

Wooburn & Bourne End Parish Council
Neighbourhood Development Plan 6th Draft
Supporting Document: Consultancy Report 1



**Technical Research for Wooburn &
Bourne End Parish Council in respect
of their Neighbourhood Plan:
Matter 1: Local Infrastructure**

On Behalf of:

Wooburn & Bourne End Parish Council

January 2021

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1 INTRODUCTION

1.1 Wooburn and Bourne End Parish Council have commissioned West Waddy to undertake some technical research into matters raised by Buckinghamshire Council and Catesby Estates in their comments on the 'Wooburn and Bourne End Neighbourhood Development Plan: Local Consultation Draft – 31 March 2020.'

1.2 The matters addressed relate to:

- ✦ Matter 1: Local Infrastructure;
- ✦ Matter 2: Local Green Space;
- ✦ Matter 3: Proposed policy relating to the development brief for Hollands Farm Development; and
- ✦ Matter 4: Proposed Policy WBE/HH1 – preserving the character of Hawks Hill and Harvest Hill;

1.3 The analysis relating to each of these matters is contained in a separate report. This report relates to Matter 1: Local infrastructure.

1.4 In order to take these matters forward it is strongly recommended that members of the Parish Council meet with Buckinghamshire Council and Catesby Estates to discuss their representations and how the Parish are proposing to address them.

2 MATTER 1: LOCAL INFRASTRUCTURE

2.1 **Wooburn & Bourne End Parish Council comment:** '*Catesby commented that there are repeated assertions in the NDP regarding local infrastructure and wish to understand the evidence to support these statements:*

- *Road system at capacity*
- *Development will inevitably affect road congestion and exacerbate parking problems*
- *It is obvious that more housing means more traffic on our roads with all the attendant issues of congestion which impact air quality*
- *Schools, medical and dental practices are also at capacity.'*



2.2 Agreed Scope of Work: West Waddy are to identify the evidence under the above points from Local Plan reports and also KBEG reports e.g. Motion Transport study.

Response on Matter 1

2.3 The evidence base for the Wycombe Local Plan includes a number of Transport reports that assess the transport impacts of the development proposed. These include:

- ✦ Local Plan Transport Topic Paper;
- ✦ Jacobs Countywide Strategic Transport Model: Traffic Forecasting Report, 2014;
- ✦ Jacobs Countywide Local Plan Modelling Report, 2016;
- ✦ Jacobs Countywide Local Plan Modelling Phase 3: Technical Note, July 2017;
- ✦ Local Plan Sustainability Appraisal of the Publication (Regulation 19) Draft of the Wycombe District Local Plan

2.4 In addition, the Motion Transport Study (2017) prepared for Keep Bourne End Green has been reviewed.

Transport Topic Paper

2.5 The Transport Topic Paper has a section (paragraphs 4.35 – 4.43) on Bourne End and Wooburn, which is predominantly concerned with assessing the effects of the development proposals at Slate Meadow (BE1) and Hollands Farm (BE2).

2.6 Paragraph 4.37 states that: *'As reported in the Local Plan sites modelling, (Wycombe Local Plan Sites Traffic Modelling (Jacobs 2017)) the development proposed in the plan creates moderate to significant increases in travel time in the AM peak, including on Furlong Road, Hedsor Road, Wessex Road and southbound on A4094. These travel time increases are the result of increased congestion south of Bourne End on the A4094 Ferry Lane, from the River Thames crossing (Cookham Bridge). This crossing is already over capacity without the plan proposals in place. The extra traffic demand from the proposed development results in greater queueing back from the junction, which in turn leads to the travel time increases in Bourne End. In the PM peak, the congestion between the Do Minimum [DM – this includes committed development but*



2.7 With regard to the Hollands Farm site paragraphs 4.41 and 4.42 state that: '*In response to the impacts identified in the modelling, a spine road was tested through Hollands Farm (BE2) site, in addition to junction capacity improvements in the area. The modelling shows that the new link road allows traffic to avoid using roads in the centre of Bourne End, and improves travel time on the A4094 Cores End Road and A4094 Hedsor Road. However, delays at the River Thames crossing (Cookham Bridge) remain a significant constraint in the area. Should improvements to the bridge be possible, they should not result in additional through traffic through the villages.*

2.8 Overall the modelling suggests that providing a link road through the Hollands Farm development will benefit the existing roads in the Bourne End area. Whist at concept stage, it is anticipated this would be delivered by developers via s278 when the site comes forward. Other measures along the A4094, linked to the Slate Meadow site, are required to ensure the route is resilient. Further design and feasibility work is required to establish the scope of these works.'

