

Brief for a
Project to Create an
Improved Village
Centre for Prestwood,
as a Focal Point for
the Community with
Improved Road
Safety

Prestwood Revitalisation Group
(A working party of Great
Missenden Parish Revitalisation
Group)

*“It always seems impossible
until it is done.”-*

Nelson Mandela

November 2015

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1.1 Introduction

This brief has been prepared by Prestwood Revitalisation Group, (PRG), a sub group of Great Missenden Parish Revitalisation Group (GMPRG). The members of this voluntary group met whilst contributing to the Great Missenden Parish Village Design Statement (VDS) and formulated PRG to try to continue development of projects already identified by the community, in a public consultation of the Market Town Health Check, known locally as Community Vision for HP16 (CV4HP16).

Government guidance; The Department of Transport and Communities and Local Government document, "Manual for Streets ", has brought about a significant change in the way streets should be designed, requiring streets to be attractive places, with a local distinctiveness and identity, which meet the needs of all users.

Both this guidance and the defined local need initiated this project; to provide a village centre that serves the needs of the local community.

With funding provided by the Missendens Local Area Forum (LAF) and GMPRG, Ben Hamilton- Baillie of Hamilton- Baillie Associates spent a day in Prestwood in October 2014, followed by an evening presentation to local councillors and major stakeholders.

Since then, supported by the Great Missenden Parish Council (GMPC), our local Bucks County Council (BCC) Councillor and Chiltern District Council (CDC) Councillors, further funding from the BCC Leader's Fund, GMPRG and the Missenden's Local Area Forum (LAF) was granted for this project.

The next stage is initial concepts for the following main objectives-

- 1) A place- making study to look at how Prestwood might have a more aesthetically pleasing and defined village centre; to create a 'heart' of the village.
- 2) Design a low speed environment that caters for motor vehicles, cyclists and pedestrians inclusively; making it safer and more comfortable to walk or cycle around the village.
- 3) Regenerate the village centre of Prestwood, so that is worthy of its location within the Chilterns Area of Outstanding Natural Beauty.

A more detailed list of objectives can be seen on page 14.

2. Background

2.1 Community Vision for HP16 (CV4HP16)

In 2005 a large group of people from Great Missenden, Prestwood and surrounding villages got together to start this project. Their aim was to research the views of the local community and identify needs and wishes for the future of the area.

Using the government-funded 'Market Town Health Check' format, local residents were consulted on the strengths, weaknesses and opportunities facing their communities.

All residents were consulted via a questionnaire, covering all aspects of village life including the environment, the economy, community, transport and communication. The resulting findings highlighted, amongst others, traffic and parking and a sense of community as problem areas.

For Prestwood local people had responded –
“Prestwood is a significant centre of population- amongst the largest villages in the UK- but lacks a real centre for community focus”.

The results of the consultation were published in 2009. Within them there were many comments from people who expressed as a 'dislike' the volume and speed of traffic, through both Prestwood and Great Missenden, and the heavy goods vehicles that pass through the area to and from High Wycombe. Further concerns were raised about through traffic making side roads into 'rat runs'.

The Draft Action Plan in the CV4HP16 lists a Traffic Management Plan as a high priority, evidencing traffic and traffic calming as major concerns.



2.2 Great Missenden Parish Village Design Statement

Another of the main strategies of the emerging Community Vision for HP16 was to have a Parish village design plan to provide guidance to residents, developers and architects. It was hoped that, after a period of consultation in 2012, it would be adopted by Chiltern District Council as supplementary Planning Guidance.

In the Parish Village Design Statement, under Section 4 Community Guidelines for Prestwood, 4.5. stated the need for:

“The redevelopment of the centre of the village to help bring cohesion to the community.”

Section 8-

“The main “focus” of the village is in the area of the village hall and the shops along Chequers Parade. It is fairly open in character but, because of the piecemeal nature of its development, needs a plan for improvement.”

