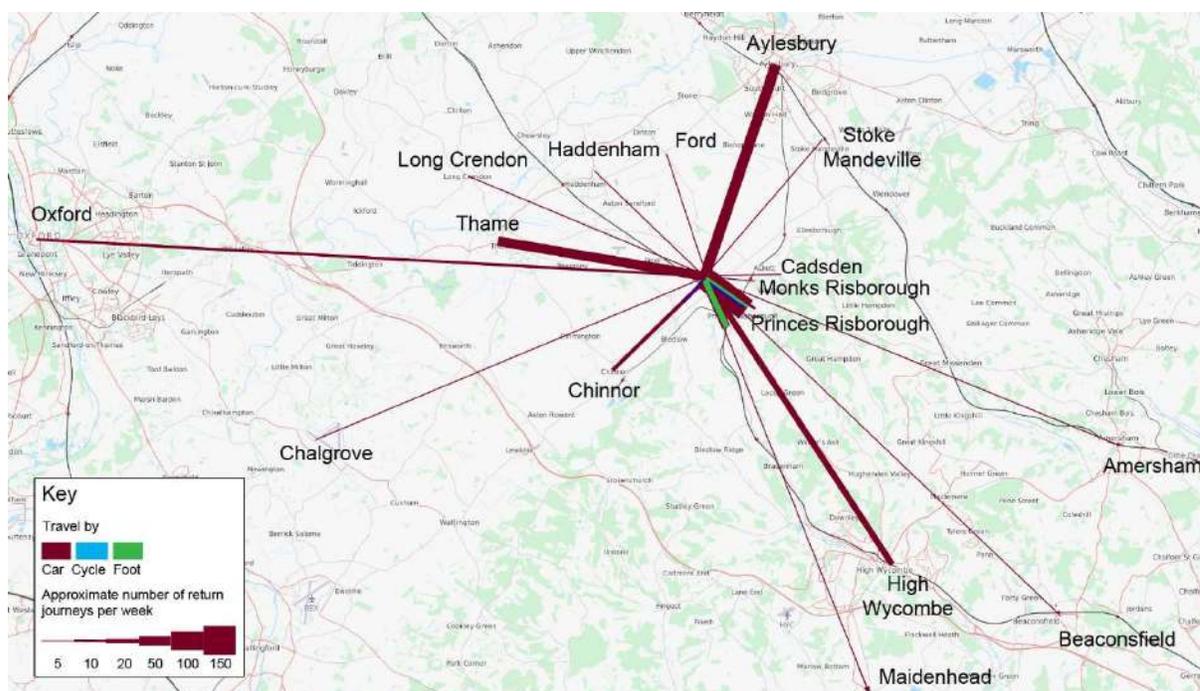
207 people identified themselves by age and gender. More women (118/57%) completed the questionnaire than men (89/43%). We received twice as many returns from people aged over 55 than younger ones. We only received two returns from an under 16 and two from someone aged between 17 and 24.

Longwick parish is dominated by the village and this is reflected in the number of returns. 25 (13%) responses came from the hamlets and farms and the rest from Longwick. This means that in any league table based on pure numbers, issues concerning Longwick will score more highly than those from the hamlets.



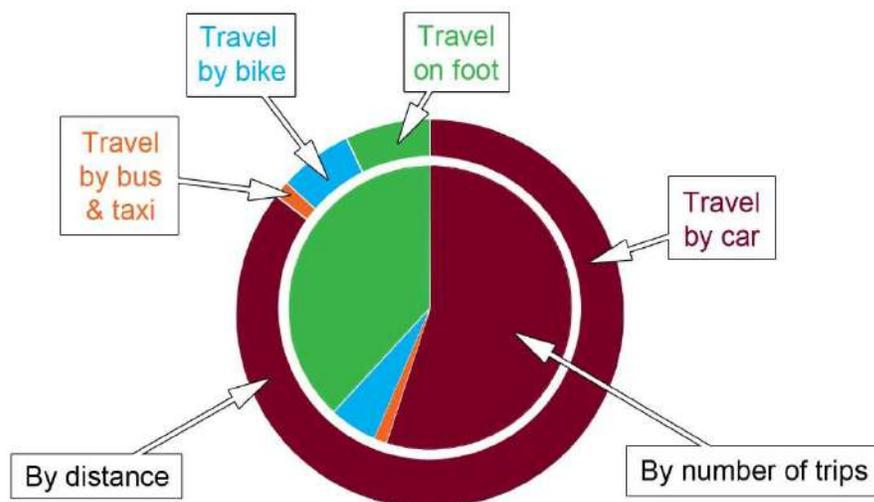
We asked respondents what trips they made. As might be expected in a semi rural area most trips were by car. 800 separate trips, (a selection of the total) were analysed and are shown below. When people listed a trip to the railway station a train ride was included in only one description which was a trip to Oxford. Some people might have travelled to the station to pick someone up but others would have continued their journey by train.

Mode	Proportion by Trips	Proportion by distance
Car	55.00%	85.5%
Taxi	0.24%	0.1%
Bus	1.19%	1.25%
Cycle	5.48%	6.16%
Walk	38.1%	7.07%



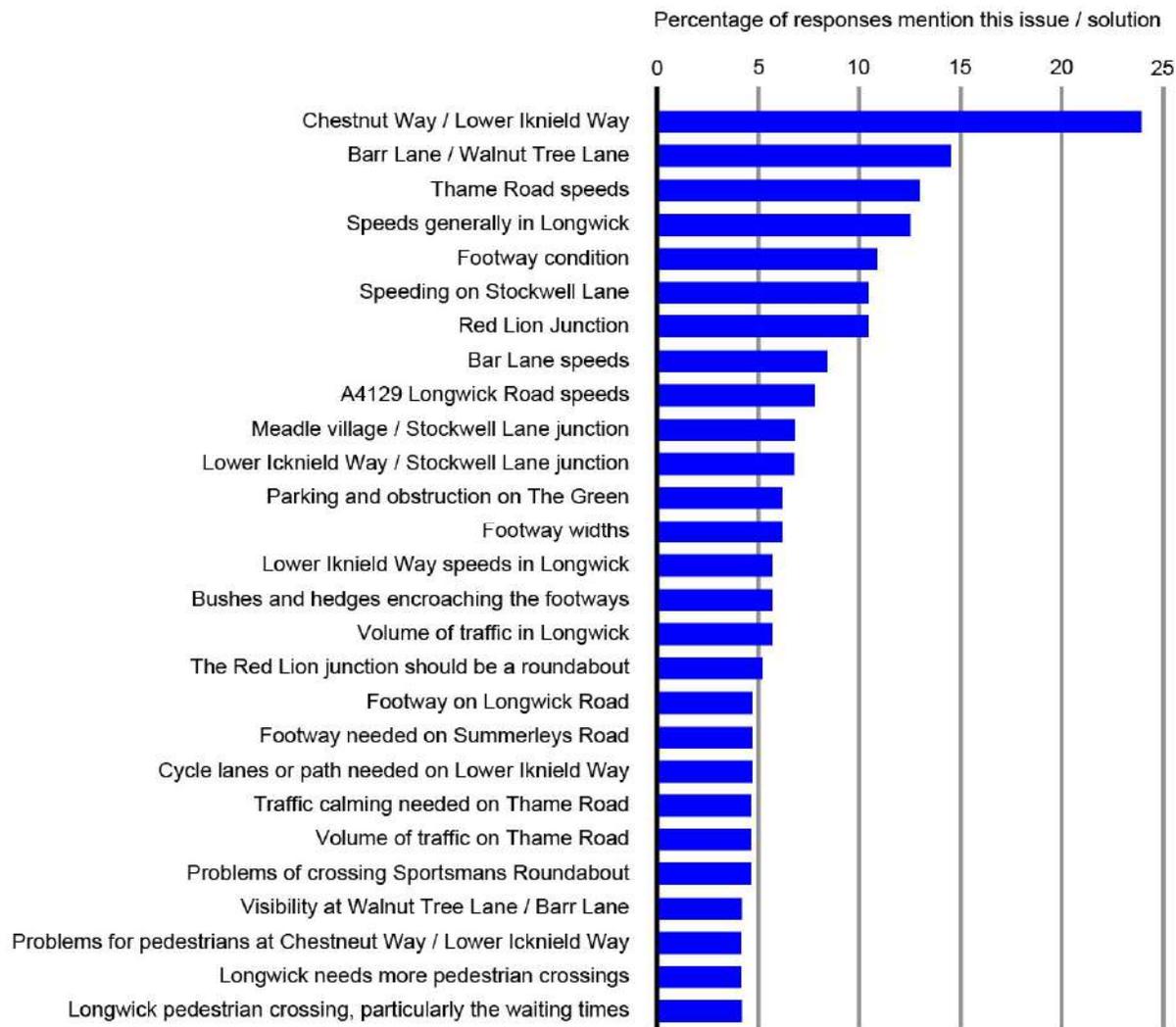
The diagram shows trips from Longwick village rather than the hamlets, and where there are more than 5 return trips per week.