2.9 There is therefore an acknowledgment that the development proposals would result in a moderate to significant increase in journey times in the AM peak, but this could be to some extent mitigated by a link road through the Holland Farm site. However, it is acknowledged that delays at the River Thames crossing (Cookham Bridge) will remain a significant constraint in the area and there is no commitment to, or indeed any details of, any improvements that could be implemented to improve the situation with regard to Cookham Bridge. Indeed, as Cookham Bridge is a Grade II listed structure and is adjoined by a Grade II listed Toll House, the opportunities for improvements would seem to be limited. Given that the Slate Meadow allocation will add 150 dwellings and Holland Farm 467 dwellings, these will accentuate traffic congestion at Cookham Bridge, especially as there is no other Thames crossing in the vicinity of Bourne End, with the closest ones at Marlow and Maidenhead.

Sustainability Appraisal

2.10 Section 8.9 of the Sustainability Appraisal relates to Transport and Traffic. Paragraph 8.9.1 states that: '*Similarly at High Wycombe, the modelling found that whilst mitigation does provide travel time reductions in some locations, for example at the eastern end of the A40 corridor, there are still significant travel time increases in all other areas as result of development proposed across the County. This is particularly in the centre of Wycombe, on the M40 and on the main road corridors. **Travel time increases are also***



2.11 These comments are repeated in paragraph 8.9.4 which relates to the 'Appraisal of the draft plan as a whole.' There is therefore again an acknowledgment that development proposals will increase travel times in the Bourne End area.

2.12 Paragraph 8.9.2 again makes reference to the link road through the Hollands Farm site, 'to alleviate predicted traffic congestion,' but again makes no reference to alleviating congestion at Cookham Bridge, which is the principal source of congestion in the area.

Jacobs Countywide Local Plan Modelling Phase 3: Technical Note, July 2017

2.13 This document provides the final assessment of the impact of the proposed Local Plan allocations. As this is the most significant assessment of traffic arising from development proposed in the Local Plan we have given the section relating to Bourne End in full below:

2.14 *'For a number of routes in Bourne End there are relatively moderate to significant increases in travel time in the DS scenario [DS – includes Local Plan Growth] over the DM [includes committed development but not Local Plan growth] in the AM peak. This includes Furlong Road (up to 500%), Hedsor Road (up to 90%), Wessex Road (up to 75%) and southbound on A4094 Station Road.*

2.15 *The travel time increases are the result of increased congestion south of Bourne End on the A4094 Ferry Lane, at Cookham Bridge. The signalised junction at this location is already over capacity in the DM, and with the DS development in place there is an increase of approximately 130 southbound trips on the A4094. The extra traffic demand results in greater congestion through Bourne End, with additional vehicles queuing on the approach to the crossing. This impacts other junctions along the A4094, leading to the observed increases in travel time on the minor roads in Bourne End.*

2.16 *The impacts are not seen in the PM peak as the increase in southbound traffic flow on the A4094 Ferry Lane amounts to approximately 20 vehicles in the DS scenario, compared*

with the DM. As a result the level of congestion between the DS and DM remains similar.

2.17 Figure 5-M shows the travel time increases in the DS scenario compared with the DM in the AM peak, as described above. Figure 5-N illustrates the congestion already present in the DM on the approach to Cookham Bridge.