Further on in Section 9, Highways and Traffic it says-

“The Parish benefits from good rail services to London and Aylesbury. However, for those wishing to travel elsewhere, limited bus services make residents very dependent on private transport. As a consequence, local roads are heavily used, particularly the High Streets of Great Missenden and Prestwood, the A4128 and the A413. As few roads were designed to meet the needs of modern traffic, this leads to a number of problems. In particular:

- ***Speeding, particularly through the narrow roads in the villages.***
- ***Heavy goods vehicles using unsuitable roads and ignoring weight restrictions.***

Another consequence of the dependence on private transport is that the provision of car parking is important to residents and local businesses.

Highways and Traffic Guidelines

9.1. Speed limits throughout the area including the outlying villages should be enforced - in particular the 20mph limit in Great Missenden High Street, the 30mph limit in High Street Prestwood and on the Wycombe Road. 20mph speed limits should be introduced around local schools, the signage of existing weight and length restrictions for heavy goods vehicles should be improved and then enforced. Routes avoiding the main streets and bridges should be clearly identified so that traffic can choose alternative routes.”

Clearly speeds throughout the area were thought to be an issue, highlighting the need for traffic calming. The comment about weight restrictions refers to the weight limit on the railway bridge at the bottom of Martin's End Lane. Alternative routes for heavy vehicles through Prestwood are via narrow country lanes.

2.3 Jacobs Babbie Report on the A4128

In May 2005 leading highway safety consultants, Jacobs Babbie, submitted a report commissioned by BCC: Development of a Route Strategy A4128 High Wycombe to Great Missenden.

The report gives an excellent description of the highway through Prestwood, which can be seen in Appendix 3.

This report identified the A4128 through Prestwood as a local 'distributor' road. As such, Jacob's Babbie's recommendation is that the road should be downgraded from an "A" classification to a "B" road, as it was not fit for purpose as an "A" road.

This has not been implemented and nor have many of the recommendations for the Prestwood section of the A4128, primarily due to budgetary constraints.

This new study creates an opportunity to review safety measures through Prestwood in a fresh light, creating a low speed environment to change the mind set of motorists to give more consideration to local residents.

3. Current situation -Highway safety

3.1 Accident Data

In 2011, the 3 year accident data for the Great Missenden Parish, which includes location and severity, recorded 9 serious collisions and 48 'Slight,' resulting in 13 'Serious' and 65 'Slight' casualties. See Appendix 4.

Since the Road Traffic Act of 2006, accidents have only been recorded by Police when they have actually attended incidents where personal injury is involved, i.e. killed or seriously injured, other incidents are not recorded. So a number of more recent accidents have not been recorded. Data for the last ten years can be seen for Prestwood on- <http://www.crashmap.co.uk/>

3.2 Traffic Volume Counts

Nationally traffic on UK roads is increasing by approximately 4% per year. Data has been provided, by the Traffic Data Unit of BCC, for 2 weeks in September 2014 for 2 locations on the A4128 at each end of the village.

This shows, for Monday to Friday, typical flows of between 7000 and 8500 vehicles per 24 hour period (about 3500 to 4250 each way). About 80/85% of the total traffic flow is in the 12 hour period from 0700 to 1900.

Peak traffic volumes occur from 0800 to 0859 with around 350/450 vehicles in that hour in each direction. Weekend 24 hour traffic is about 20% less than weekdays on Saturday and 35% less on Sunday. Peak traffic flows are about 320 on Saturday and 250 vehicles on Sunday.

3.3 Community Speedwatch

A local volunteer-led, Community Speedwatch for Prestwood commenced in 2008. See <http://prestwoodva.org.uk/community-speedwatch-team-commended/>

The statistics, gathered within the one hour sessions throughout the year at various sites in Prestwood, i.e. the A4128 and notorious rat runs, using either the Community Speedwatch equipment owned by the Parish Council or, more recently, the SID (Speed Indicator Device) provided and supported by local Community Police, are fed into the DVLA database. Letters are then generated and sent to the registered owners of vehicles excessively exceeding the speed limit, to increase speed awareness.

