Officer Decision Report

Date:	**5 November 2026**
Title:	**Wycombe Valley Link – Active Travel Scheme Consultation**
Cabinet Member(s):	**Councillor Thomas Broom - Deputy Leader and Cabinet Member for Transport**
Ward Member(s):	**Councillor Mazamal Hussain, Cllr Lesley Clarke, Cllr Mahboob Hussain, Cllr Sarfaraz Raja, Cllr Chris Chilton**
Author:	**Rub Nawaz** Rub.nawaz@buckinghamshire.gov.uk
Ward(s) affected:	**Disraeli, Abbey, Terriers & Amersham**
Decision:	**Approval to proceed to Statutory Consultation for the introduction of new/upgraded footway and cycleways, shared use paths, new and upgrading of existing crossing points, removal of section of wall, and trees, as well as introduction of traffic calming measures at Temple End, Glenisters Road, Bellfield Road, Hughenden Boulevard, Coates Lane and through Hughenden Park. Implementation of a permanent Traffic Regulation Order (TRO) to remove parking bays on Temple End, and amendments to the extent of the existing double yellow lines to accommodate the new crossings.**
Reason for Decision:	**Statutory consultation in line with obligations under Highways Act 1980, section 4 of The Highways (Traffic Calming) Regulations 1999, section 3 of The Highways (Road Humps) Regulations 1999, Road Traffic Regulation Act 1984 (RTRA 1984), Section 3 of the Cycle Tracks Act 1984, Sections 62, 65, 66 and 96A of the Highways Act 1980, Section 115 of the Environment Act 2021.**

1. Background

1.1 The Wycombe Valley Link is a proposed walking, cycling and wheeling route in High Wycombe. It forms part of the adopted High Wycombe Local Cycling and Walking Infrastructure Plan (LCWIP) and aims to create a safer, more convenient connection across High Wycombe connecting via High Wycombe train station and town centre through to Wycombe Marsh.

1.2 The first proposed section of the route that is being brought forward is between Hughenden Park, Coates Lane, Hughenden Boulevard and Temple End, passing Glenisters Road and Bellfield Road.

1.3 The scheme intends to make active travel easier and more attractive for everyday journeys. The proposals include:

- New and upgraded pedestrian and cycle crossings
- Sections of segregated cycle lane
- Wider and improved footways
- Better links with existing shared-use paths

1.4 The route will link key local destinations including green spaces, residential areas, student accommodation, an assisted living facility, a major supermarket and the town centre.

1.5 Table 1 below illustrates the site location and outlines the proposed works:

Table 1 - Locations and its proposals

Road Name	Extents	Proposal
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 (approximately 535m in length).	Upgrade the existing path to provide a new shared-use route for pedestrians and cyclists – extension of Double Yellow Lines
Coates Lane	Opposite 21-25 Coates Lane (Park Side)	Extension of Double Yellow Lines
	Near house no 12	Introducing a new toucan crossing
	Between Jumelle Mews and Hughenden Park	Convert the existing footway to a shared-use pedestrian and cycle facility
	At the proposed toucan crossing	Removal of existing Double Yellow Lines
Hughenden Boulevard	Southern arm of the junction with Hughenden Avenue	Convert the existing pedestrian crossing to a toucan crossing to provide a shared-use crossing facility
	Near Hughenden Park Student Village	Upgrade the existing uncontrolled crossing with the introduction of a raised table crossing