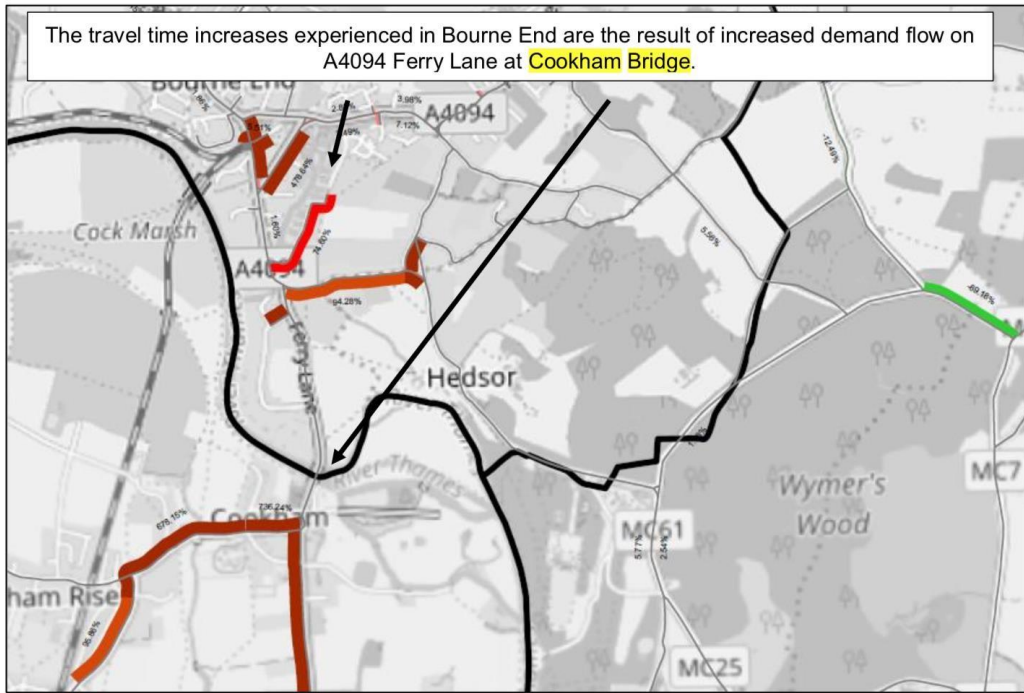


Figure 5-M Travel time changes from the DM to the DS scenario during the AM peak in Bourne End

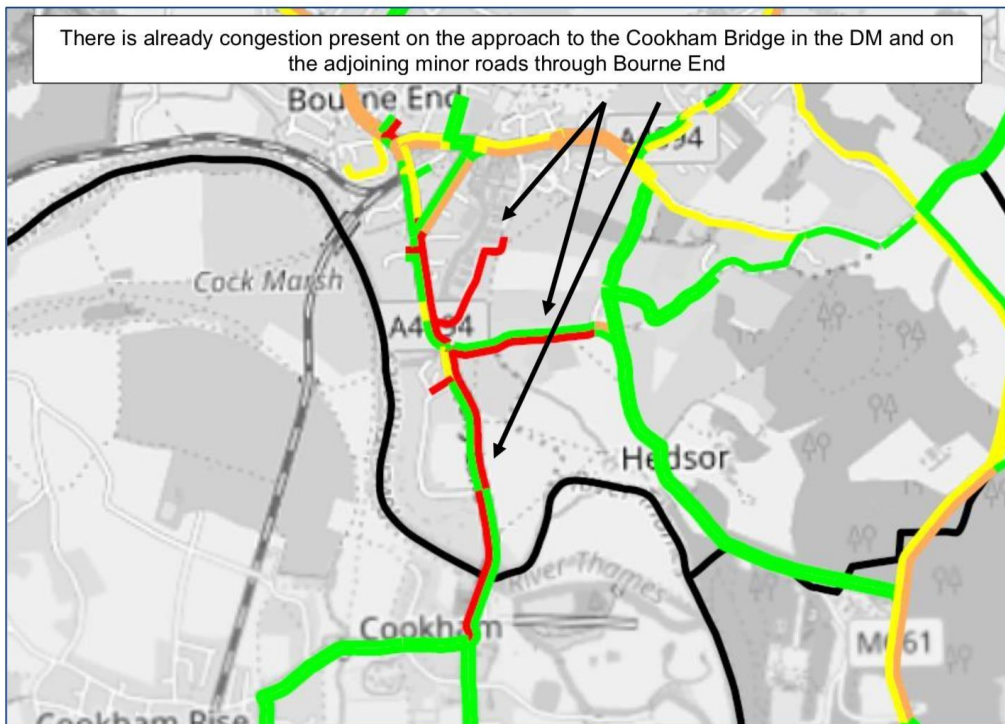


Figure 5-N Congestion ratio in the DM scenario during the AM peak in Bourne End

2.18 Both mitigation run 1 and 2 include Hollands Farm Link Road in the Bourne End area. With the mitigation in place the travel time increases on Furlong Road, Hedsor Road and Wessex Road are reduced compared with the DS scenario (up to 400% reduction from

