



BEACONSFIELD NEIGHBOURHOOD PLAN 2023 – 2040



Market, Windsor End, Beaconsfield

SUPPORTING REPORTS

August 2023



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Neighbourhood Plan Holtspur Heart

SWOT

Strengths	Weaknesses
<p>Variety of housing types such as flats, maisonettes, houses (social and privately owned).</p> <p>Lots of footpaths to gain access to shops and local facilities.</p> <p>Surrounded by Green Belt, Nature Reserves and countryside which are easily accessible by foot or cycling. Cycle paths leading to the New Town.</p> <p>Coffee shops in high street locations add to community cohesion.</p>	<p>Needs a wider variety of retailers so majority of the community can benefit from local shops.</p> <p>Little leisure activities for teenagers.</p> <p>Housing is expensive and well above the national average.</p> <p>Lack of 2 bedroom dwellings.</p> <p>Limited space for traditional expansion and availability to work locally in Holtspur.</p> <p>Limited ability for the less mobile & non car users to connect with the rest of the town due to location and lack of good public infrastructure.</p> <p>Limited parking at high street locations.</p> <p>No safe pedestrian crossing across A40.</p> <p>Poor and broken pavements impede pedestrian and wheelchair access.</p>
Opportunities	Threats
<p>To enhance local heritage & history ie Terry Pratchett.</p> <p>Better crossing points and pavement structure for pedestrians.</p> <p>Swimming pool at the sports centre.</p> <p>Land opposite Miller & Carter on the A40 for community use.</p>	<p>Expensive housing restricts access to younger generations.</p> <p>Loss of retail space to residential.</p> <p>Threat of erosion of green space.</p>

CONTEXT

Holtspur is a residential part of Beaconsfield with two small shopping parades, two churches and council allotments. It is also home to Holtspur Youth Park which includes under 7s and over 7's playgrounds, 5 a side football, outdoor gym and a small community centre. Holtspur is also host to the Beacon Leisure Centre, which provides indoor sports facilities. The most prized community assets of this area are Holtspur Bank Nature Reserve and Holtspur Bottom Butterfly reserve which lie on the western edge of the town.

SUMMARY OBSERVATIONS

Currently there are no offices and businesses are all SMEs. In the future shops are likely to be similar to today (specialist shops). These are shops where you need that personal contact or service. What is missing currently in the main shopping area is a toy shop and hairdressers & grocers (but there is convenience shops and post office). 2 cafés have recently opened here which may create more footfall.

Ambition: To encourage shops to meet every day needs, so residents can shop local. Therefore, maximising the potential of our community facilities in Holtspur, to provide a sustainable retail offering and support the 20 minute neighbourhood would help to meet the needs of local residents.

Future development should encourage flats, particularly two-bedrooms flats are needed to provide more attainable modest dwellings.

Connectivity is an issue for the future vitality and viability of Holtspur. Good transport and walking connections to and from the new medical centre on the A40 on the corner of Walkwood Rise are essential. Good public transport to the new and old town is also essential. Safe crossings across the A40 to provide greater access to residents to enable more people to be able to use public transport would be a significant improvement. Sufficient parking around Holtspur park and the shopping streets is needed.

The existing two parades of shops are key to ensure that the local community amenity is maintained.

Other measures to encourage local and non-local shoppers to Holtspur were identified as follows:

- It is felt parking for the shops is a constraining factor, so opportunities to increase capacity and churn to be explored.
- Encourage a regular market by either of the shopping parades would increase community cohesion and generate greater footfall.
- Promote the leisure facilities of Holtspur to the wider Beaconsfield area.
- Promote the historic and cultural links of Holtspur to the wider Beaconsfield area.

Neighbourhood Plan Old Town (OT) Heart

SWOT

Strengths	Weaknesses
<p>Conservation Area and Listed Buildings protection for OT's fabric character, history and heritage.</p> <p>Accessible for commuters, diners, and shoppers (via A40, A355, B474, M40).</p> <p>Well regarded local schools attracts families.</p> <p>Weekly and monthly markets.</p> <p>Good range of restaurants draws footfall.</p> <p>Affluent catchment.</p> <p>Higher % of professionals increasingly working from home – local captive spend.</p> <p>Compact centre.</p>	<p>Heavy traffic on through routes (primarily the A40 and A355) but also Penn/Station Road.</p> <p>Limited green space in centre of OT.</p> <p>Lack of affordable housing.</p> <p>Lack of allotments.</p> <p>Lack of parking by rugby club.</p> <p>High commercial rents.</p> <p>Retail offering not complete so residents reliant on car or public transport.</p> <p>Few opportunities to repurpose or redevelop land (listed buildings etc).</p> <p>The effect of traffic on the public realm and the space lost to car parking is a deterrent to the visitor.</p>
Opportunities	Threats
<p>To enhance OT's heritage & history.</p> <p>To promote a "pavement culture" away from car is king.</p> <p>To promote OT as a distinctive English market town.</p> <p>To promote Beaconsfield as a destination for tourists, shoppers and diners.</p>	<p>Increased traffic due to more residential development in surrounding towns/villages needing access to M40.</p> <p>Loss of commercial to residential on ground floor high street scene would change character.</p> <p>Decreasing retail offering lacks high street balance.</p> <p>Continued misuse of parking creates safety issues for pedestrians and negatively impacts passing trade for commercial.</p>

CONTEXT

Beaconsfield Old Town is the distinctive and historic heart of Beaconsfield, complemented by the more recent development around the station (New Town) and Holtspur. The Old Town is defined by its four Ends, all of which carry a heavy load of traffic, especially London End and Wycombe End (the A40 heading East/West through the town).

On all 4 Ends there is a homogenous mix of residential and commercial property, which has evolved over many years. Several of the historic coaching inns survive today as pubs or replaced by shops, cafes and restaurants. Despite the change in use of many of the buildings, much of the original layout of the Old Town's coaching inns remains, with large mews courtyards opening out behind the historic street frontages. The overall impression is that of an historic town centre, which has evolved naturally over a significant period of time, into a characterful and varied commercial and residential centre.

Another attractive feature of the Old Town is the relative lack of national chain shops and restaurants. The majority of businesses are local small-scale operations, a feature which again adds to the character of the Old Town and differentiates it from other areas of the town. The Old Town's character is a valuable asset, and the high level intent of the NP proposals is centred around how this character can be protected and enhanced.

SUMMARY OBSERVATIONS

Currently the Old Town contains offices and SMEs in the main. In the future offices are likely to contract in footprint and if they are not on the high street or ground floor, may convert to residential. Shops are likely to be similar to today (specialist shops). These are shops where you need that personal contact or service. Also a continuation and possible expansion of the service sector with particular emphasis on restaurants and bars is expected.

Ambition: Preserve historic setting and promote cafe pavement culture.

Housing could be provided behind the high street scene. The conservation area building heights need to remain the same and designs need to fit into the historic setting. Properties such as cottages and apartments are most suitable. Outside the conservation areas a maximum of 3 floors only where suitable should be allowed.

Traffic and parking issues exist and will shape the future vitality and viability of the old town. The recent completion of the A355 bypass will help to reduce through traffic on its eastern edge. Other traffic measures that may come forward from Penn or the A40 may reduce through traffic further. The Heathrow bus stop is a threat as it increases long term parking/blocking and therefore poses a risk to footfall and passing trade.

Core commercial areas of the Old Town should be maintained. In particular London End, part of Aylesbury End, Wycombe End, Shepherds Lane.

Enhanced Green space will add to community and better parking arrangements will improve the desire to shop and socialise in the old town.

