STATEMENT OF REASONS

Wycombe Valley Link - Active Travel Scheme

Buckinghamshire Highways is proposing a series of improvements as part of the High Wycombe Valley Link Scheme, including new and upgraded crossing facilities, cycleway and shared use paths. The scheme also includes traffic-calming measures, the removal of trees and six on-street parking spaces on Temple End to facilitate a new crossing point, and changes to double yellow line restrictions. These improvements aim to enhance safety, accessibility and connectivity for all road users.

The proposals can be found in the table below, along with the reasons for these proposals.

<table>
<tr><th>Location (and Extents)</th><th>Proposal</th><th>Reasons</th></tr>
<tr><td>Coates Lane (Near house no. 12)</td><td>Introduction of a new toucan crossing</td><td rowspan="4">For ensuring legal enforceability and consistency in accordance with section 23 and section 122 of Road Traffic Regulation Act 1984. The proposal has been put forward to resolve the issues of inadequate pedestrian and cyclist crossing facilities.

For preserving or improving the amenities of the area through which the road / footway runs.</td></tr>
<tr><td>Glenisters Road (near the store pedestrian access)</td><td>Introduction of a new signal-controlled crossing</td></tr>
<tr><td>Bellfield Road (At the existing uncontrolled crossing on Western arm of the roundabout)</td><td>Introduction of a new raised parallel zebra crossing</td></tr>
<tr><td>Hughenden Boulevard (Southern arm of the junction with Hughenden Avenue)</td><td>Convert the existing pedestrian crossing to a toucan crossing to provide a shared-use crossing facility</td></tr>
<tr><td>Coates Lane (between Jumelle Mews and Hughenden Park)</td><td>Convert the existing footway to a shared-use pedestrian and cycle facility
[See Schedule 1 below]</td><td rowspan="5">The conversion has been proposed as part of the scheme’s aims in linking the shared-use path with the proposed crossings. Under Section 65 of the Highways Act 1980, Local Authorities can create these paths by converting the footway within the highway.</td></tr>
<tr><td>Hughenden Park (Along the existing path within Hughenden Park, between the northern gate access to Hughenden Manor and the southern park access from Coates Lane)</td><td>Upgrade the existing path to provide a new shared-use route for pedestrians and cyclists
[See Schedule 1 below]</td></tr>
<tr><td>Hughenden Boulevard (Southern arm of the junction with Hughenden Avenue)</td><td rowspan="2">New shared-use pedestrian and cycle facility
[See Schedule 1 below]</td></tr>
<tr><td>Hughenden Road (At roundabout - Northern arm)</td></tr>
<tr><td>Bellfield Road (At roundabout - Northern / Western side)</td><td rowspan="2">Introduction of new cycle track
[See Schedule 1 below]</td><td rowspan="2">To facilitate the safe and convenient passage of cyclists and other road users, encourage active travel, and preserve and improve the amenities of the area through the provision of a dedicated cycle track.</td></tr>
<tr><td>Glenisters Road (Between the roundabout and the crossing point with Temple End through an existing wall)</td></tr>
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Location (and Extents)	Proposal	Reasons
Hughenden Boulevard (Near Hughenden Park Student Village)	Introduction of raised tables (75mm high)	To facilitate the safe passage of all classes of traffic, including pedestrians, and to preserve and improve the amenities of the area through the introduction of raised table traffic calming measures.
Bellfield Road (At the proposed parallel zebra crossing)		
Temple End (At the junction with Benjamin Road)		
Benjamin Road (At the junction with Temple End)		
Coates Lane (Opposite 21-25 Coates Lane (Park Side)	Introduction of double yellow lines	To avoid danger to persons or other road users, prevent obstruction by parked vehicles, facilitate smoother traffic flow for large vehicles, and reduce the risk of property damage and traffic-related incidents.
Glenisters Road (Between the existing roundabout give-way line and proposed zig-zag markings)		
Glenisters Road (From the existing double yellow lines on Temple End to proposed zig-zag markings on exit lane of Glenisters Road)		
Coates Lane (At the proposed toucan crossing)	Removal of double yellow lines	To facilitate the provision of the proposed crossings and improve the safety and convenience of pedestrians, cyclists and other road users. The Order is proposed in accordance with Sections 45, 46, 49 and 124, and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984.
Bellfield Road (At the proposed parallel zebra crossing)		
Glenisters Road (At the proposed signal-controlled crossing)		
Temple End (At the junction with Benjamin Road)	Removal of six on-street parking bays (Resident Permit Holders Only HW3 Mon-Sat / Payment Parking Mon-Sat 9am-5pm 4hrs No Return Within 1hr)	
Glenisters Road (Southern arm of the roundabout at the entry/exit)	Removal of existing Zebra Crossing	To facilitate a new signal-controlled parallel crossing further south of the roundabout as part of the proposed segregated walking and cycling facility.
Glenisters Road / Temple End (Infront the junction of Temple End and Benjamin Road)	Removal of trees & removal of section of wall	To provide an improved crossing connection between Glenisters Road and Temple End Road, enhancing accessibility and network continuity. Under Sections 96A and 130 of the Highways Act 1980, the Highway Authority has powers and duties to remove obstructions and ensure the highway remains safe and available for public use.

SCHEDULE 1
Proposed Shared Use Paths / Cycle Tracks

Coates Lane – Western footway, from the existing corduroy paving, 10metres north of the Jumelle Mews junction to the proposed toucan crossing on Coates Lane, approximate length of 50metres and Eastern footway, on the other side of crossing point, approximate length of 13metres.

Hughenden Park – Along existing path, from the proposed toucan crossing on Coates Lane to the boundary of High Wycombe across Hughenden Park, approximate length of 535metres.

Hughenden Boulevard – Western footway, from the proposed dropped kerb for cyclists joining the shared use path on Hughenden Boulevard to the signal-controlled crossing on Hughenden Avenue, approximate length of 34metres and Eastern footway, on the other side of crossing point, approximate length of 13metres.

Hughenden Road – Northern footway, from the proposed tramline / ladder paving to the proposed corduroy paving, approximate length of 17metres.

Bellfield Road – Northern Footway, from the proposed dropped kerb for cyclist on Bellfield Road to the proposed tramline paving at roundabout (northern footway), approximate length of 45metres.

Bellfield Road / Glenisters Road – Western footway, from the proposed dropped kerb for cyclists rejoining the carriageway on Bellfield Road to the proposed signal-controlled crossing on Glenister Road, approximate length of 95metres.

Glenisters Road / Temple Road – Crossing across vegetation area between Glenisters Road and Temple End, approximate length of 9metres.