85% of distance covered is by car. What is noticeable is the high number of trips on foot. The biggest group of pedestrian journeys is to and from the primary school. Remember that the trips being recorded are those of the person filling in the questionnaire rather than other family members so these trips are escort trips rather than the children’s trips. Longer trips distances can be measured but walking trips to school and walks “around the village” had to be estimated.

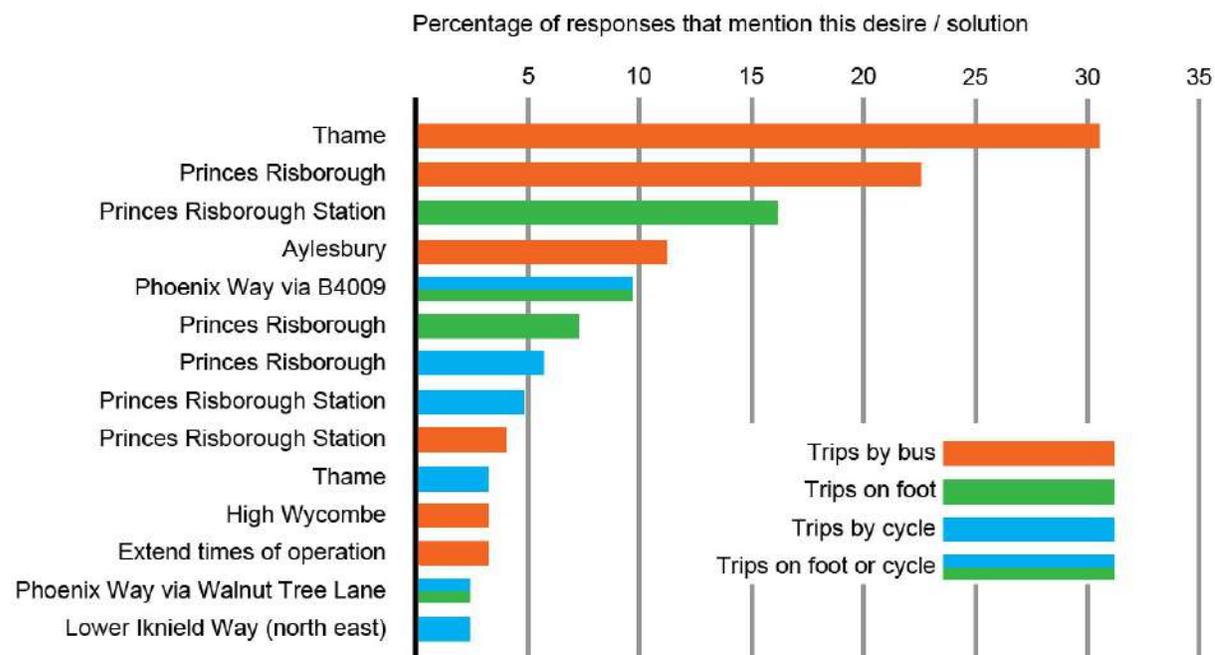


For each journey we asked what the issues were and what ideas they might have to overcome them. A full list is shown in appendix A. Some problems related to issues away from the parish such as wanting free parking in Princes Risborough. Some related to temporary problems; the third most commonly quoted problem was the temporary traffic lights near the Sportsmans’ Roundabout. Other responses included minor defects (a gate latch) or non-transport issues such as dog poo bags.

After removing temporary issues and those relating to other places the top issues are shown in the diagram below.



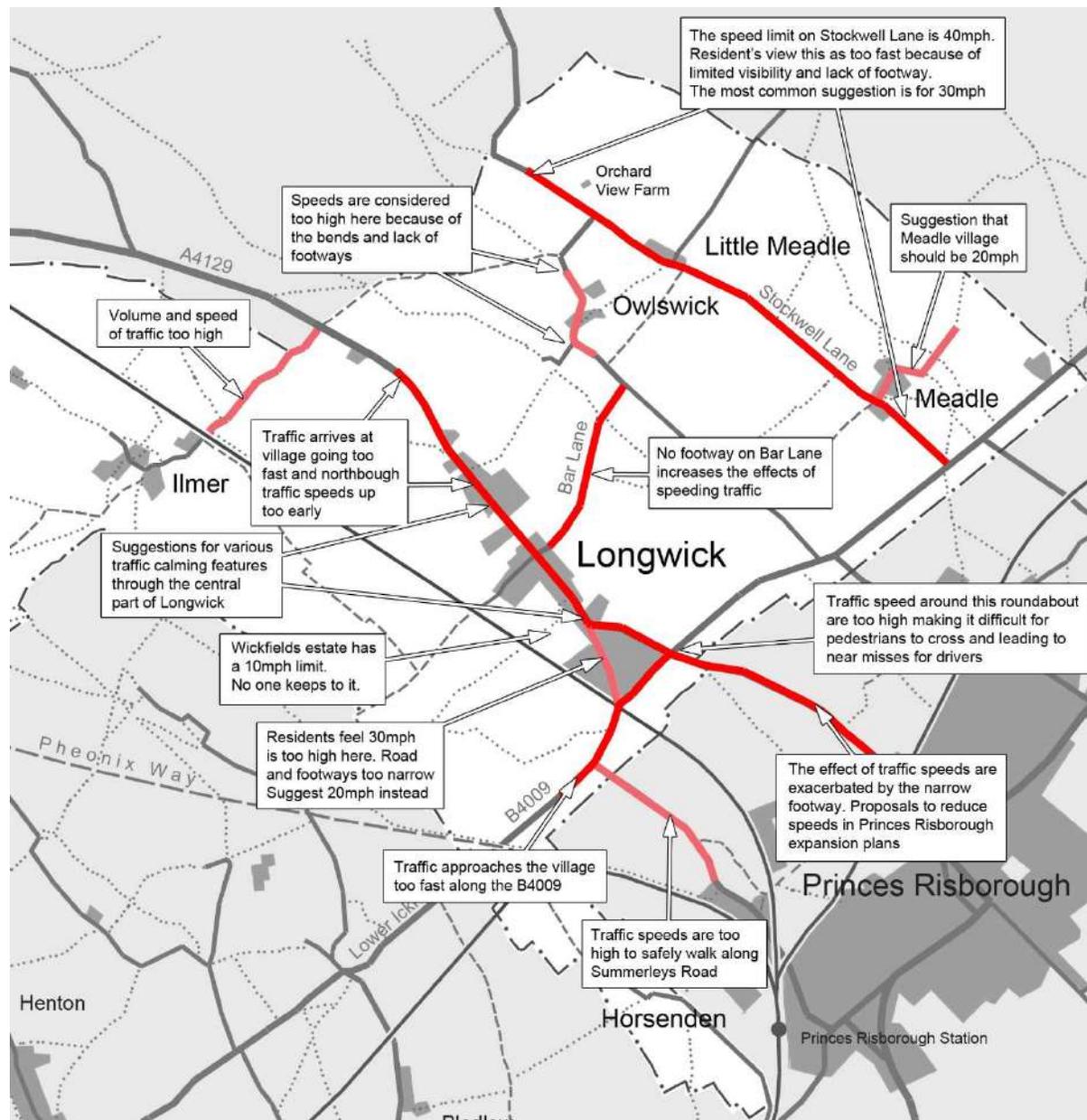
We asked consultees what journeys they would like to make but couldn't for some reason.