Neighbourhood Plan New Town (NT) Heart

SWOT

Strengths	Weaknesses
<p>Growing range of independent and national restaurants draws footfall.</p> <p>Diverse range of shops including large national brands and independents.</p> <p>Train connections to London and Oxford (and areas to the north) draws footfall and desire to live in Beaconsfield.</p> <p>Access to Chilterns AONB, Green Belt and wider countryside for walkers and cyclists.</p> <p>Good public and private schools (primary and secondary).</p> <p>Affluent catchment.</p> <p>Higher % of professionals increasingly working from home – local captive spend.</p> <p>Two key retail anchors (Sainsbury and Waitrose).</p> <p>Reasonably compact and distinct townscape.</p>	<p>Heavy traffic on through routes to/from A40/A355/B474.</p> <p>Limited green space in centre.</p> <p>Lack of affordable housing to attract the young & key workers.</p> <p>Lack of smaller houses for older generations/downsizing households close to the centre.</p> <p>Parking seen as a constraining factor for all. Also an issue for Bekonscot & constraining factor at Waitrose.</p> <p>High commercial rents.</p> <p>Lack of pedestrian high street zone.</p> <p>Too much comparison retail space for next 20 yrs.</p> <p>No leisure activities for teenagers.</p> <p>Narrow pedestrian access on east side of railway bridge.</p>
Opportunities	Threats
<p>To enhance NT's heritage & history.</p> <p>Promote a pavement & cycling culture away from car is king.</p> <p>Promote Beaconsfield as a destination for tourists (Bekonscot, shoppers & diners). Take advantage of more homeworking & higher footfall during weekdays.</p> <p>Space over railway could provide mixed use & green space.</p> <p>Widen & improve pedestrian & cycling access over the railway line for safety and ease of access.</p> <p>Relocate library, co-locate leisure & community facilities in a single location.</p> <p>Redevelop larger sites in the town centre edges for high quality, more modest housing with green space not retail.</p>	<p>Increased through traffic from residential development in surrounding areas needing access to M40.</p> <p>Loss of commercial to residential on ground floor high street scene on Station/Penn Road in the town centre would impact character negatively.</p> <p>Lack of a holistic vision and/or community hub for town centre could risk long term viability as a vibrant market town centre.</p> <p>Online shopping reduces footfall.</p> <p>Loss of footfall from reduced station commuters.</p> <p>Loss of catchment spend to other competitor towns.</p>

CONTEXT

The new town grew with the introduction of the railway line & station in 1906, and this focus and centre is still relevant today. The train station is very popular with residents from within Beaconsfield and beyond using the station to commute to London for work or leisure (travel time 25 mins to London). Shopping facilities are a mix of SME and some larger chains with the addition of more eateries in recent years, providing variety for the high street shopping experience and creating more vibrancy. It is also host to the world famous Bekonscot Model Village. There are a few community facilities scattered around the new town, which, due to their separate and less than ideal locations, creates a disconnect, loss of community cohesion and missed opportunities. The new town also lacks a playground and has limited green space in the town centre.

The central broad aim is to maintain the new town centre vibrancy and create more of a community hub. This could be achieved by maintaining and providing a variety of quality shops, leisure, entertainment & community facilities. This will keep and increase footfall in the new town centre to support our population, attract more visitors and provide for current and future needs of residents and the significant amount of SMEs and other businesses.

SUMMARY OBSERVATIONS

Currently NT contains offices and SMEs in the main as well as some big chains. In the future retail frontages are likely to contract especially on the fringes of the commercial area. Offices are likely to contract in footprint, due to flexi home working. Offices, where not on the high street/ground floor, may convert more to residential especially in the side streets. Shops are likely to be similar to today, with a greater percentage in specialist shops as mainstream retailers continue to migrate online. These 'specialist' shops are where you need that personal contact or service, delivering to the specific needs of residents. More housing could be provided in the town centre including the side streets.

Other spatial, land use and connectivity factors that will shape the future vitality and viability of the new town starts with the recently opened A355 Relief Rd. Other measures that may come forward to address through traffic between A355/A40 and Penn will reduce congestion. The railway bridge provides poor pedestrian access. Better use of the railway site in terms of car park capacity and air space above, could add to high street landscape and provide a commercial and or leisure offering with residential. This could enhance viability of the new town. Ground floor commercial premises should be retained in the core high street scene. In particular Penn/Station Road from Jon James mans shop to Sports Scene/ interior design shop.

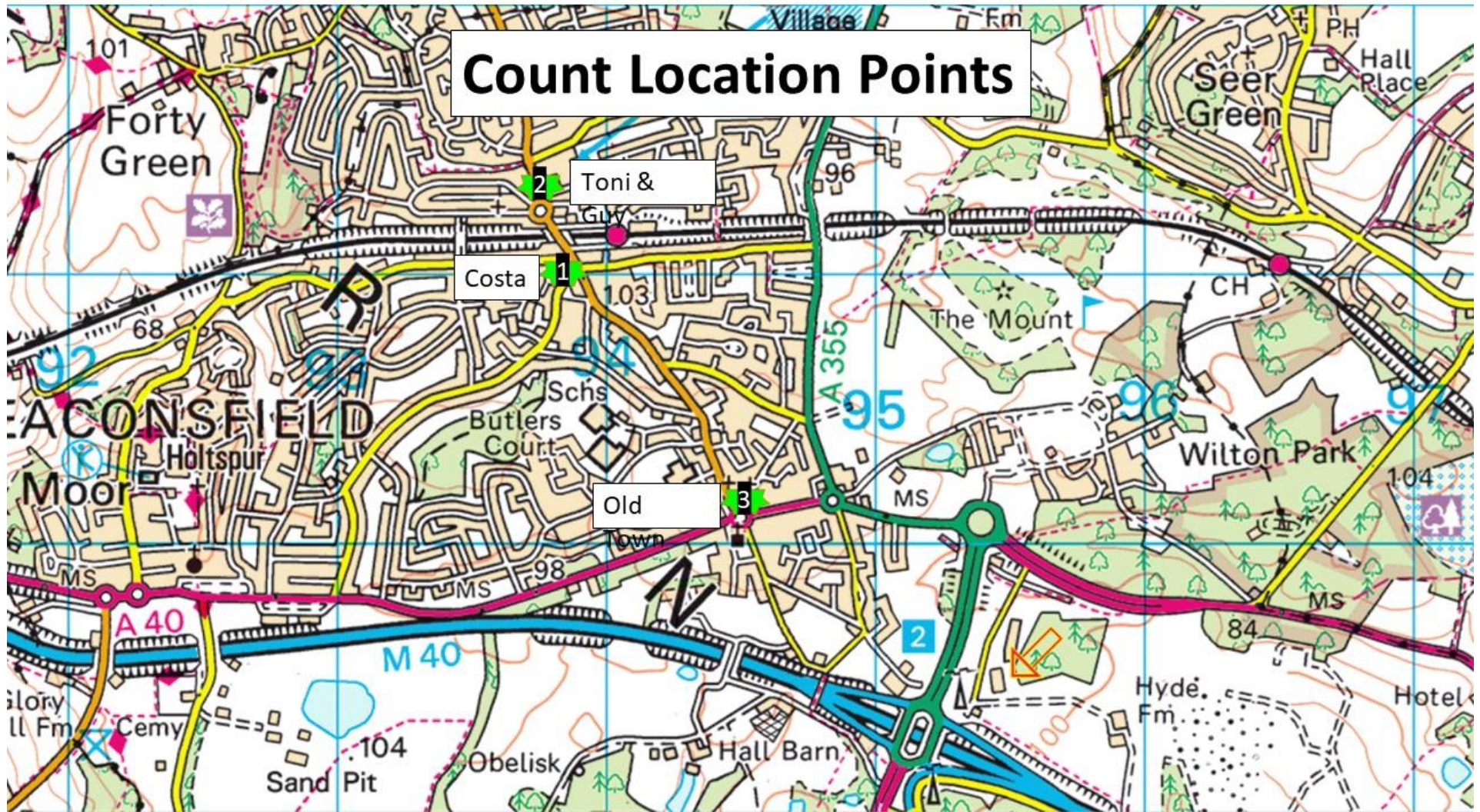


Why count Footfall?

Footfall is a key indicator of a town centre's vitality and viability; it tells us much about the nature of high streets, how they are used, and how they are changing. Footfall counting provides understanding of the situation facing England's towns as they attempt to recover from the impact of COVID19 and achieve longer-term transformation. To support high streets that do not have automated footfall counting, the High Streets Task Force has a manual counting regime that Beaconsfield Town Council is following. The basic data helps Towns monitor their recovery process and understand how and if their function and attractiveness may be changing as a result of COVID19. As part of the Neighbourhood Plan process Beaconsfield Town Council has undertaken counting to benchmark and track our high street vibrancy which will help inform any future plans.