the DS), as vehicles using these links in the DS reassign to the new link road, reducing delay at the other junctions. However, the demand flows on the A4094 remain similar between scenarios, and the congestion at the Thames River crossing remains the main constraint in this area.

2.19 Figure 5-O illustrates the travel time changes with the mitigation in place in Bourne End during the AM peak.

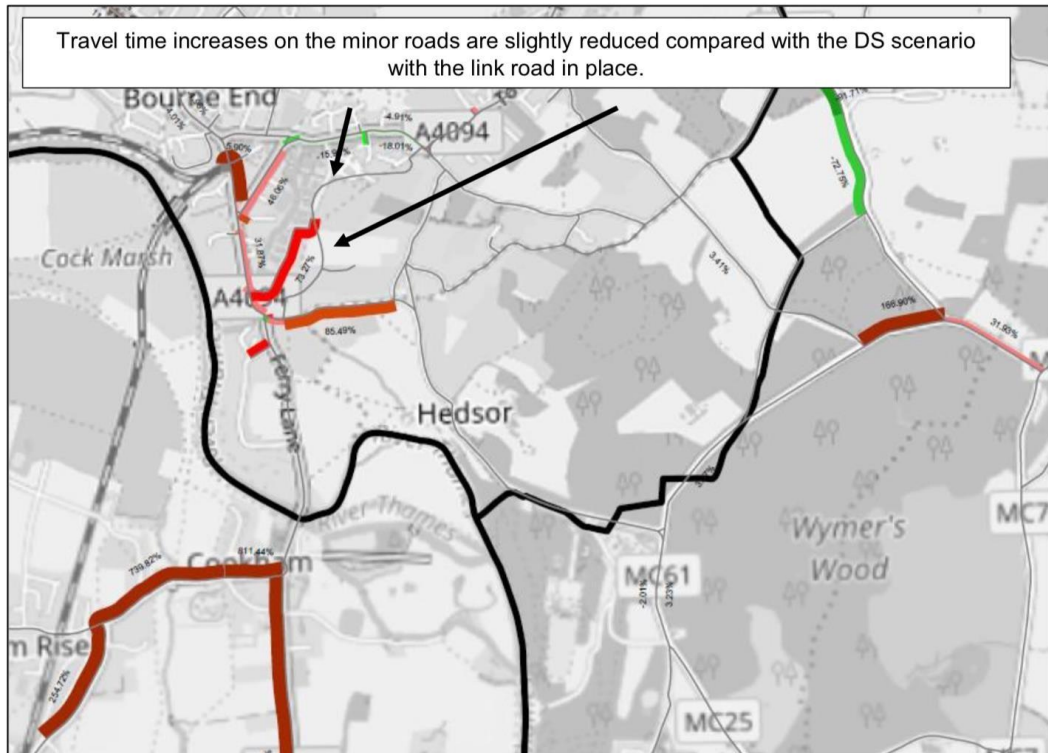


Figure 5-O Travel time changes from the DM to the DS run 1 scenario during the AM peak in Bourne End

2.20 It should be noted that the separate Wycombe Local Plan Sites modelling work (referred to at the end of section 5.2.2.2) did not identify a significant congestion issue on the approach to Cookham Bridge on the A4094; however, Cookham/ Bourne End is outside of the study area for that piece of work, and therefore the network and associated junction coding is not as detailed as that which is included for this work. As a result the Wycombe Model does not provide as reliable an indicator of congestion in that area as does the Countywide model.' (section 5.2.2.3)

2.21 This analysis clearly indicates that there will be significant congestion as a result of committed and Local Plan growth at Cookham Bridge and even with the link road in place traffic levels on a number of other roads will increase significantly, as shown in Figure 5-O above.