Further responses were buses to smaller or more remote places, buses from the hamlets and suggestions for cycling and walking trips. The desires varied by age. Older people were more likely to want buses and younger people active travel opportunities. This was most apparent with trips to Princes Risborough and least apparent with trips to Aylesbury which is outside walking and cycling distance and has more attraction for younger people. On the other hand, hardly any older people wanted a bus to Princes Risborough Station whereas people of working age did.

Speeding issues

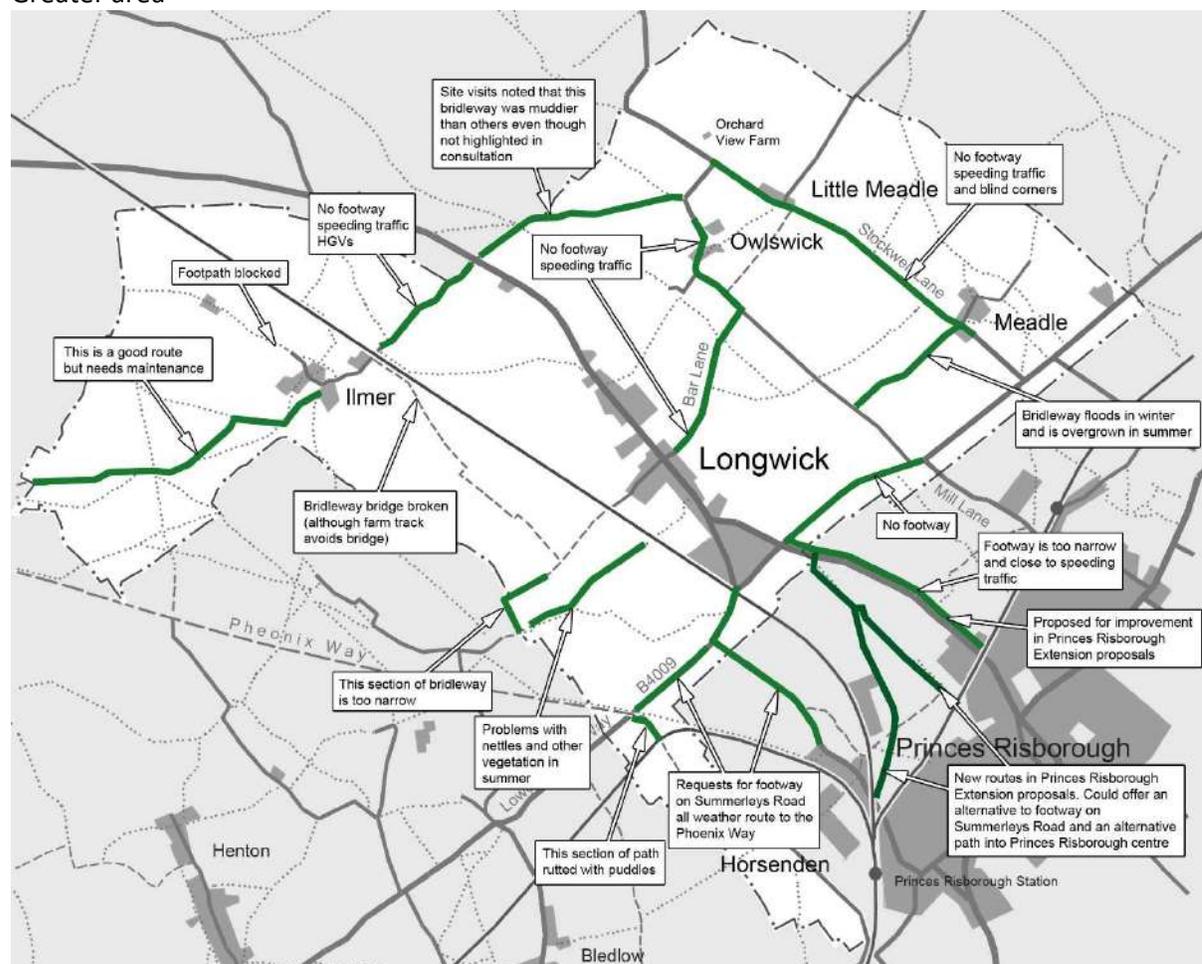
Speeding traffic was mentioned frequently. The map below shows the main locations of comments in a brighter red and places with fewer comments in a pale red. Speed limits are set quite high. 60mph is the default speed on the rural roads compared to say 50mph used in Derbyshire. Sections of Longwick village have 40mph speeds rather than the more usual 30mph. As Longwick does not have street lights it does not have an automatic 30mph limit. The new Wickfields estate has a 10mph speed limit but this is not enforceable. If or when adopted the lowest speed limit the estate could have is 20mph.