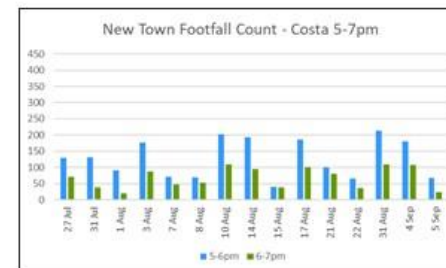
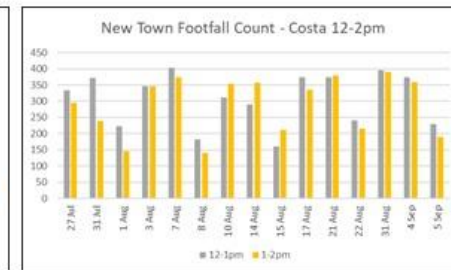
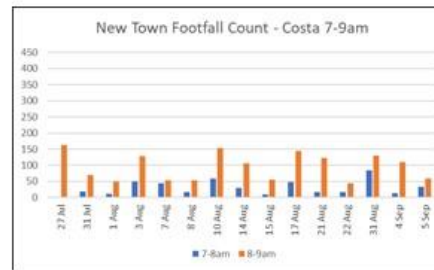
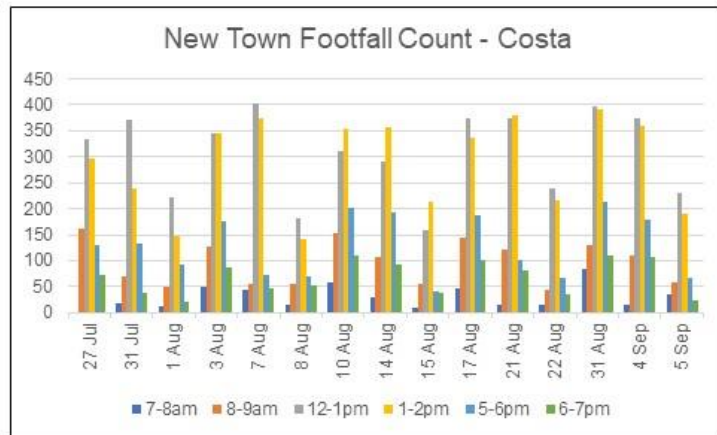
Beaconsfield Footfall Count

- 2021 – counted at Old Town, Costa and Toni & Guy over 5 of the 6 weeks between end July and early September (Tue, Sat & Sun)
- Data shows count averaged for each hour *(2 x 15 minute count x 2 = 1 hour count)* between
 - 7-9am
 - 12-2pm
 - 5-7pm
- 2020 data was counted at Costa and Beech House (McColl's side) Tue 18th, Sat 22nd and Sun 23rd August. Direct comparison with Costa data collected in 2021 Tue 17th, Sat 21st and Sun 22nd August



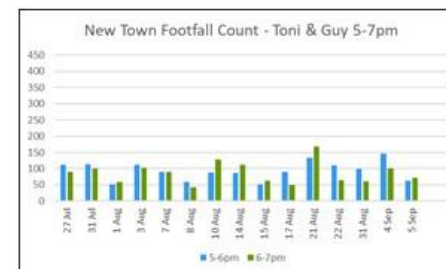
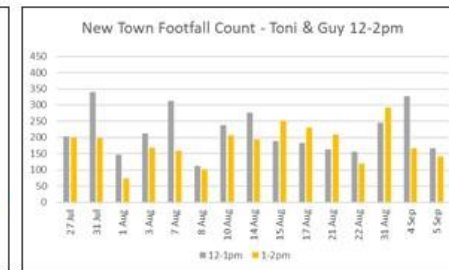
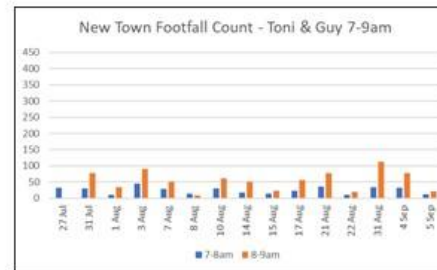
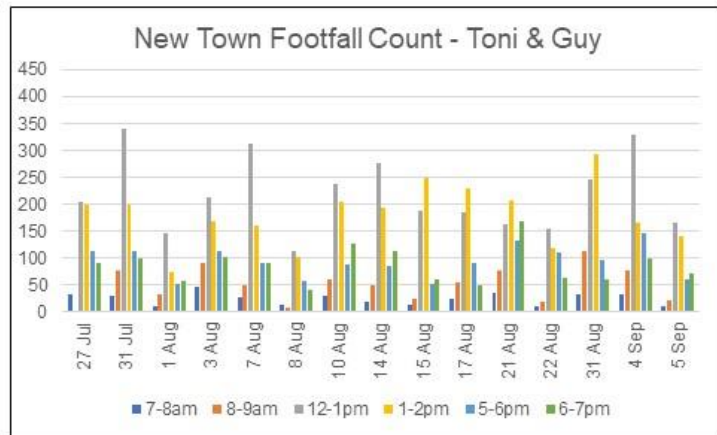
New Town Footfall Count 2021 – Costa

- Busiest counting point across Old Town/New Town
- Less footfall on a Sunday, presumably because some retail closed



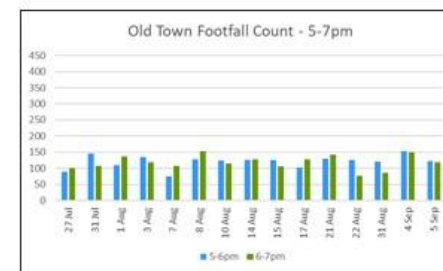
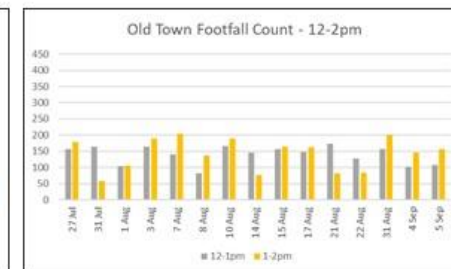
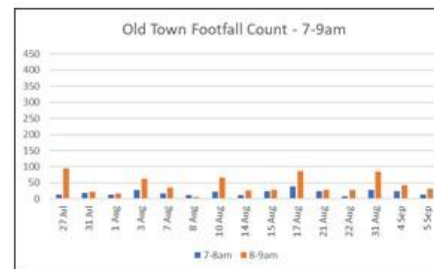
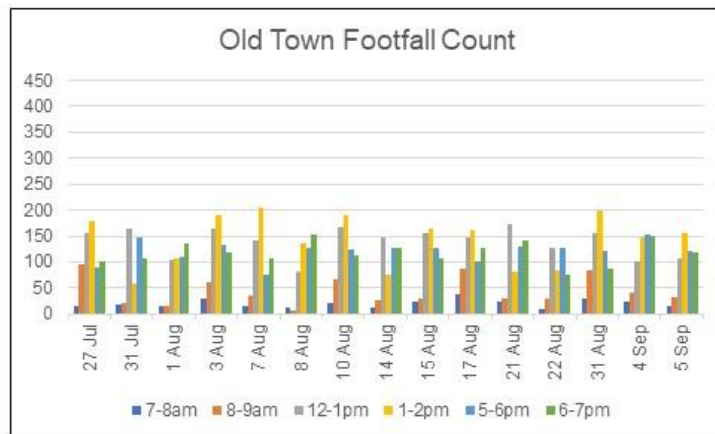
New Town Footfall Count 2021 – Toni & Guy

- Typically footfall much quieter than at Costa
- From observation, evening count seems to be driven a lot by The Beech House establishment



Old Town Footfall Count 2021

- More regular footfall across the lunchtime/evening periods, perhaps driven by eating establishments rather than retail