2.22 This was prepared on behalf of Keep Bourne End Green and Wooburn & Bourne End Parish Council, who were objectors to the strategic allocation. However, Motion are professional transport consultants and therefore their findings should be given weight.

2.23 With regard to existing congestion in Bourne End, they state in paragraph 4.42 that: *'there are several junctions in Bourne End that are already well known to experience prolonged periods of congestion, such as the Ferry Lane signals; Marlow Road/Sheepridge Lane mini-roundabout and Marlow Road South/Blind Lane junction.'*

2.24 Their overall conclusion (pi) is that:

- ▶ *The transportation evidence base is subject to various limitations that results in the impact of the Local Plan upon Bourne End and Wooburn being inappropriately assessed. WDC should therefore undertake more detailed modelling before the impacts of the Local Plan can be found to be less than the severe impact referred to in the National Planning Policy Framework.*
- ▶ *Without prejudice to the outcome of the further modelling, it is important to note that a highway impact assessment undertaken on behalf of KBEG and the Parish shows that:*
 - i. There are several junctions that will operate at/overcapacity in 2033 irrespective of any development at either the Hollands Farm and/or Slate Meadow sites.*
 - ii. The emerging Local Plan has identified a package of measures within Bourne End that are expected to offset the impact of Hollands Farm. However, the Local Plan has not identified potential solutions for all of the junctions that are currently subject to capacity constraints.*
 - iii. There is thus a need for WDC to identify further mitigation schemes to that already identified to ensure that the deliverability of the Local Plan is not compromised. As it stands there are significant questions related to highway capacity that remain unanswered.*

Parking Provision

2.25 The transport studies do not cover car parking but it is our understanding that currently there is only one small public car park in Bourne End. As Slate Meadow and Holland's



Farm are around a kilometre from the centre of the settlement, it is reasonable to assume that parking pressure will increase as a result of the proposed new development.

Health and Education Provision

2.26 Catesby Estates have queried the statement that: *'Schools, medical and dental practices are also at capacity.'* In this respect, the Council produced an Infrastructure Topic Paper as background evidence for its Local Plan. This Topic Paper states in paragraphs 3.27 and 3.28 that the Local Education Authority (LEA) has identified that the growth identified in the Local Plan will generate the need for 10 forms of entry of primary school places and approximately 8 forms of entry for secondary school places and that the LEA had been successful in persuading the majority of primary schools to expand.

2.27 It then goes on to state that: *'In addition to expansions of existing schools, the Council is proposing that due to the size of the allocations and projected **local school place deficits**, new schools be provided alongside the following site allocations:*

- Princes Risborough Expansion Area (PREA) (PR7);
- Gomm Valley and Ashwells (HW6); and
- Hollands Farm (BE2).'

2.28 Paragraph 3.29 also states that: *'To meet the demand for secondary school places over the Plan period BCC will need to consider further expansion of existing secondary schools over those being currently expanded or planned.'*

2.29 All of this clearly supports the view that schools are at capacity.

2.30 With regard to health, the Infrastructure Topic Paper states in paragraph 3.30 that: *'The growth outlined in the Plan suggests a need for a further 9 full time equivalent GPs. Whilst the capacity and quality of practice buildings across the district is important the key issue in primary healthcare is the recruitment and retention of GPs. Shortage of GPs is a national issue as fewer doctors choose general practice over working in a hospital setting. However it can be exacerbated in Buckinghamshire because of the high house prices, cost of 'buying in' to existing practices and the number of outpatient visits that are required. These recruitment issues are likely to continue in the short to medium term with a large number of GPs approaching retirement age, seven day and*

extended opening becoming a requirement, and increased numbers of complex housebound patients or those living in care homes.'



2.31 This again clearly indicates a capacity issue.

2.32 No information has been found about dentist capacity.

3 Conclusion on Matter 1

3.1 This assessment has demonstrated that there are traffic congestion issues and education, parking, health capacity issues in the Bourne End/Wooburn area. It is therefore appropriate to make reference to these matters in the Wooburn and Bourne End Neighbourhood Plan provided reference is made to the supporting evidence to justify these statements.