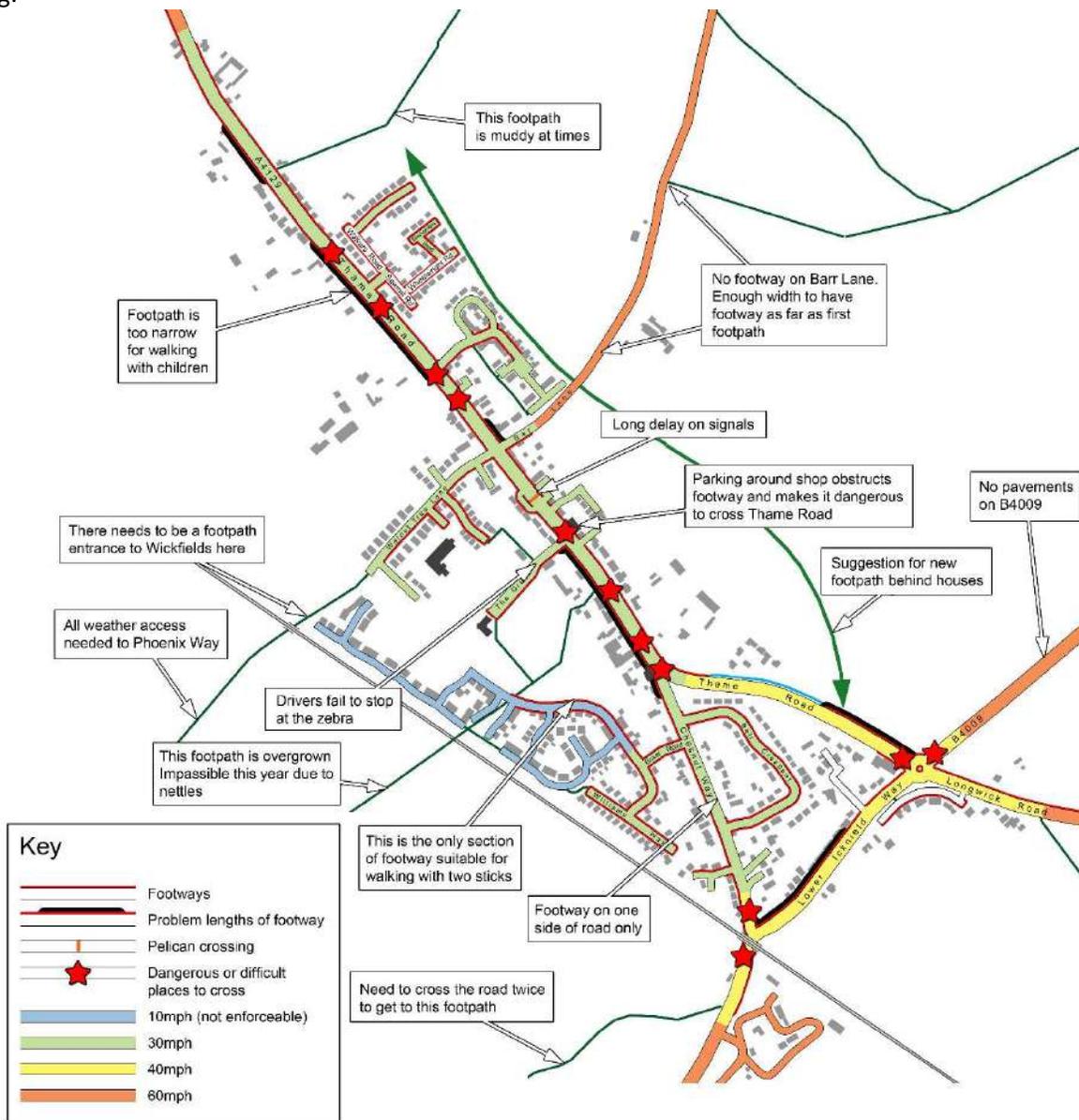
Walking issues

Longwick cum Ilmer parish has an extensive network of footpaths and bridleways which are well used by respondents for recreation. Respondents report maintenance issues of mud and overgrown vegetation. The network is not continuous and walkers need to use sections of road to connect them up. The problem here is that traffic in the lanes travels too fast for people to feel safe. There are narrow sections and blind corners which deter people from walking. People don't just walk for leisure. Many people walk to (or want to walk to) Princes Risborough and the station. Like the lanes serving the Hamlets, Summerleys Road has no footway, a narrow carriageway and speeding traffic. In consequence some trips that could be walked are being made by car.

Greater area

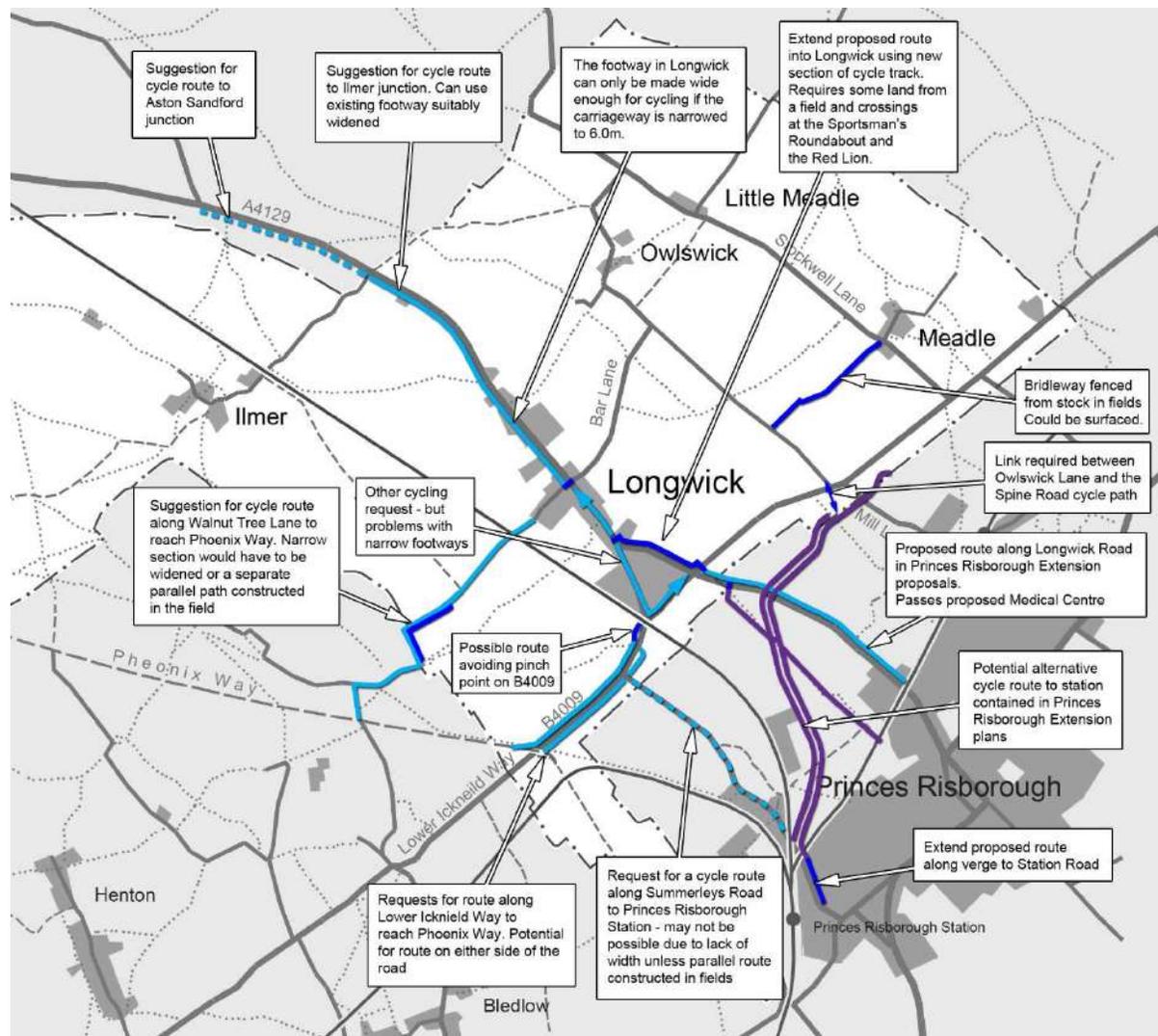


Longwick village has slightly different issues for pedestrians. The footways are narrow and in poor condition. This particularly impacts on older and less ambulant people. One respondent reported tipping off her mobility scooter while another reported that only the wide footway in part of the Wickfields estate is wide enough to use two sticks to walk. Respondents have also reported that the footways are too narrow to walk holding hands with a child. Crossing Thames Road is also a problem. There is one signalled crossing which is located in the only place in the middle of the village which does not have a house directly fronting the footway rather than being in the best place for pedestrians. The wait times for a crossing signal are long.



Cycling issues

Most destinations for trips made by car from Longwick are well within cycling distance. There is demand for cycle trips to Princes Risborough, the station (some people want to save parking fees) and the Phoenix Way. The main issue is that the main roads are unpleasant to cycle on due to their narrow width, traffic volumes and speeds. People who use the footway of Longwick Road to cycle to Princes Risborough have difficulties negotiating the Sportsmans roundabout. Some respondents want to cycle within Longwick village itself.



Problem Junctions

Chestnut Way/Lower Icknield Way

The key issues here are

- Traffic approaches too fast
- Lorries frequently travel in the middle of the road through the bridge
- The visibility to the left is very poor for vehicles joining Lower Icknield Way from Chestnut Way
- Crossing the end of Chestnut Way is difficult for pedestrians particularly due to traffic speeds as drivers turn left onto Chestnut Way from under the railway bridge
- The footway changes sides just west of the railway bridge. Crossing is difficult due to poor visibility through the bridge
- People wanting to use the footpath which heads west from here have to cross the road twice.

Solving this problem has to be done in conjunction with dealing with Chestnut Way itself.