3.4 Moveable Vehicle Activated Signs (MVAS)

Prestwood's first 3 MVAS sites were provided in 2013 at A4128 Wycombe Road (near junction with Sixty Acres Road), A4128 High Street (opposite Barley View) and in Green Lane. The Nairdwood Lane site came into operation in 2015 and 2016 sees the addition of two more – Honor End Lane (near junction with Greenlands Lane) and Lodge Lane (near Widmere Field junction), making 6 in total.

The Prestwood "Benders & Swivellers" volunteer team move the MVAS unit monthly from one site to the next, swivelling the unit after 2 weeks to face the other direction. The statistics collected, showing speed and volume of traffic 24/7, are collated by the Great Missenden Parish Council and fed on to Thames Valley Police. For further info see <http://misbournenag.org.uk/history/> and <http://prestwoodva.org.uk/moveable-vehicle-activated-signs/>

See statistics of 'blind 'monitoring using the MVAS signs, without flashing in 2015 on Prestwood High Street and Wycombe Road, Appendix 5.

Whilst both Speedwatch and the MVAS sign have gone a long way to improving speed awareness in the village, they do not address the overall effect of speed through the village on the environment.

4.1 Prestwood

As outlined in Dorset AONB Partnership guidelines- "Traffic in Villages, Safety and Civility for Rural Roads", there is a process to be gone through in order to respond to the growing volume of traffic through villages.

The first step in the toolkit is to establish a clear picture of the village, how it developed in the past, what it is like today and what it could become in the future. In order to develop a 'sense of place', a heart for the community, it is important to consider the unique characteristics of the village.

The Heritage Council's Village Design Statement programme describes the need to embrace the history and identity of a settlement as follows-

“the sense of place created by a village’s cultural heritage links directly to a community’s sense of identity, which can ultimately enhance people’s overall sense of being and belonging and quality of life”.

4.2 Prestwood Past

Prestwood, derived from its Anglo Saxon name "Priestwood", as a settlement dates back to the Middle Ages. In the 1800's, much of the beech, oak and ash woodland covering the area had been cleared to enable agriculture and cherry orchards. There were also large areas of common land, such as Kiln Common, where local people lived and worked in cottage industries such as the production of chair legs and lace- making.

Great Missenden and Prestwood served as resting points for travellers going between London and Birmingham.

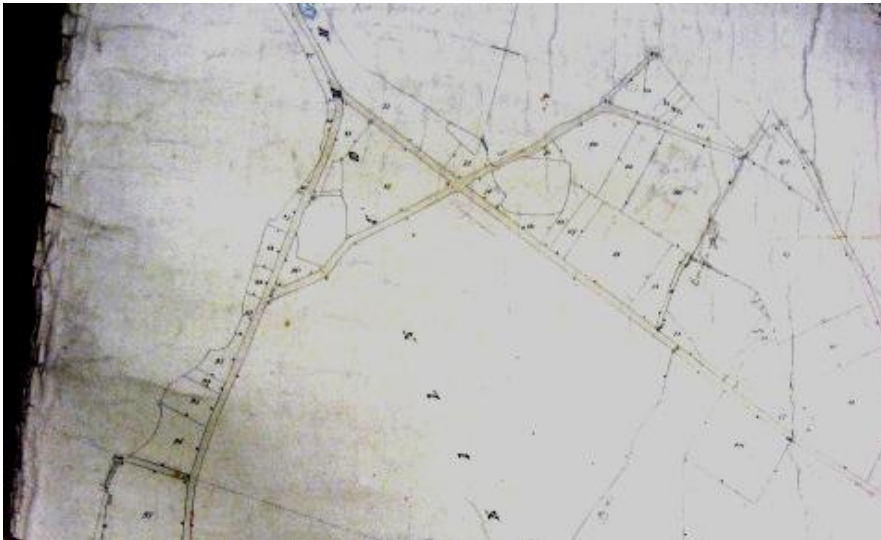
In 1892 the railway arrived, changing the area and local economy. The area then evolved from being primarily agricultural to providing new housing development as part of London's commuter belt.

