

West Wycombe Parish Council Briefing 14 July 2021

Transport for Buckinghamshire has been commissioned to undertake a feasibility study into the problem of footway incursion by motor vehicles on the southern side of the High Street.

This briefing note has been prepared by engineers within the Design Services team to highlight initial observations, and potential solutions.

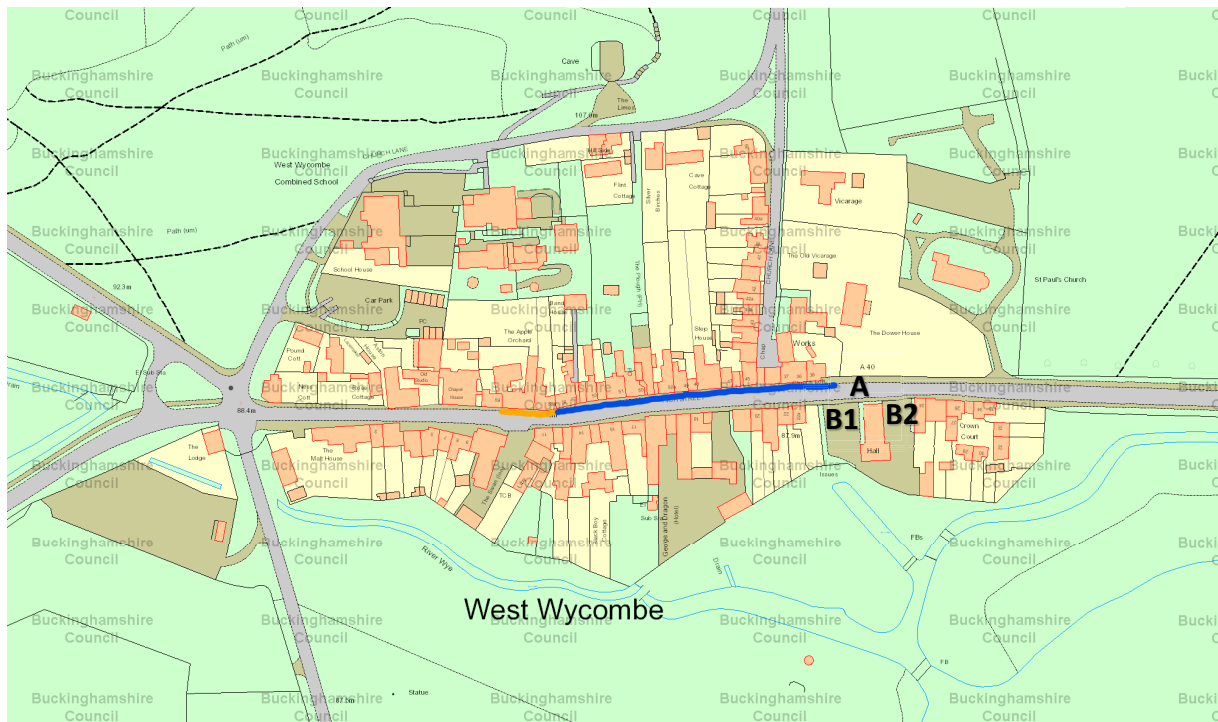


Figure 1 – West Wycombe - plan outlining initial findings

Key to Figure 1	Description
Orange line	Bend / reduced inter-visibility between motorists in each direction / narrow section of carriageway.
Blue line	Area with parking present, creates approx. 120m of narrow carriageway
Location A	Westbound traffic is given false sense of space by centre line markings
Locations B1 & B2	A small number of bollards at these locations may assist reducing footway incursion.

Problem – footway driving

- Underlying problem 1 – parking density appears to have led to an extended narrow section of carriageway (see Figure 1 – orange and blue sections)
- Underlying problem 2 – parking on bend leads to vehicles committing to the section without full visibility of what is approaching the other way (see Figure 1 – orange section).
- Underlying problem 3 – at point A as indicated by Figure 1, westbound traffic is given false sense of space by centre line markings (also see Figure 2).