Beaconsfield Footfall Comparator 2020/21

- 2020 data was counted at Costa and Beech House (McColl's side) Tue 18th, Sat 22nd and Sun 23rd August.
- Direct comparison with Costa data collected in 2021 Tue 17th, Sat 21st and Sun 22nd August
- Data count process in 2020 at times counted 4x15 minutes in one hour and 0x15 minutes in other hour (rather than 2 x 15 minutes in each hour)
- Therefore only comparing data within each hour actually counted in 2020 vs 2021
- Cannot make a direct comparison between Beech House and Toni & Guy count, but is still indicative

Footfall Count 2020/21 – Costa data

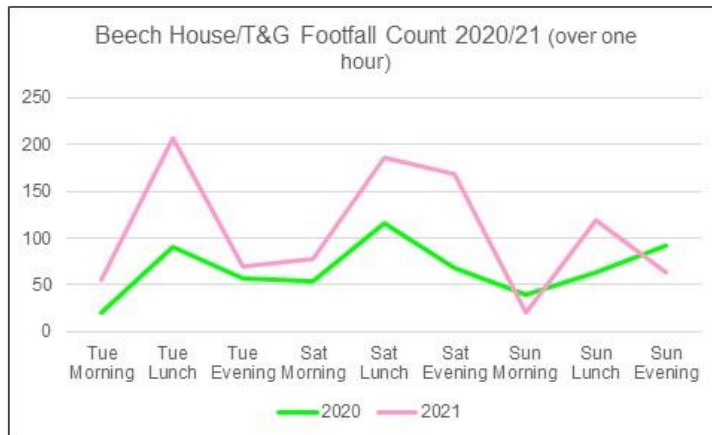
- Data shows an increased footfall in every period except one
- On average, a 39% footfall increase from 2020 to 2021, with largest growth (+70% over lunchtime)



Year on Year Growth at Costa	
Morning	33%
Lunch	70%
Evening	13%
Average	39%

Footfall Count 2020/21 – Beech House/T&G

- Data shows an increased footfall in every period except two
- On average, a 66% footfall increase from 2020 to 2021, with largest growth (+93% over lunchtime)
- Not a direct comparator given we switched sides of the street



Year on Year Growth at BH/T&G	
Morning	58%
Lunch	93%
Evening	46%
Average	66%

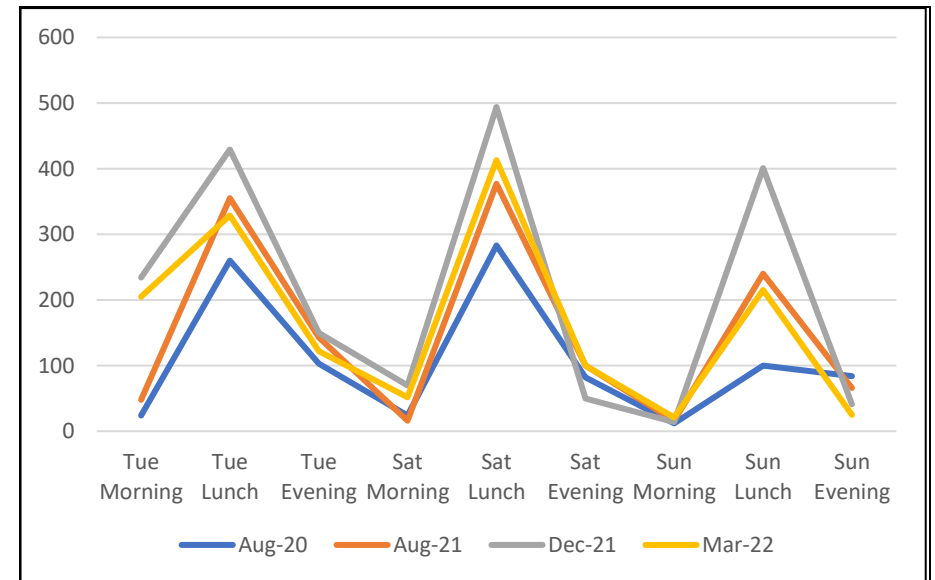
Footfall - How is Beaconsfield New Town Recovering?

Footfall Counting

- We have counted at Costa during Aug 20, Aug & Dec 21, Mar 22. We will continue to count every Aug, Dec & Mar
- The count is undertaken during one week (Tue, Sat & Sun, 7-9am, 12-2pm, 5-7pm)
- Counting is to High Streets Task Force standard allowing national comparisons
- Footfall Aug 20 to Aug 21 grew 70% year on year at lunchtime, 39% growth average across all counting periods. We have no comparable data for Mar & Dec yet.
- Nationally, footfall fell by around 15%^{*} Mar 19 to Mar 22, generally as a result of Covid restrictions. New Town footfall experienced a Dec 21 Christmas boost of around 33% higher than Aug 21 footfall, although Mar 22 levels were comparable with Aug 21.

* British Retail Consortium - April 2022

Costa Footfall Count 2020 - 22 (over one hour)



Aug 20 - Aug 21 Year on Year Growth	
Morning	33%
Lunch	70%
Evening	13%
Average	39%

PARKING – NEW TOWN

Perception: “Beaconsfield New Town Has a Parking Problem”.

What is the reality?

Supply

- Council Car Parks (payable 1hr to season ticket)
 - Altons (168), Penncroft (100), Warwick Rd (48)
- Street Parking
 - Assigned free parking in various streets (77) - ranges from 30 mins to 2hrs, includes 1 disabled
- Other Parking
 - Sainsbury’s 3hrs free (316), Waitrose 2hrs free (219), Chiltern Railways (payable day to season) (696), Bekonscot (85 + 25 overspill St. Michael’s)
- Total = 1,734 spaces*

Plus single yellow line parking (not between 11am-12 noon) typically < 5 minute walk and all-day street parking in residential areas typically <10 minute walk.

** does not include business parking not accessible for the general public*

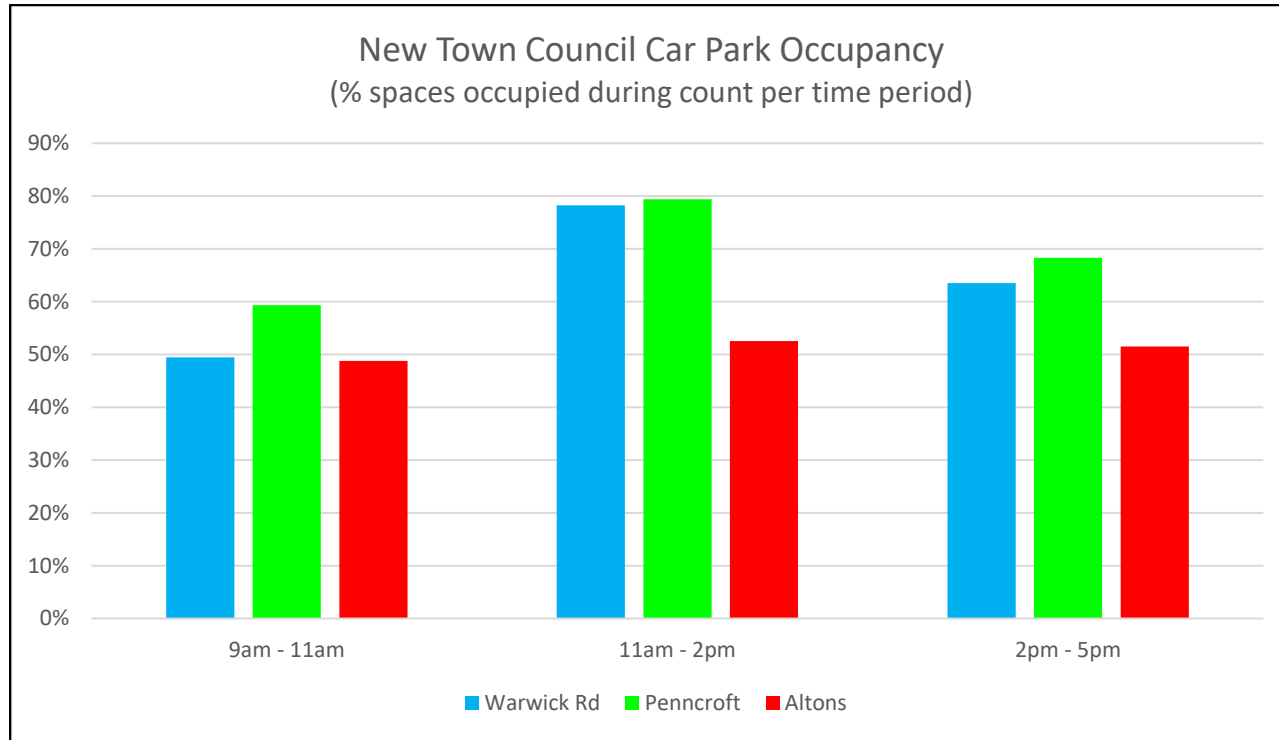
Demand

- Council Car Parks never full. Busiest times 90% occupancy, otherwise 50-70%. 75 season tickets
- Other Parking never full. Busiest times lunchtime & Fri/Sat 90% occupancy (except Station at weekend 60%), otherwise >70%
- Frequent ‘infringement parking’ on double yellow lines / on zig zags at crossings

So What is the Problem?