Sportsmans Roundabout

The key issues here are:

- Traffic approaches the roundabout too fast from the Chinnor direction. Some respondents suggest the hedge at the garage restricts visibility.
- Pedestrians find crossing the road (particularly B4009 north east of the roundabout and A4129 north west of the roundabout) difficult. Drivers don't see pedestrians or the traffic is moving too fast.
- Traffic speed on the roundabout is too high leading to near misses

Red Lion Junction

The key issues are:

- Footways. Missing outside the pub and on the opposite side of the road
- Speeding traffic from Princes Risborough direction
- A roundabout would slow traffic on Thame Road
- People find difficulties turning in and out of Chestnut Way. Possibly delay as well
- Crossing Thame Road just north of the pub

Bar Lane/Walnut Tree Lane

The key issues are:

- Visibility when turning out – both roads, most comments concern turning right out of Bar Lane although some mention the boxes which restrict the view right from Walnut Tree Lane
- Difficult to cross Thame Road on foot
- Bar Lane needs a halt sign
- Traffic speeds approaching the junction on Bar Lane
- Traffic speeds/volume on Thame Road
- Queues waiting to turn out of Bar Lane

Stockwell Lane/Lower Icknield Way

Key issues are:

- Speed of traffic on Lower Icknield Way
 - The triangular junction making it difficult for drivers to see to the left when turning right. The same applies to Owlswick Lane/Lower Icknield Way but fewer people mentioned it. The other difference is that the proposed relief road could take traffic from the Owlswick Road section of Lower Icknield Way but will increase traffic at the Stockwell Lane junction.
- Stockwell Lane both Meadle junctions. Both Meadle and Little Meadle have a very similar junction with a triangular island and limited visibility to the north west. Visibility for drivers is insufficient given the speeds of traffic on Stockwell Lane

Chestnut Way

Away from the junctions the key issues are:

- There is a footway on one side only. People walking along Lower Icknield Way from the Sportsman's direction and wanting to then walk along Chestnut Way have to cross the road near Wellington House. This has poor visibility towards the railway bridge
- The footways are narrow.
- Speeds are felt to be too high. A 20mph limit or traffic calming is suggested
- Traffic uses Chestnut Way as a cut through – suggested it should be for residential access only or be a cul de sac
- HGVs are too big for the road. Puttnam's lorries get mentioned, they cannot pass each other and mount the pavement to do so
- The additional traffic from the Wickfields estate exacerbates the problems. The estate should have a second exit.

The main road through the centre of the village.

The key issues are:

- Traffic through the village speeds. One respondent noted dangerous overtaking.
- Parked vehicles outside the shop leads to congestion, obstruction of the footways and makes it hard to cross the road
- The footways are in poor condition
- There is congestion at The Green at school times. 20mph at school times suggested

Crossings

The difficulties of crossing roads in the village produced many comments. The problem points are shown on the pedestrian issues map. The key problems are:

- The current crossing takes too long to respond to a crossing request
- There is a need for a crossing of Thame Road north east of Bar Lane
- There is a need for a crossing nearer to the shop
- There is a need for a crossing in the Red Lion/Bryants area
- There are problems around the Chestnut Way/Lower Icknield Way junction
- There are problems around the Sportsman's roundabout

Potential Interventions

The list below gives some potential interventions. These will be worked up in more detail. In the process some more schemes will be devised and others will be dropped as impractical.

Speeding Issues	Potential intervention
Speeding on Stockwell Lane. The 40mph speed limit is too high given the poor visibility at Meadle and Little Meadle	The speed limit should be 30mph. There should be traffic calming measures, possibly priority chicanes, on the approach to each village In conjunction with this, Meadle village should be 20mph
Speeding Owlswick	No proposals yet
Speeding Bar Lane	No proposals yet
Speeding Thame Road	The section on walking proposes that the carriageway of Thame Road in Longwick should be narrowed to 6.0m. This, plus other measures such as removal of the centreline markings and increasing the number of crossings will result in traffic travelling more slowly.
Speeding Longwick Road	The Princes Risborough extension plan proposes to reduce the speed limit to 30mph
Speeding Sportsmans to Red Lion	The speed limit should be 30mph
Speeding Chestnut Way	The speed limit could be 20mph. It would require traffic calming features
Speeding Lower Icknield Way	Within Longwick this should have a 30mph limit.
Speeding Wickfields estate (10mph limit)	10mph is set by the developer. It is not enforceable. We suspect that the eventual limit will be 20mph which is enforceable although usually not a priority.
Speeding Summerleys Road	The speed limit could be reduced. Traffic calming features to slow traffic and perhaps reduce its volume could be introduced once the spine road is built.

Walking Issues in the Parish	Possible intervention
No footway on Stockwell Lane	Space for a footway / footpath could be found from either <ul style="list-style-type: none"> • Fill in ditch (French drain) and construct narrow footway on top • Judicious carriageway narrowing (as part of traffic calming) and use space for footway • Construct footpath behind the hedge to one side of the road • A combination of methods
Bridleway from Meadle to Owlswick Lane floods in winter and is overgrown in summer	Drain and surface bridleway. Use a more 'forgiving' material than tarmac or concrete.
Speeding traffic Owlswick to Bar Lane and no footway. There is space to construct a footway between Longwick and the first footpath (goes to Meadle) but beyond that the lane has no verge.	Construct footway to first footpath by filling ditch and constructing narrow footway on top Beyond that any path would have to be constructed behind the hedge.
No footway on Lower Icknield Way	Not investigated in detail. A footpath would probably have to be constructed behind the hedge. Alternatives are: <ul style="list-style-type: none"> • Construct a parallel path along the edge of the Princes Risborough extension land • Upgrade field footpaths to provide a parallel route • Close or downgrade the section of Lower Icknield Way paralleled by the proposed soine road and widen the verge enough to construct a footway.
Longwick Road	The issues are that the footway is narrow and close to traffic. The Princes Risborough proposes a route behind the hedge which should make conditions more pleasant.
No footway on Summerleys Road	There is space along side sections of Summerleys Road to construct a footway. You can see where people have been walking on the verge. Some sections may need a path behind the hedge.
Route on Lower Icknield Way to reach the Phoenix Trail	There is ample space to construct a footpath alongside the B4009 here. The

	difficulty is getting through the railway bridge. This is dealt with in the section on Chestnut Way.
Nettles and overgrowth on path to North Mill Lane	Maintenance

Walking issues in Longwick	Possible intervention
Footways are too narrow for walking with children	The footways cannot be widened by extending them away from the carriageway. Space would have to be taken from the carriageway itself. The carriageway is a 'standard' 7.3m wide but other roads in the area with faster traffic are significantly narrower. If this road had a 6.0m carriageway there would be an addition 1.3m to add to one or both footways. A narrower carriageway would also induce drivers to slow down.
No footway on Bar Lane	There is a missing length of footway before Wayfarers end. This should be constructed plus the informal path into wayfarers End should be improved and surfaced. Beyond that there is space to provide a footway as far as the first field footpath.
Parking around the shop obstructs footway and makes it dangerous to cross Thame Road	Parking on the footway outside the shop also damages the footway surface. The parking probably needs to be managed by making it easy to park in a few places but difficult to park and cause an obstruction. If the main carriageway is narrowed some of the space could be allocated to parking
Footpath entrance to Wickfields	Currently there is no connection between the north eastern end of Wickfields and Walnut Tree Lane. We understand that a connection is included in the plans but has not yet been constructed.
Drivers fail to stop at the zebra on The Green	This is not a formal zebra and so pedestrians won't have legal priority.
Suggestion for a footpath behind the houses to the north east of Longwick	Not investigated. Likely to be contentious

Cycling Issues	Possible intervention
Walnut Tree Lane to Phoenix Trail	The bridleway would need an all weather surface. The critical issue is that part of it is very narrow. This will need widening or the existing path becomes the footpath and a parallel cycletrack/bridleway is constructed in the field alongside.
Lower Icknield Way to Phoenix Trail	There is ample space to construct a footpath/cycle track alongside the B4009 here. The difficulty is getting through the railway bridge. This is dealt with in the section on Chestnut Way.
Cycle route to Princes Risborough station	Summerleys Road and verges are too narrow to construct a cycletrack. However the Princes Risborough town extension proposals include cycletracks along their spine road which would link to Summerleys Road. A new length of cycle track would be needed to link to Station Road.
Cycle route to Princes Risborough via Longwick Road	<p>The Princes Risborough extension proposals include a cycle route along Longwick Road. The following additional measures would be needed:</p> <ul style="list-style-type: none"> • A crossing over Lower Icknield Way to the north east of the Sportsman’s roundabout. We would propose a ‘parallel’ crossing which works a bit like a cycle & pedestrian zebra • A widened footway as far as the recently constructed cycle track. The footway here is narrow so some land would be required from the field alongside the road to construct a new footpath/cycleway behind the hedge. • A footpath/cycleway from the new cycletrack to the Red Lion. There is land for this. • Cyclists would need to cross Thame Road at the Red Lion to get to their correct side of Thame Road and possibly to connect to Chestnut Way. A crossing could be combined with one for pedestrians.