One of the most significant changes to the village has been the development of new housing estates such as Wrights Lane and the Lodge Lane area, contributing to increasing the size of population of the village to its present day figure of approximately 6,000.

Further details on the history of the village and an excellent rendition showing how development has changed the major routes through the village can be seen at- www.prestwoodarchive.org.uk/



View of Chequers pub from Honor End Lane late 1800s- Prestwood Archive



Inclosure map 1854



High Street from 'Chequers Inn', Prestwood.
View of High Street early 1900s- Prestwood Archive

4.3 Prestwood today



In order to recreate the village centre it is necessary to look at its context. Many changes have occurred in the village over the years, but Prestwood today remains within the Chilterns Area of Outstanding Natural Beauty. As such, the settlement is located in a predominantly rural landscape of rolling farmland, ancient hedgerows and beech woods.

Whilst the settlement itself is not within the Metropolitan Green Belt, it is surrounded by it, resulting in intensive development of the urban area to protect the countryside.

Over the years new development has eroded the rural feel of the village, but local people still regard Prestwood as a village. However, with the A4128 cutting through the village, and the demise of shops on the High Street, there is no easily recognisable village centre.

With regard to the roads, standard methods of road design and road signs have added to the urbanisation of the village. As a result the original historic character of the village and its special status as a village within the Chiltern's AONB has not been respected.





Aerial view of de facto village centre

4.4 Prestwood future?

This is the point at which PRG look for expert professional advice for design of a new village centre, worthy of its location within the AONB.

Having seen the huge potential that can be created by redesigning the highway, as evidenced by larger projects, such as the award winning scheme for Poynton in Cheshire, see below, we now need a similar approach in Prestwood, albeit on a much smaller scale. The regeneration of the village of Poynton can be seen at- <https://www.youtube.com/watch?v=-vzDDMzq7d0>