- Can’t get a space directly outside the shop I want to visit?
- Not prepared to park properly and walk?
- Want short-term free 30 minute parking?
- Just need to stop for a minute to pick up a coffee?
- Too many commuters parking in residential streets?

**Perception: “Beaconsfield New Town Has Parking Problem”.
What is the reality?**



Average Occupancy Across All Counts:
 Warwick Rd – 67.8%
 Penncroft – 71.3%
 Altons – 51.5%

Average Empty Spaces Across All Counts:
 Warwick Rd – 15
 Penncroft – 29
 Altons – 82

Counts: Warwick Rd 25 counts Aug 21 – Feb 22
 Penncroft 17 counts Oct 21 – Feb 22
 Altons 17 counts Oct 21 – Feb 22

Total Spaces: Warwick Rd 48
 Penncroft 100
 Altons 168

Counts: 9am – 11am Warwick Rd 4, Penncroft & Altons 3
 11am – 2pm Warwick Rd 11, Penncroft & Altons 7
 2pm – 5pm Warwick Rd 10, Penncroft & Altons 7

PARKING – OLD TOWN

Findings of a Parking Survey in the Old Town

A parking survey was undertaken in Beaconsfield Old Town from 25 to 29 April and from 9 to 13 May. On each day the survey was undertaken at 10:00 and again at 16:00. During the first week parking in the 4-Ends of Beaconsfield was filmed and all empty spaces were counted but during the second week just the empty spaces were counted. The parking spaces included in the survey were all the designated off-street parking spaces and included the assigned parking area in Wycombe End on the western edge before the 30mph sign. The filming from the morning and afternoon tours each day were compared accurately using two Apple Mac computers. The cars parked at 16:00 were checked against those parked at 10:00 to determine the cars are parked all day.

The results are tabulated in two spreadsheets:

- Count of empty parking spaces in the Old Town
- Empty parking spaces and cars parked at 16:00 having been there at 10:00.

Number of available parking spaces:

- Wycombe End	98
- Aylesbury End	43
- London End	132
- Windsor End	167
- White Hart car park	71
- Total	511

The main conclusions for empty parking spaces:

The average percentage availability of non-paying parking spaces for 10:00 was 7% (just 31 spaces), of which half related to the assigned parking area in Wycombe End before the 30mph sign. The lowest rate was 4%, the highest 15% with a median of 7%. The average percentage availability of non-paying parking spaces for

16:00 was 16%. The lowest rate was 10%, the highest 26% with a median of 16%.

A separate count was undertaken on a Saturday evening at 21:00 which revealed that the percentage availability of non-paying parking spaces was 12%.

The average percentage availability of all parking spaces (free and paying) for 10:00 was 18%. The lowest rate was 14%, the highest 25% with a median of 17%.

The average percentage availability of all parking spaces (free and paying) for 16:00 was 25%. The lowest rate was 20%, the highest 26% with a median of 23%.

The main conclusions for the cars being parked throughout the day:

The percentage of repeats between 10:00 and 16:00 for drivers not paying to park were:

- Wycombe End	29%
- Aylesbury End	43%
- London End	75%
- Windsor End	51%

For London End this means that most parking spaces are occupied throughout the day by office or shop workers, much reducing the availability of parking spaces for visiting customers. This also applies to Windsor End but to a lesser extent.

The percentage of repeats between 10:00 and 16:00 for drivers paying to park were:

- White Hart car park	2%
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This very low figures show how little the White Hart car park is used. Either drivers are unaware of the existence of this facility or drivers are reluctant to pay £3 to park for two hours or £6 for a day, when they could alternatively cruise around until they find a space, thus reducing the availability of parking spaces for visiting customers. The initial surveys conducted in August 21 indicated occupancy at

10am and 4pm on a week day to be c.65-71% with c.22% of cars parked there all day. The spreadsheets below show the current picture post COVID as summarised above.

Count of empty parking spaces in the Old Town

	Parking spaces		Counts at 10:0am and 16:00pm in April										Counts at 10:0am and 16:00pm in May								Mon-Fri Average		5/5 Thur 21:00	14/5 Sat 21:00
			Mon 25		Tues 26		Wed 27		Thurs 28		Fri 29		Mon 9		Wed 11		Thurs 12		Fri 13					
	Pay	FOC	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm		
Wycombe End North		73	16	23	12	22	21	27	22	19	12	15	23	26	9	26	12	14	14	16	16	21	21	20
Wycombe End South		25	1	4	0	2	0	7	3	1	0	3	3	2	1	3	0	2	1	3	1	3	3	1
Aylesbury End West		34	3	1	4	2	2	3	0	2	1	1	4	2	0	0	0	3	1	6	2	2	0	2
Aylesbury End East		9	3	1	4	2	2	2	1	1	1	0	1	1	0	1	1	2	2	2	2	1	1	1
London End North		60	0	0	0	0	0	2	2	1	1	2	4	2	2	3	0	2	1	4	1	2	0	1
London End South		72	3	2	1	5	3	4	9	4	9	3	7	7	2	8	2	4	1	2	4	4	3	0
Windsor End East		72	2	10	0	17	2	10	1	10	1	6	6	7	2	8	0	6	1	10	2	9	4	2
Windsor End West		95	6	29	1	64	3	18	5	27	5	20	17	20	1	33	2	13	4	27	5	28	27	27
White Hart Car Park		71	59	62	57	57	61	60	61	55	55	53	62	66	54	47	58	60	61	47	59	56	46	45
			(Market)																					
Total	71	440	93	132	79	171	94	133	104	120	85	103	127	133	71	129	75	106	86	117	90	127	105	99
FOC - Percentage space*			8%	16%	5%	26%	8%	17%	10%	15%	7%	11%	15%	15%	4%	19%	4%	10%	6%	16%	7%	16%	13%	12%
Percent space FOC or £3/2 hrs, £6 p/day			18%	26%	15%	33%	18%	26%	20%	23%	17%	20%	25%	26%	14%	25%	15%	21%	17%	23%	18%	25%	21%	19%