Link the lanes serving the Hamlets to the Princes Risborough extension spine road	This may require a crossingover Lower Icknield Way between Owlswick Lane and Mill Lane
Cycle route to Ilmer	The existing footway between the end of the 30mph limit at the north west end of Longwick and Ilmer Lane could be widened and converted to a shared use cycle /pedestrian path. However within the 30mph limit the footway is not wide enough. If the carriageway is narrowed there may be sufficient room.
Cycle routes in Longwick	There is limited width, particularly between Briants and Bar Lane.

Chestnut Way Issues	Possible intervention
Lorries frequently travel in the middle of the road through the bridge	We need to investigate the weight limits in the area. Reducing speeds would help
The visibility to the left is very poor for vehicles joining Lower Icknield Way from Chestnut Way	Some people suggest that Chestnut Way should be one way northbound but that might exacerbate the rat run.
Crossing the end of Chestnut Way is difficult for pedestrians particularly due to traffic speeds as drivers turn left onto Chestnut Way from under the railway bridge	Reduce speeds Extend east side footway further north
The footway changes sides just west of the railway bridge. Crossing is difficult due to poor visibility through the bridge	The problem here is the cottage just south west of the railway bridge with no verge between it and Lower Icknield Way. Options are: <ul style="list-style-type: none"> At the most expensive, construct a new road bridge south east of the existing one, straighten Lower Icknield Way and move it away from the cottage With the proposal for an industrial unit to the west of the railway, construct a pedestrian bridge to the north west of the current bridge and provide a new path behind the cottage

	<ul style="list-style-type: none"> Negotiate a strip of land from Network Rail to provide a path to the rear of the cottage. <p>The two options round the rear of the cottage would move the pedestrian crossing point away from the bridge.</p> <p>Further options need to be investigated</p>
People wanting the use the footpath which heads west from here have to cross the road twice.	Implement one of the above options and keep the footpath/footway on the north west side of Lower Ikneild Way
The footways are narrow.	If measures are taken to reduce through traffic or make sections of the road one way then some space from the carriageway could be used to widen the footway
Speeds are felt to be too high. A 20mph limit or traffic calming is suggested	Agree
Traffic uses Chestnut Way as a cut through – suggested it should be for residential access only or be a cul de sac	A cul de sac with the entrance at the Red Lion would help solve the issues at the Lower Ickneild Way junction but increase the number of people using the Red Lion junction. It would also remove the proposed route to turn buses round. It is probably worth investigating ways to make it bus and residential access only.
HGVs are too big for the road. Puttnam’s lorries get mentioned, they cannot pass each other and mount the pavement	Consider weight or width limit – however consider buses
The additional traffic from the Wickfields estate exacerbates the problems. The estate should have a second exit.	The second exit would have to be via Walnut Tree Lane (which has its own issues) or through one of the other development sites.

Sportsmans Roundabout issues	Possible intervention
Traffic approaches the roundabout too fast from the Chinnor direction. Some respondents suggest the hedge at the garage restricts visibility.	Speed limit on Lower Ikneild Way.

<p>Traffic speed on the roundabout is too high leading to near misses</p>	<p>It may be possible to alter the geometry of the roundabout to make it difficult to drive around quickly. We will investigate this. The design would probably make the roundabout more compact and so improve sightlines. See hedge above.</p>
<p>Pedestrians find crossing the road (particularly B4009 north east of the roundabout and A4129 north west of the roundabout) difficult. Drivers don't see pedestrians or the traffic is moving too fast.</p>	<p>The cycling proposals include a crossing over Lower Ikneild Way to the north east of the roundabout. There could also be another over the A4129 just north west of the roundabout</p>

Red Lion junction	Possible intervention
<p>Footways. Missing outside the pub and on the opposite side of the road.</p>	<p>The junction should be altered and a formal footway should be added outside the pub.</p>
<p>Speeding traffic from Princes Risborough direction A roundabout would slow traffic on Thame Road People find difficulties turning in and out of Chestnut Way. Possibly delay as well</p>	<p>I think we should check whether a roundabout or a mini roundabout would fit, If not we will propose an improvement to the current junction</p>
<p>Crossing Thame Road just north of the pub</p>	<p>Covered in the cycling proposals.</p>

Bar Lane/Walnut Tree Lane	Possible intervention
<p>Visibility when turning out – both roads, most comments about turning right out of Bar Lane although some mention the boxes which restrict the view right from Walnut Tree Lane</p>	<p>This junction needs more thought to move it beyond what people have suggested already. I feel that a general proposal such as to reduce the Thame Road carriageway width will automatically improve visibility here.</p>
<p>Difficult to cross Thame Road on foot</p>	
<p>Traffic speeds approaching the junction on Bar Lane</p>	

Traffic speeds/volume on Thame Road Queues waiting to turn out of Bar Lane	
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Stockwell Lane/Lower Icknield Way	Possible intervention
Speed of traffic on Lower Icknield Way	Lower Icknield Way should have a lower speed limit. We suggest 50mph
The triangular junction making it difficult for drivers to see to the left when turning right	This junction could be altered to make it a conventional T-junction. The birch tree in the middle would be lost. Another advantage of doing this would be that the footpath from Meadle would not end at a blind corner as it does now

The main road through the centre of the village.	Possible intervention
Traffic through the village speeds. One respondent noted dangerous overtaking.	Narrowing the carriageway, removing the centrelines, adding more crossings, perhaps altering the alignment (e.g. widen the footway on different sides in different places or go around parking bays outside the shop) together would reduce speeds.
Parked vehicles outside the shop leads to congestion, obstruction of the footways and makes it hard to cross the road	Investigate ways of managing the parking
The footways are in poor condition	Maintenance. But also finding ways to prevent people parking on them.
There is congestion at The Green school times. 20mph at school times suggested	Consider the Green junction in a proposal for parking at the shop

Crossings	Possible intervention
The current crossing takes too long to respond to a crossing request	The County Council are in control of the timings.
There is a need for a crossing of Thame Road north east of Bar Lane	There are at least two places where a crossing could be installed without being directly outside someone's house. Zebra crossings are cheaper than signalled ones

	and usually provide a better 'service' than signalled ones.
There is a need for a crossing nearer to the shop	Investigate this when looking at the shop parking
There is a need for a crossing in the Red Lion/Bryants area	There is space for a crossing between Bryants and their car park. One would be required for the cycle route to Princes Risborough proposal
There are problems around the Chestnut Way/Lower Icknield Way junction There are problems around the Sportsman's roundabout	Discussed earlier

Implications from consultation

Some problems highlighted by residents have a simple, although sometimes costly, solution. There are others that involve trade-offs where what some residents may want to see conflicts with other people's views. Some examples are:

- The lanes serving the Hamlets are narrow. Residents feel that there is too much traffic to walk or cycle in comfort. Some respondents describe the traffic as 'rat-running'. Traffic volumes could be reduced by making some of the lanes cul-de-sacs but this would have an impact on people who live on the lanes. Could a section of a lane be closed or would the disbenefits outweigh the benefits?
- The lanes do not have footways. In a few cases there is a verge but normally this has a drainage ditch in it. The ditch could be replaced by a French drain with a footway built on top. How important are the ditches for wildlife?
- Alternatively in some cases a footpath could be constructed in the field on the other side of the hedge. This would involve land purchase or an agreement with the land owner. In a similar manner the bridleway from Walnut Tree Lane to North Mill Road and Sandpit Lane has a very narrow section. Could this be widened by removing and replanting the hedge or should a parallel path be built in the field alongside?
- Some paths and bridleways get muddy in the winter and are not all weather. They could be surfaced. Would people think surfacing acceptable? It wouldn't need to be concrete or tarmac.