Photographs courtesy of Ben Hamilton- Baillie

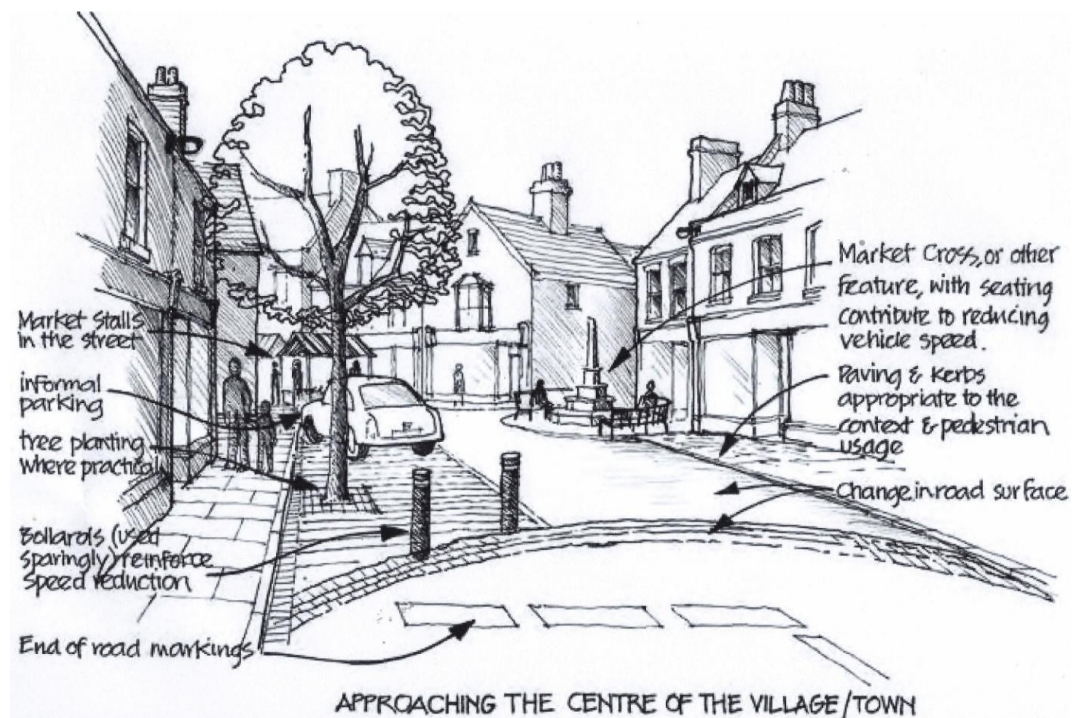


Illustration from Dorset AONB Traffic in Villages-

<http://www.dorsetaonb.org.uk/our-work/rural-roads/traffic-in-villages-toolkit>

5. Objectives



PRG have now put together the following list of objectives for this project-

5.1 Define a village centre for Prestwood through improvements to the streetscape, creating a heart for the village, from the village pharmacy on the High Street, along Chequers Parade to Prestwood Village Hall.

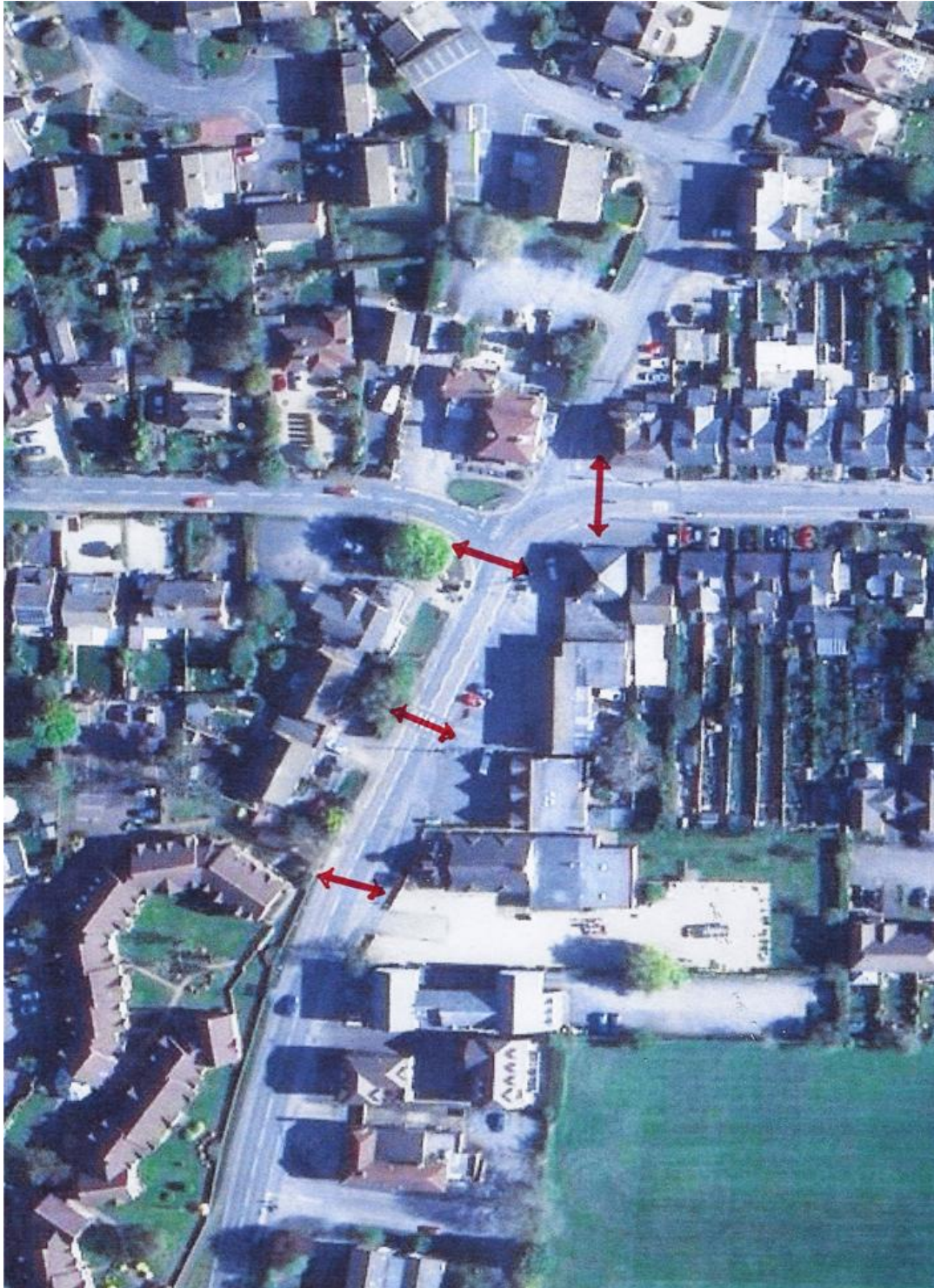
5.2 Place making; starting at the village entry points, increasing driver awareness that they have arrived in Prestwood