Total Parking Spaces 511

*FOC = Free of charge

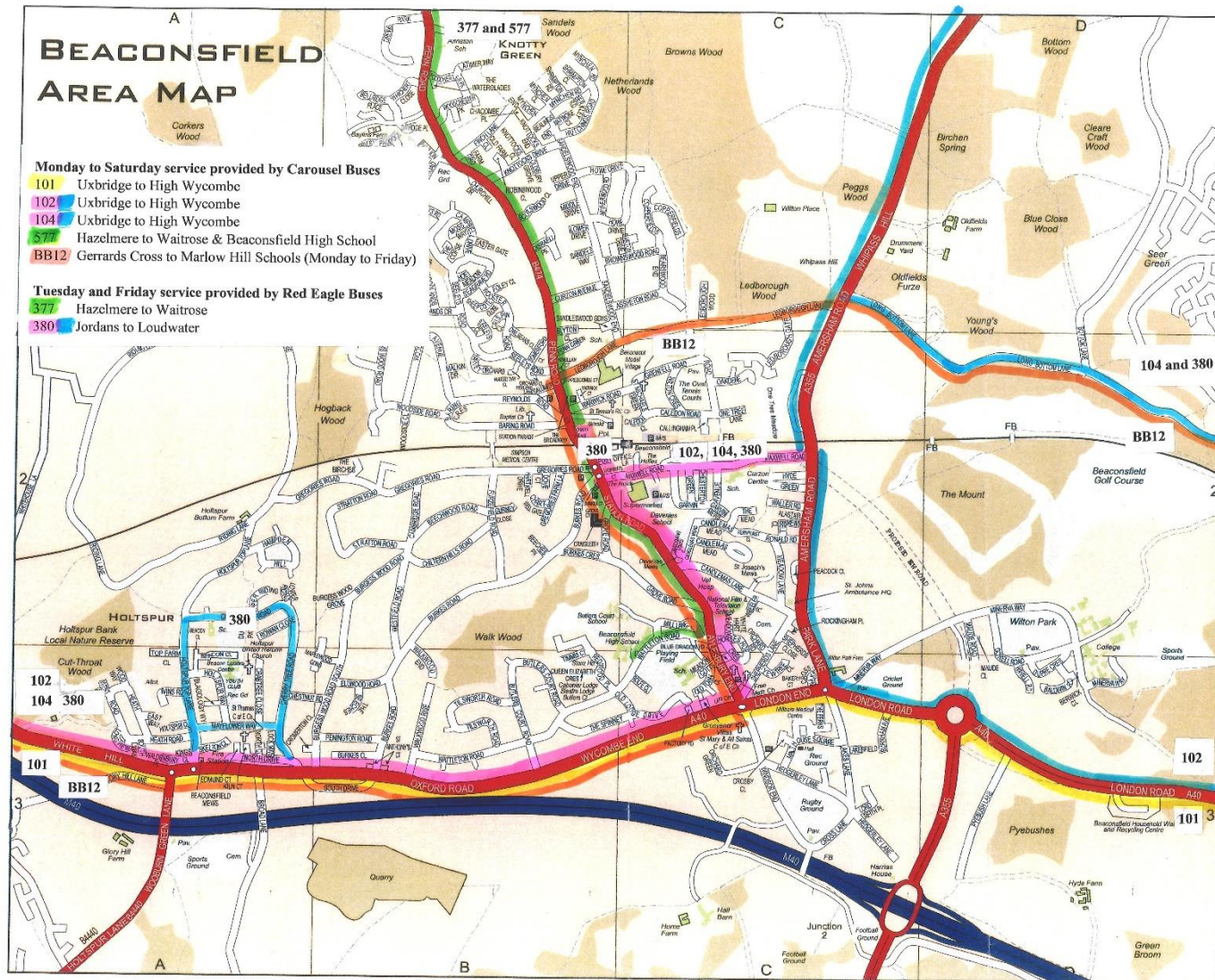
Empty parking spaces and cars still parked at 16:00 having been there at 10:00

	Parking spaces			Mon 25 April			Tues 26 April			Wed 27 April			Thurs 28 April			Fri 29 April			Average		Average
	Pay	FOC	Total	am	pm	Same Car	am	pm	Same Car	am	pm	Same Car	am	pm	Same Car	am	pm	Same Car	am	pm	Same %
Wycombe End		98	98	17	27	31	12	24	28	21	34	31	25	20	26	12	18	28	18%	25%	29%
Aylesbury End		43	43	6	2	21	8	4	21	4	5	17	1	1	17	2	1	17	10%	6%	43%
London End		132	132	3	2	116	1	5	101	3	6	93	11	5	90	10	5	98	4%	3%	75%
Windsor End		167	167	8	39	87	1	81	61	5	28	90	6	37	89	6	26	97	3%	25%	51%
White Hart Car Park	71		71	59	62	1	57	57	1	61	60	2	61	55	1	55	53	3	83%	81%	2%
Total spaces	71	440	511																		
Total empty parking spaces				93	132		79	171		94	133		104	118		85	103				
Free parking - percentage space				8%	16%		5%	26%		8%	17%		10%	14%		7%	11%		7%	17%	
Percent space with free parking or at £3 for 2 hours, £6 per day				18%	26%		15%	33%		18%	26%		20%	23%		17%	20%		18%	26%	
Cars parked all day						256		212		233		223		243							
Free parking (FOC)						63%		50%		57%		56%		59%							56.9%
Free and pay & display						50%		41%		46%		44%		48%							45.7%

Chiltern Railways

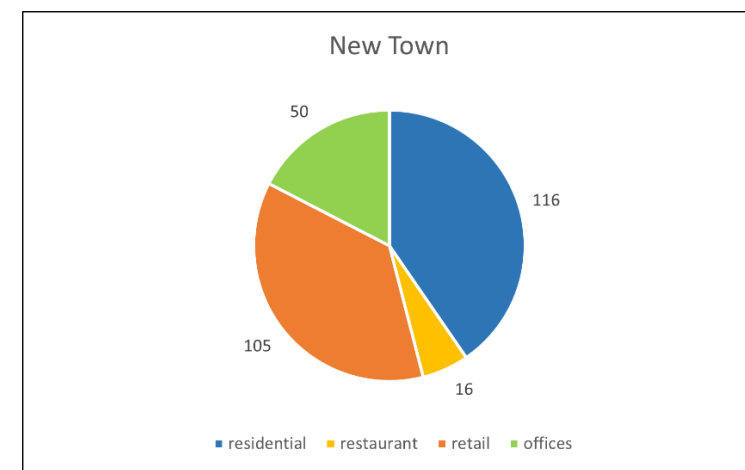
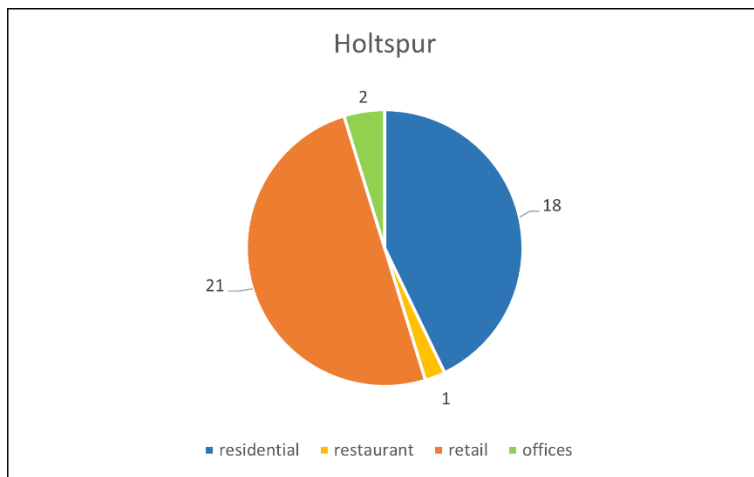
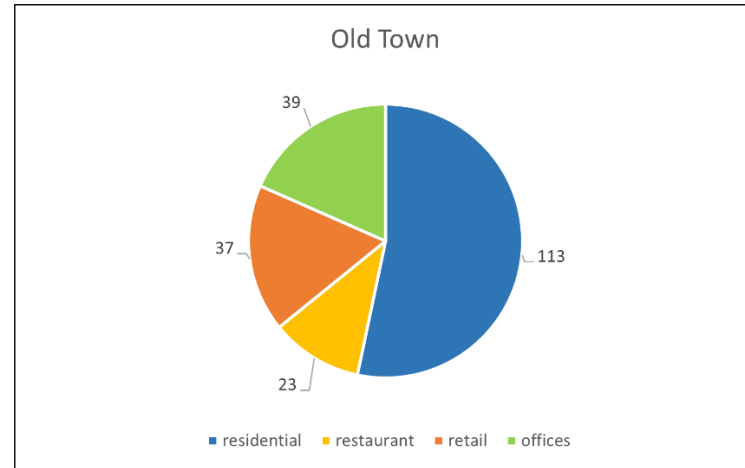
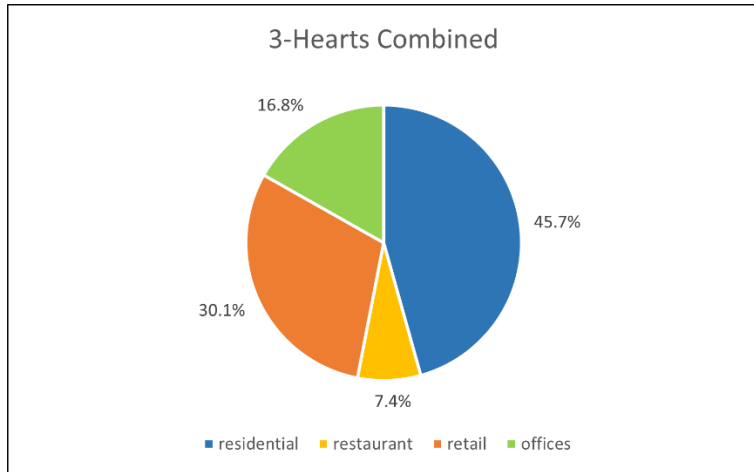
- New National Rail Contract runs 2022-2026 with option to extend to 2028
- Beaconsfield Station is leased from Network Rail
- Annual passenger numbers at Beaconsfield Station pre-Covid were more than 1.5 million
- Rail Delivery Group quoted as saying passenger numbers have returned to 80% pre-Covid levels. This level seen as the 'new norm'
- The long term view is that annual passenger numbers may return to pre-Covid levels by 2030 through natural demand growth
- Frequency of trains at Beaconsfield Station is limited by the number of platforms at Marylebone Station
- Currently, no plans to make any Beaconsfield Station changes other than improving service quality/customer experience
- Chiltern Rail have a de-carbonisation strategy, looking to replace diesel power units with electric and/or hydrogen before 2030
- Beaconsfield and Gerrards Cross stations have the highest priced car parks on the Chiltern Trains Network due to pre-Covid demand
- Car Park usage has fallen dramatically because of Covid
- Chiltern Trains is interested in expanding car park usage at weekends.