Chestnut Way – There are multiple issues here that have a trade off between them.

Measures to reduce through traffic increase the number of people using the Red Lion junction. Measures to prevent lorries may also impact on buses.

I think that the issue through the centre of the village is the trade off between making it easy for traffic to drive through the village as opposed to making it easy for people to walk around the village and cross the road. Making things less easy for through traffic may produce congestion in the short term but as motor traffic tends to fill up any space available, reducing through capacity will over time result in less traffic travelling through the village.

The most common responses to questions in the consultation.

Problem & Measure	%
Chestnut Way / B4009	23.96
Barr Lane Walnut Tree Lane	14.58
Roadworks	13.02
Thame Road Speed	13.02
Speed general longwick	12.50
Speeding Stockwell Lane	10.42
Red Lion junction	10.42
Footway condition	10.94
Bar Lane Speed	8.33
A4129 Longwick Road speed	7.81
Meadle Village / Stockwell Lane	6.77
B4009 / Stockwell Lane	6.77
(Shop / The Green parking congestion obstruction) (163 wants a wider junction)	6.25
Footway widths	6.25
B4009 Longwick Speeds	5.73
Bushes hedges encroaching footway	5.73
Volume Traffic Longwick	5.73
(Red Lion should be a roundabout)	5.21
Longwick Road footway	4.69
Summerleys Road footway	4.69
B4009 cycle lanes / path	4.69
(Thame Road traffic calming)	4.69
Thame Road volume	4.69
Sportsmans Roundabout crossing	4.69
(Bar Lane Walnut Tree Lane viz)	4.17
Chestnut way ped cross	4.17
Longwick need more crossings	4.17
Longwick Pedestrian Crossing	4.17
Stockwell Lane No footway	3.65
Owlswick Speed	3.65
Speed general Lanes	3.65
Verge damage general	3.65
(Bar Lane Walnut Tree Lane roundabout or signals)	3.65
A4129 Crossing general (not enough / need more	3.65
(CW/B4009 mini roundabout)	3.13
Chestnut way stop through traffic / ban turns at junction	3.13
Chesnut Way speed	3.13
(Footway Red Lion)	3.13
Village rat run	2.60
Speeding Meadle Village make 20mph	2.60
Re-instate bypass	2.08

(roundabout at Stockwell Lane / B4009	2.08
Little Meadle Village / Stockwell Lane	2.08
Traffic Volume in the Lanes	2.08
(CW/B4009 signals suggestion)	2.08
Footway Chestnut Way	2.08
Boxer Road / Barn Road priorities (one said roundabout)	2.08
A4129 Volume	2.08
A4129 Longwick Road dangerous for cycling	2.08
Children general	2.08
Shop / The Green	1.56
Chestnut Way traffic calming	1.56
School parking Walnut Tree Lane	1.56
Bar Lane lack of footpath	1.56
Bar Lane Width	1.56
Stockwell Lane Traffic Calming / 'Gates'	1.56
Volume Traffic Stockwell Lane	1.56
(Speeding B4009)	1.56
Footway around Shell Garage	1.56
Congestion general in Longwick	1.56
Street lighting Longwick	1.56
(Pedestrian crossing timings)	1.56
Sportsmans roundabout Viz	1.56
Speeding Sportsmans to Red Lion inc Briants	1.56
Walnut Tree Bridleway surface	1.56
Traffic Volume A4129	1.56
Footpaths general	1.56
Stop building in Longwick / Buckinghamshire	1.56
Sportsmans Rounadabout speed	1.04
Thame Road overtaking (widen road)	1.04
Ilmer Lane traffic volume	1.04
Ilmer Lane speed	1.04
Ilmer area footpath condition	1.04
Wickfields Speed	1.04
Footpath Longwick - PR (muddy one)	1.04
Widen roads / railway bridge	1.04
Free parking Princes Risborough	1.04
Congestion HS2 works	1.04
HGvs general Longwick	1.04
(B4009 Longwick traffic calming)	1.04
Extra exit on Wickfield Estate relieve pressure on CW	1.04
Owlswick Lane / B4009	1.04
Bar Lane potholes	1.04
Owlswick Lane single track	1.04
Owlswick footpath	1.04
Pavements Lanes	1.04
Ban large vehicles from Lanes	0.52

Safe routes fr walking and cycling on lanes	0.52
Agression from drivers in lanes	0.52
Footway WTL	0.52
(Crossing Thame Road at Red Lion)	0.52
Chestnut way volume	0.52
Chestnut way widths/HGVs	0.52
(use parking at village hall to overcome congestion at the shop)	0.52
Boxer Road / Barn Road potholes	0.52
cyclists too fast on Stockwell Lane	0.52
Parking Thame	0.52
Cancel HS2 as internet is faster	0.52
General pro car anti public transport	0.52
Congestion Princes Risborough	0.52
Visibility B4009 Bledlow	0.52
Dogs	0.52
Poo Bags	0.52
Lack of dog poo bins	0.52
Flytipping	0.52
Electric scooters	0.52
Other parking PR	0.52
Disabled Parking PR	0.52
Flooding Horsenden	0.52
Bridleway flooding	0.52
Wickfields Pavement parking	0.52
Ilmer Lane / Thame Road	0.52
ilmer Lane large vehicles	0.52
Sportsmans roundabout and B4009 parking	0.52
B4009 no footway	0.52
Congestion in high Wycombe	0.52
Congestion in Aylesbury	0.52
Obstruction from council bins	0.52
Road condition	0.52
Summerleys Road speed	0.52
Boxer Road / Barn Road lighting	0.52
Chestnut Way lighting	0.52
Bar Lane weight restriction	0.52
Stockwell Lane / Owlswick Lane	0.52
Aylesbury gyratory	0.52
Pedestrian safety general	0.52

Appendix B

Longwick-cum-Ilmer Neighbourhood Plan 2017 - 2033

The Longwick-cum-Ilmer Neighbourhood Plan 2017 – 2033 was produced in March 2018. This section summarises the traffic and transport elements of the plan. The introductory 'State of the Parish' highlights the following:

- There is an average of nearly two cars per household, about 70% of commuting trips are by car.
- The village of Longwick is at the junction of the A4129 and B4009. These roads are busy at peak times. Traffic speeds are a concern on local roads for other car drivers, pedestrians and cyclists within and on routes to and from the village, as well as throughout the Parish to other nearby towns and villages.
- The village of Longwick has very limited public transport services, with two off peak bus trips per day on two days each week between Princes Risborough and Thame, and the Risborough Area Community Bus service providing 3-5 off peak trips per day.
- Between 2001 and 2011 the population increase by 5% to 1347. 27 houses were completed in this time. (This should be considered against the proposals to considerably expand the size of the village).
- The population is aging; the proportion of those aged 60+ in 2001 was 20% and increased to about 30% of the population in 2011. (The proposed new housing is likely to lower the mean population age).
- Retail centres are:
 - a shop and post office in Longwick village,
 - a shop within the petrol garage at the Longwick roundabout,
 - Orchard View farm shop and café in Little Meadle,
 - the Red Lion public house in Longwick is a pub, restaurant and overnight accommodation business.
- The village of Longwick lies approximately 2 miles from Princes Risborough railway station, where there are regular services to Birmingham, Aylesbury and London Marylebone. It is approximately 7 miles to the nearest M40 motorway junction (junction 6) at Lewknor.