Road Name	Extents	Proposal
Bellfield Road	At the existing uncontrolled crossing on Western arm of the roundabout	Introduce a new raised parallel zebra crossing
	At roundabout (Northern / Western side)	Introduction of new cycle track
	At the proposed Parallel Zebra crossing	Removal of existing Double Yellow Lines
Hughenden Road	At roundabout (Northern arm)	Extension of existing shared use pedestrian and cycle facility
Glenisters Road	Near the store pedestrian access	Introducing a new signal-controlled crossing
	Between the roundabout and the crossing point with Temple End through an existing wall	Introduction of new cycle track
	Southern arm of the roundabout at the entry/exit	Removal of existing Zebra Crossing
	Between the existing roundabout give way line and proposed zig-zag markings	Introduction of No Waiting at Any Time (Double Yellow Lines – to be effective 24 hours a day, 7 days a week)
	From the existing double yellow lines on Temple End to proposed zig-zag markings on exit lane of Glenisters Road	
	At the proposed signal-controlled crossing	Removal of existing Double Yellow Lines
Temple End	At the junction with Benjamin Road	Introduction of New Raised Table
	At the junction with Benjamin Road	Removal of existing six on-street parking bays (Resident Permit Holders Only HW3 Mon-Sat / Payment Parking Mon-Sat 9am-5pm 4hrs No Return Within 1 hr)
Glenisters Road / Temple End	Infront the junction of Temple End and Benjamin Road	Removal of Trees & removal of section of wall
Benjamin Road	At the junction with Temple End	Upgrade existing crossing with a raised table

2. Authority to take this decision.

2.1 The Council scheme of delegation is contained within the Council's constitution.

3. Other options available, and their pros and cons

3.1 The scheme has been developed through a feasibility assessment. Other options considered have already been ruled out through the design stage.

4. Local Councillors & Community Boards consultation & views

4.1 Cabinet Members were engaged and consulted to secure their initial feedback on the proposal. Ward Member for Disraeli has been engaged throughout the development of the scheme, engagement with other Ward Members is planned during the consultation.

5. Financial & Legal Implications

5.1 The scheme is fully funded by Council funding, CIL funding, High Wycombe Community Board and Active Travel England.

5.2 As Highway Authority, the Council has permitted development rights under The Town and Country Planning (General Permitted Development) (England) Order 2015 Part 9 to carry out these works.

5.3 Section 122 of the Road Traffic Regulation Act (RTRA) 1984 places a duty on Buckinghamshire Council to secure the expeditious, convenient, and safe movement of vehicular and other traffic (including pedestrians), on its highway.

5.4 Buckinghamshire Council as the local Highway Authority and while having regard to the matters specified in Sections 90A-90F respectively of the Highway Act 1980, have proposed to introduce a raised table. Section 3 of the Cycle Tracks Act 1984, Section 62 (general powers of improvement), 65 (cycle tracks) and 66 (safety provisions) of the Highway Act 1980 allows the local traffic authority to make provision in respect of general improvements, cycle tracks and traffic calming/crossings and safety islands.

5.5 Under Section 115 of the Environment Act 2021 and Section 96A of the Highways Act 1980, local authorities face a statutory duty to consult the public for 28 days before felling any healthy street trees on urban roads. Section 154 of the Highways Act 1980 places a duty on Buckinghamshire Council and gives the highway authority powers to require the removal or cutting back of trees, shrubs and hedges that obstruct or endanger highway users.

5.6 The Highways (Traffic Calming) Regulations 1999 allows the local traffic authority to make provision in respect of all traffic calming measures such as build-out, speed cushion and raised table etc. Section 23 of the RTRA 1984 states that local traffic authority may establish crossings for pedestrians on roads for which they are the traffic authority and may alter or remove any such crossings.

5.7 Traffic Regulation Orders, including legal orders governing changes to parking, are made under the provisions of Sections 1, 2 and 4 for the RTRA 1984.

5.8 When the decision is taken and recommendations agreed, a Traffic Regulation Order (TRO) will be made, including a Temporary Traffic Regulation Order to allow the

scheme to progress. Correspondents to the consultation and those who will likely be affected will be informed of the decision taken.

5.9 If approved, a key decision will be the authority for Buckinghamshire Council to 'make' as well as publicise the respective TROs and advertise a Notice of Making in the local press in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

6. Your questions and views

6.1 If you have any questions about the matter contained in the paper, please get in touch with the Contact Officer whose email address is given at the head of the paper.

7. Background Papers

7.1 Appendix 1 – Consultation Plans

Approval Signature



Rub Nawaz

Programme & Projects Manager

Date: 5 November 2026