PUBLIC BUS ROUTES IN BEACONSFIELD



BEACONSFIELD HIGH STREET BUSINESS BREAKDOWN

Commercial centre vibrancy is key. High Streets in our modern society need to be social and leisure spaces for all age groups and not just a place to work and shop. They need to invite, connect and have heart. Being more community focused to stay relevant and thrive. Below is a breakdown of our 3 Hearts high street commercial areas.



COMMUNITY ASSETS

There are many facilities available in the town, which are listed below:

Churches and Church Halls:

St Thomas' Church and Hall, Mayflower Way
Holtspur United Reformed Church & Hall, Crabtree Close
St Mary's & All Saints & The Fitzwilliams Centre, Windsor End
United Reformed Church & Hall, Aylesbury End
Free Methodist Church, Shepherds Lane
Hope Church & Hall, Baring Road
St Teresa's & Hall, Warwick Road
St Michael's & All Angels & Hall, St Michael's Road

Sports:

Beacon Sports Centre & Theatre Space, Holtspur Way
Football Pitches, Wooburn Green Lane
Football Pitches, Wilton Park
Squash Club, Shepherds Lane
Rugby Club, Windsor End
The Oval, Tennis & boules pitch, Grenfell Road

Room Hire/halls:

1st Holtspur Scouts Hut, Cherry Tree Road
Youth Club, Holtspur Way
The Reading Room, Wycombe End
The Guide Hut, Malthouse Square
Rugby Club, Windsor End
4th Beaconsfield Scouts Hut, Ronald Road
The Curzon Centre, Maxwell Road
Town Hall Chamber, Station Road

Other:

Library, Reynolds Road
Allotments, Ivins Road
Bekonscot, Warwick Road
National Film and Television School Cinema, Aylesbury End

**Beaconsfield Neighbourhood Plan
Cycling Proposals
June 2023**



Cycle racks at Town Hall Green, Penn Road

1. Background

This document has been prepared as part of the Beaconsfield Neighbourhood Plan to bring together recommendations relating to cycling provision in and around the town. This has been translated into a number of key policies for the Neighbourhood Plan.

The Beaconsfield Cycle Path Action Group is a key supporter and promoter of cycling in the town and has for a number of years been directly involved with the development of a number of routes and fund raising for the provision of cycle racks around the town.

2. National and regional policy context

Good cycling networks are good for the health of people and the places where they live and work. It also has wider benefits for the environment including helping to reduce pollution and traffic congestion.

The second Cycling and Walking Investment Strategy (CWIS2) published in July 2022, outlines the government's ambition to make cycling and walking the natural choice for shorter journeys, or as part of a longer journey by 2040. This is set out in the following link www.gov.uk/government/publications/the-second-cycling-and-walking-investment-strategy/the-second-cycling-and-walking-investment-strategy-cwis2.

In addition, the updated February 2019 National Planning Policy Framework (NPPF) set out a number of key policies to promote healthy and safe communities (Section 8 – Paragraph 92) and promoting sustainable transport (Section 9 – Paragraphs 104-109). Key aims are to achieve healthy, inclusive, and safe places, and to ensure transport issues are considered from the earliest stages of plan making and development proposals. This includes encouraging walking and cycling to promote social interaction and enable and support healthy lifestyles. It

also includes the provision of safe and accessible, well designed, and legible pedestrian and cycle routes.

The Buckinghamshire Walking and Cycling Improvement Plan is currently out to procurement at the time of writing this report.

The key aim in Beaconsfield will be to **develop and enhance great cycling opportunities** through an improved network of safe routes and surfaces in and around the town, and into the outlying countryside and villages to reduce car usage and improve the health and wellbeing of residents.

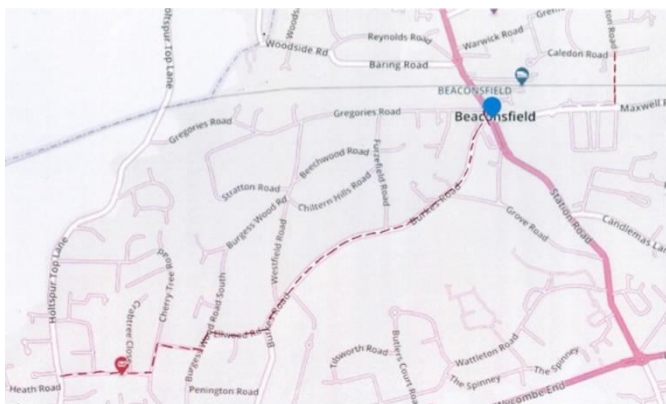
3. Current Provision

a. Cycle Routes

There are currently two short cycle routes in the town centre.

- A short, shared pedestrian/cycle path (north-south) which links Maxwell Road (opposite St Mary’s Church of England Primary School), and One Tree Lane), and,
- An east -west cycle lane on Burkes Road linking the New Town with Holtspur.

These are shown as a broken red line on the map below:



Maxwell Road-Wilton Road shared cycle lane/footpath

Further details are below:

1. **Maxwell Road to Wilton Road (Dual pedestrian/ cycle path)** - This is well used. No restrictions on use.
2. **Burkes Road (New Town) to Cherry Tree Road (Holtspur) - Dedicated cycle lane (both directions)** - Funded by Sustrans. There are restrictions on use by cyclists due to cars parking in the lane particularly during the day. This needs to be reviewed as a priority to ensure that the lanes can be used by cyclists effectively.

b. Cycle Racks

The Beaconsfield Cycle Path Action Group raised community funds for the purchase and positioning of new cycle racks in key parts of the town. The Penny Farthing cycle rack was chosen as this is robust and aesthetically attractive.