5.3 Create a low speed environment for the centre of the village.

5.4 Improvements to provide benefits for both residents and businesses, by creating a vibrant, friendly village centre, protecting essential local services such as the Post Office.

5.5 Creating a design for the highway area that responds to pedestrian patterns of movement.

Aerial view showing four most used pedestrian 'desire lines'; doctor's surgery to pharmacy, parking on Honor End Lane to Chequers Parade, zebra crossing and Giles Gate to Village Hall.



5.6 Creating an attractive village centre with seating areas and tree planting to soften the hard landscaping; an environment where people feel proud to live.



5.7 Maintaining provision for bus stops in both directions to improve safety for local children using school buses and encouraging sustainability through use of public transport.

5.7 Take into account the consequential effect of the village centre redesign on 'rat runs' such as Green Lane and Lodge Lane.

5.8 Parking for shoppers and business is limited, so the existing amount of parking spaces must be maintained and if possible increased.

PRG have obtained permission from the landowners at Chequer's Parade to include their land within the study, but due to separate ownership and for insurance purposes they cannot be joined as one parking area.

5.9 Engagement with Transport for Bucks (TfB), to gain TfB's input on any constraints they may have for later implementation and maintenance.

5.10 Take into account The Chilterns Conservation Board's publications with regard to highway design and development.

http://www.chilternsaonb.org/uploads/files/ConservationBoard/Environmental_Guidelines_Highways.pdf

http://www.chilternsaonb.org/uploads/files/ConservationBoard/ManagementPlan/Management%20Plan%202014-19/chilterns_management_plan_2014-19_final.pdf

5.11 Include within the new village centre scheme; provision to park bicycles to improve sustainability by encouraging cycling for short local trips, rather than driving.

6.1 End of Process/ Delivery

Part of this study will include a public presentation to local residents. In order to gain local opinion, the design proposals will then be subjected to a public consultation whereby every house will receive a form on which to comment.

Following this, further funding may be necessary for detailed studies through to implementation.

Whilst funding at local government level is unlikely to be available to take this project forward, other sources such as Section 106 money, Community Infrastructure Levy and funding from a wide range of charitable community sources will be pursued.

Chiltern District Council's Community Cohesion Plan 2010-2012 'Working together for a Better Chiltern' supports this-

*"By empowering local groups to undertake their own research, consult with the wider community and decide on the joint needs of the local community, residents have been able to influence local decision makers or suggest how funding may be allocated at a local level, **or seek grant funding from trusts and grant making bodies which would not have been allocated to the district without their efforts.**"*

Funding has been achieved for similar projects in other parts of the country. For instance Harefield in Middlesex recently received funding for improvements from Transport for London, which have included:

Resurfacing all roads and raised crossings in the village centre, resurfacing all pavements in the high street, upgrading lighting, landscaping, refurbishing the existing benches and refurbishing cycle stands and waste bins.