As part of the earlier Longwick Village Capacity Study, initial public consultation was undertaken in October 2014 on five aspects of life in Longwick village. The results of which can be summarised as:

- Concerns about traffic speeds and congestion on main routes through the village.
- Poorly maintained and narrow footways making walking feel unsafe.
- Lack of safe walking routes to Princes Risborough town and railway station.
- Lack of safe cycling routes.
- Lack of scheduled bus services, particularly at peak times.
- Some parking conflicts, especially at the school and local shop.
- The local shop and post office provides an essential service. People travel to Thame, Aylesbury, Princes Risborough and High Wycombe for convenience and supermarket shopping.
- The primary school is single-form entry and has some capacity in upper years, but is at capacity for reception spaces.
- The local countryside is valued for its quietness and tranquillity. The absence of street lights allows clear viewing of the night sky, and is valued as such.
- The public rights of way are well used for leisure activities.

In response to the recommendations of the Longwick Capacity Study, Buckinghamshire Council stated that the Study was very limited in its consideration of transport issues, and found that the upgrading of pedestrian and cycle facilities on Thame and Longwick Roads alone would not make an

attractive alternative to the private car due to the nature of the roads and distance of 1.6 miles to Princes Risborough. The Study recognised that in order to satisfy the requirements of the National Planning Policy Framework for sustainable development, 'no large-scale development could take place before a frequent high quality bus service is available to nearby towns', this was successfully contested by developers, and so the Plan now seeks contributions to improve public transport services and pedestrian and cycle routes in general. BU also advised that its recent review of education provision indicated a significant current in-flow of pupils to Longwick for primary schooling, which means that the school's long-term capacity was not as constrained, as the Capacity Study had concluded.

There are three large housing sites being considered:

- the land off Boxer Road/ Barn Road up to Walnut Tree Lane for 160 new homes (currently under construction),
- the land opposite Rose Farm wrapping around to Bar Lane for 43 homes (completed),
- the land at Rose Farm for 65 homes,.

There are three new developments near Longwick being considered:

- the expansion of Princes Risborough town by up to 2,500 new homes in the direction of lower Icknield Way, forming part of the new Wycombe District Local Plan, and is likely to have an effect on the rural setting of the southern end of the Parish and Longwick.
- Thames Water's option to create the Chinnor Upper Thames reservoir immediately south west of the hamlet of Ilmer, for which land is currently being safeguarded by adjacent local authorities. This proposal will cut the line of the Phoenix Way.
- relocation of the Hypnos factory and showroom from Longwick Road in Princes Risborough to a new location near the town. The preferred option identified by WDC to-date is for land on the western side of the railway line from the Boxer Road/ Barn Road part of Longwick village, with access from Lower Icknield Way.

Of these three major proposals and options, the expansion of Princes Risborough is the most advanced and so has influenced the policies of this Plan, while the Parish Council is monitoring the progress on the other two options.

The areas of common ground for the expansion of Princes Risborough and growth at Longwick would include changes to (among other things):

- traffic movements and numbers;
- significant improvements to the quality and frequency of public transport provision;
- the provision of safe, convenient and attractive pedestrian and cycle links;
- the capacity of local schools;
- retail and employment development opportunities;
- ensuring that the gaps between settlements and the rural places also remain distinct.

It was clearly recognised in the Consultation Draft Local Plan (June 2016) that the sustainable transport measures required for Longwick to grow in a sustainable manner may only be deliverable alongside future changes that the expansion of Princes Risborough could bring.

The plan contains a Vision for Longwick-cum-Ilmer Parish in 2033 which aims to represent all of the community's views and aspirations for the Parish, and is the basis for the objectives and policies in this Neighbourhood Plan. In transport terms by 2033 Longwick-cum-Ilmer Parish will:

- Have a key rural centre in Longwick village, providing some employment, essential services, and social and leisure opportunities for the local population.
- Have easy access and safe movement for pedestrians and cyclists to and through Longwick village, with good connections to the hamlets and key locations in the area, such as schools.

- Have regular, convenient and long-term public transport services by bus to destinations such as Princes Risborough town centre and railway station.

The transport objectives arising from the Vision are:

1. Provide Better Transport and Connectivity for Sustainable Development To put in place sustainable and improved bus services, cycle ways and footways on the highway network, together with better local footpaths and bridleways to facilitate travel within the whole Parish and to neighbouring communities.
2. Make Highways Safer Places for People To provide safe and effective traffic movement within and through the Parish, for all users of the public realm – including pedestrians, cyclists, the young and elderly. Transport assessments, including of junction capacities and the impact of future development site allocations on the local highway network, should seek to improve current conditions, and make due allowance for known developments in adjoining parishes and districts, through traffic calming measures, capacity enhancements and speed restrictions.

Land allocations for housing include pedestrian and cycle accesses away from Thame or Chestnut Roads.

The idea is that the developments make contributions towards transport improvements and will be monitored by the level of contributions received.

Specific principles for each policy:

L1 Constructed as Wayfarers End

Main access from Thame Road. Only a pedestrian/cycle access is made to Bar Lane to reduce the amount of traffic using the lanes to the east of the village.
the end of the 30mph speed limit on Bar Lane is moved east to the end of the development.

L2 Between playing field and railway. Currently under construction

Main access from Boxer Road
Pedestrian and cycle access from Walnut Tree Lane
Resurface existing footpath across site and improve links to the playing field

L3 Land to east of Thame Road east of Chestnut way junction

Main vehicle access from Thame Road
Provide a travel plan
Set back development to allow space for improved pedestrian and cycle links along Thame Road

L4a & L4b

Main vehicular access from Thame Road
Provide a travel plan
Create a pedestrian and cycle access from Thame Road including a crossing over Thame Road
Provide pedestrian and cycle link to Walnut Tree Lane
This site will include a community facility with associated car and cycle parking

L5

Use existing access on Thame Road
Incorporate or re-route footpath

L6

Provide access from Thame Road

Improvements sought within the Longwick-cum-Ilmer Neighbourhood Plan area:

They expect to get £3,288,600 from 300 additional new homes which will lead to an estimated Community Infrastructure Levy of £822,150 coming to the Parish Council.

Improvements sought with new development:	Trigger	Funding source/ ongoing responsibility:	Potential cost (where known):
A. Higher quality, long-term, sustainable and peak hour public transport services to Princes Risborough and the railway station.	All new dev's	S106	Estimated at £110,000 per annum until such time as it may become commercially viable, based on a new service using one bus (BU figure)
B. Improvements to walking and cycling routes to and from the village by adding missing sections of pavement, and cycle provision.	All new dev's	S106 & CIL	
C. A dedicated cycle route along Longwick Road to Princes Risborough. With costs identified by Transport for Buckinghamshire as £250k per km for the 1.7km route.	All new dev's	S106 & CIL	£425,000 to be funded partly by new development in Longwick and the expansion of Princes Risborough. The amount to be paid by Longwick is to be the same as that contributed to the improved bus services by the developments that come forward.
H. Traffic management and safety improvements for drivers and other public realm users in Longwick at the junctions on Walnut Tree Lane, Bar Lane, Chestnut Way, Thame Road, Lower Icknield Way, and Stockwell Lane.		CIL, BU local area forum delegated budgets	
I. Improvements to walking and cycling routes in the village - add new or increase narrow pavements - e.g., north eastern side of Chestnut Way, Bar Lane and Thame Road, and add additional pedestrian crossings within the village.		CIL, BU local area forum delegated budgets	
J. Changing highway design (with road narrowing etc.), reducing speed limits and in places introducing enforcement cameras on roads and junctions approaching the hamlets and Longwick: Thame Road, Lower Icknield Way, Bar Lane, Stockwell Lane at Meadle, Little Meadle and Owlswick, including reviewing recommended lorry routes		CIL, BU local area forum delegated budgets	
K. Improvements to walking and cycling routes in the village - surface		CIL, BU local area forum	

maintenance, overgrown planting, enforcement of speed limits alongside narrow pavements.		delegated budgets	
N. Additional cycle parking facilities at key points in the village and local destinations.		CIL	
O. Provision of an all-weather foot and cycle path running NW-SE on the playing fields to the playground and car park (along the north eastern boundary)		CIL	
R. Study of potential improvements to Thame Road to provide a better local environment through village.		CIL	