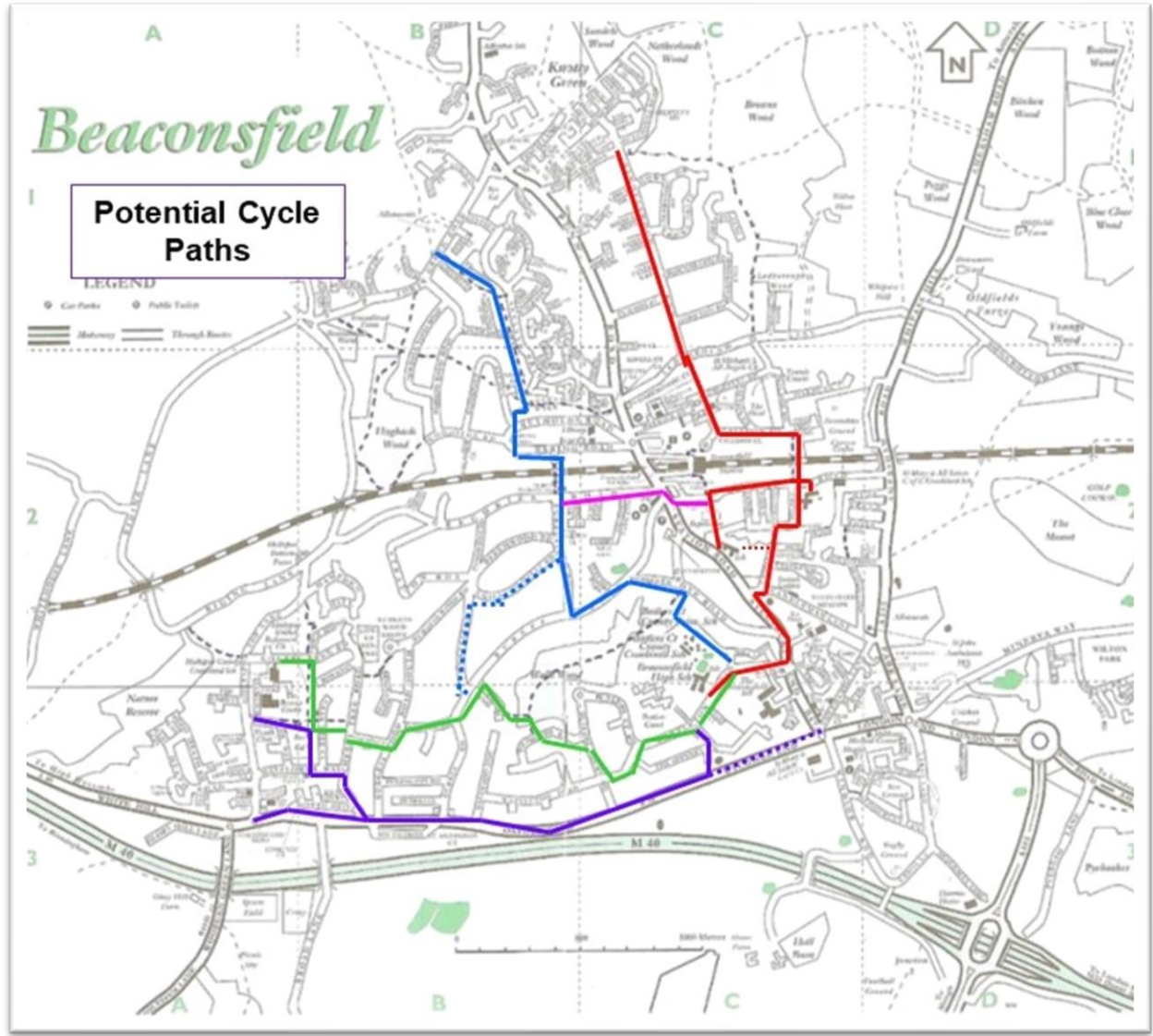
c. General Observations

Set out below is a SWOT [Strengths, Weaknesses, Opportunities and Threats (SWOT) relating to cycling in the town.

<p><u>Strengths</u></p> <ul style="list-style-type: none"> • Many keen cyclists across the generations - young and old, recreational, and more serious cyclists including visitors to the town • A focused Beaconsfield Cycle Path Action Group (BCP) which has been instrumental in promoting cycling in the town • A new shared pedestrian/cycle path between Wilton Park and the A355 as part of the emerging East - West route • Beaconsfield Cycles 6 Circular Routes map produced by The Beaconsfield Society in conjunction with BCP 	<p><u>Weaknesses</u></p> <ul style="list-style-type: none"> • No dedicated and clear North-South route or a West- East route which is unrestricted • Lack of clear links between schools and the key centres of population • New health centre on the A40 lacks a dedicated and clearly marked pedestrian/ cycle path to Holtspur, the Old Town and the New Town • The approach roads into the town are unsafe for cyclists due to the speed of cars • Roads are not wide enough for dedicated cycle lanes with parking restrictions. • Unsafe route for cyclists over the railway on Station Road in the New Town
<p><u>Opportunities</u></p> <ul style="list-style-type: none"> • Prioritise North – South and East - West route development • More dedicated dual use pedestrian/cycle/ scootering paths including designation of widened pedestrian path from Ledborough Lane to St Michael’s Green to a shared dual use cycle - pedestrian path as key part of North-South route • Cycle hub in town centre with information boards/maps to inform local residents and visitors to the town of potential routes into and around the town and into neighbouring countryside • Cycle racks positioned in all key retail, office, leisure, and multi occupancy residential buildings, and close to green spaces 	<p><u>Threats</u></p> <ul style="list-style-type: none"> • Developments in the town do not consider early enough the routes of cycle paths and shared pedestrian/cycle routes. • Anxiety amongst a minority of the community related to the safety of dual pedestrian/cycle routes • Lack of funding

4. Future State – The Sustainable Accessibility and Mobility Framework advocated in the Net Zero Transport report, published by the Royal Town Planning Institute in 2021, adopts a place-based approach to net zero transport by focusing on solutions that create better places and healthier, happier, more resilient communities. It also fits well with the emerging Local Cycling & Walking Infrastructure Plans (LCWIP) at the Buckinghamshire and Beaconsfield levels – locally, a proposed network is being developed in partnership with Beaconsfield Cycle Paths Action Group (BCP) to encourage more local journeys to be undertaken on foot and by bike. BCP proposed network of cycle paths below connects all 7 schools in Beaconsfield and is supported for implementation.

BCP Potential Cycle Paths map with different colour routes



5. How Planning Can Help Achieve Cycling Goals in Beaconsfield

There are four key guiding principles for the enhancement and development of cycling provision in Beaconsfield based on current provision and future needs and having regard to national and local planning and strategic policy.

- a. **Better health and wellbeing** – Design cycling provision to enhance the health and wellbeing of communities and residents in the town.
- b. **Balancing traffic and cyclists** – Develop and enhance our cycle provision to improve safety, help reduce reliance on the car, and so reduce congestion.
- c. **Creating effective spaces for cycle parking** - Achieve well designed spaces for cycle parking in the town centre which is key to improve access and use.
- d. **Widen existing pavements to facilitate change** – Seek to widen existing pavements to aid provision of dual pedestrian/cycle paths or dedicated cycle paths.

6. Key policy objectives

OBJECTIVE 1 - Better health and wellbeing

- **Developing a network of dedicated cycle paths/ lanes/ shared cycle/pedestrian paths in and around the town and into the neighbouring countryside to improve the health and wellbeing of residents.**
- **Developing the North – South, and East – West cycle routes as a priority to be supported wherever possible.**

These are vital to support cross sections of the community to travel safely around the town without using the car, reducing traffic congestion and associated pollution.

The recently resurfaced and widened Ledborough Lane to St Michael's Green pedestrian only footpath (Footpath no.40) to be designated as a dual cycle and pedestrian path as a vital link on the North – South route. This could be achieved with minimal public cost and considerable benefit to the community.

OBJECTIVE 2 - Balancing traffic and cyclists

- **Improving the safety of key approach roads into Beaconsfield and residential roads by reducing speed limits and introducing traffic calming measures to act as a catalyst for more resident cycling.**

OBJECTIVE 3 - Creating effective spaces for cycle parking

- **Achieve well designed spaces for cycle parking in the town centre by increasing the number and distribution of cycle racks around the town to improve access and use.**

OBJECTIVE 4 – Widen existing pavements to facilitate change

- **Seek to widen existing pavements to enhance the provision of dual pedestrian/cycle paths or dedicated cycle paths.**



Burkes Road Cycle Lane