Suggested solutions

- 1) Implement a small stretch of double yellow lines (no waiting anytime) on the bend and narrowest section of the High Street (as indicated by the orange line).
 - This would improve inter-visibility between motorists and allow space for an HGV or motorist travelling eastbound to wait before committing themselves to the 120metres narrow section (marked by the rough blue line).
 - This would improve sight lines and safety for bus users boarding and alighting services
 - This would contribute to a safer environment at the access on the southern side and likely reduce vehicle conflict with the kerb line (evidence of this present on site)
- 2) Remove the centre line markings in the High Street, from the pedestrian crossing (near to the village hall) in a direction west to the where the existing double yellow lines commence (near to the Chapel) - .
 - The current centre lines may create a false impression to motorists travelling westbound that there is more space available, and that they have priority (see Figure 2).



Figure 2 - West Wycombe High Street centre line markings

3) Create a less welcoming environment to motorists travelling westbound in order to reduce likelihood of footway incursion.

- Edge of carriageway markings on the southern side of the High Street will give a visual impression the road is narrower than it is.
- Instead of an edge of carriageway marking, double yellow lines may be used.
- Installation of a small number of bollards around the locations marked B1 and B2 on Figure 1.

Recommended steps forward

It is recognised that residents and the diverse local businesses within the village may not welcome any reduction in parking capacity, however modest the proposals may be. The council's parking team has indicated that they would be prepared to implement a temporary parking suspension of 2 weeks to 1 month in the section marked orange (Figure 1). A one-month suspension is recommended in order to capture enough data.

If this temporary arrangement is agreed by the parish it is recommended that video recording equipment is also temporarily installed on a nearby lamp column to assess the impact of such an intervention.

Other options

The following options have been considered and discounted through TfB's initial study; however, the parish council may wish to revisit one of the options.

Option	Description	Why discounted?
1	Raise the kerb height on the southern side	May lead to drainage difficulties. Underground utility services may make the work prohibitively expensive. This intervention would not solve the underlying problem of an extended narrow section of highway.
2	Install bollards along all the sections where footway incursion is a problem.	There is limited space for bollards in some of the problem areas. Underground utility services may make the work prohibitively expensive. This intervention would not solve the underlying problem of an extended narrow section of highway. Such action may be intrusive to the street scene/visual impact in conservation area.
3	Increase the width of the carriageway and reduce the width of the footway	There is already very limited width on the footway. Underground utility services may make the work prohibitively expensive.
4	Prohibit wide vehicles and HGVs	This is not possible on a A classified road which is commonly used as a diversion route for M40 traffic. It would also affect bus services to and through the village.
5	Introduce traffic signals to control the traffic in each direction through the narrow section of the village.	No traffic modelling has taken place, but it is noted that there is considerable traffic congestion whenever temporary signals are placed. Idling traffic is likely to considerably increase overall vehicle emissions in the village and for residents either side of the traffic signals. This road has special designations that are likely to make this action infeasible.

Annex 1 – High Street, West Wycombe designations (USRN 45501390)

Special Designation	Description	Street location	From	To	Periodicity	Start date	End date	Start time	End time	Source
1 Traffic sensitive	COMMUTER ROUTE - FULL LENGTH UP TO PEDESTAL ROUNDABOUT				Working days only			0700	1900	Buckinghamshire Council
2 Streets subject to early notification of immediate activities	FOR ALL IMMEDIATE ACTIVITY TYPES, ACTIVITY PROMOTERS MUST TELEPHONE THE PERMIT LINE ON 01296 383848.				Everyday			0000	0000	Buckinghamshire Council
3 Strategic Route	PRIMARY ROUTE NETWORK				Everyday			0000	0000	Buckinghamshire Council
4 Winter Maintenance Routes	PRINCIPAL (PRECAUTIONARY) WINTER GRITTING ROUTE				Everyday			0000	0000	Buckinghamshire Council
5 Winter Maintenance Routes	RESILIENCE ROUTE				Everyday			0000	0000	Buckinghamshire Council
6 HGV Approved Routes	ADVISORY LORRY ROUTE				Everyday			0000	0000	Buckinghamshire Council