See list of further village rejuvenation projects in Appendix 8.

Appendices

Appendix 1. Market Town Health Check Report- CV4HP16 –

<http://www.gmprg.org.uk/cv4hp16.html>

Appendix2. Great Missenden Parish Village Design Statement-

<http://www.greatmissendenpc.co.uk/wp-content/uploads/2012/10/GreatMissendenParishVillageDesignStatementFinal.pdf>

Appendix3. Jacobs Babbie Report

The section of the report detailing the study of the A4128 in Prestwood can be seen below. The full report can be seen via the following link

[http://prestwoodva.org.uk/jacobs-babbie-report-on-the-a4128/.](http://prestwoodva.org.uk/jacobs-babbie-report-on-the-a4128/)

“The A4128 is not suitable for through traffic, as more appropriate alternatives exist within the county network.

Several key issues have emerged from the study, and these are central to the recommendations described in Section 8 of this document. These issues are:

- **A lack of safety resulting from excessive speeds throughout the study area;**
- **Poor visibility for drivers and pedestrians;**
- **Drivers using inappropriate routes to avoid delays on the A4128;**
- **Illegal parking in Prestwood High Street**

Whilst many of these problems are linked it is considered that excessive speed is the biggest threat to safety along the A4128. The road does not have enough features to slow traffic down.”

The Prestwood section of the A4128

8.13 A4128 Wycombe Road from Lodge Lane to Honor End Lane/Chequers Lane

Base Condition Assessment

8.13.1 Lodge Lane forms a simple priority T-junction with Wycombe Road. The current layout conforms to the current standards and visibility requirements. Lodge Lane and Green Lane form an unsuitable route that is used by some drivers to bypass the High Street and Wycombe Road sections of the A4128 in Prestwood. This slightly shorter route is generally unconstrained, and traffic volumes and speeds on these roads have increased over recent years. It is clear therefore that through-traffic using this route should be restrained.

8.13.2 It was suggested initially by stakeholders that Lodge Lane should be closed to through traffic as larger vehicles could turn around more easily on the wider roads. However it was felt that this restriction would also need to be applied to Green Lane. An additional suggestion was the introduction of new ‘Access Only’ signs, although it

should be emphasised that road closures or traffic calming would require street lighting to ensure the safety criterion is met. This rat-run is discussed in greater detail later in this section. If this approach is adopted it is recommended that Green Lane should be signed as having no access to the A4128 Martinsend Lane. This sign should be located on the A4128 prior to the junction with Lodge Lane.

8.13.3 This section of the A4128 corridor is characterised by a 30mph speed limit and is often bypassed by traffic as drivers seek to avoid any real or perceived delays in Prestwood High Street. The rat run via Lodge Lane and Green Lane is addressed elsewhere in this section, however the fact this problem exists is evidence that the A4128 corridor is not fulfilling its role completely at this location.

8.13.4 The Wycombe Road carriageway has been resurfaced recently between Lodge Lane and Sixty Acres Road and is approximately 6.0m wide through south Prestwood.

8.13.5 There is no street lighting along any of the residential roads that join Wycombe Road. There are new housing developments located at Mill End Close and Idaho Park on the west side of the carriageway.

8.13.6 There is a small free car park located outside the parade of shops which was observed to be fully utilised during the PM peak hour period.

Traffic & Speed Issues

8.13.7 The speed limit of Wycombe Road throughout this section is 30 mph, although the straight alignment of the A4128 here does little to discourage speeding. Many drivers were observed gaining (and thus speeding) on those driving at the speed limit, before seeking to overtake.

8.13.8 Lodge Lane also has a 30 mph speed limit. The width and alignment of Lodge Lane is such that vehicles can easily exceed this limit, especially as there are no physical measures in place to discourage speeding.

Accident Overview

8.13.9 There were two accidents recorded at the Lodge Lane junction during the six year period examined. Both involved right turns into or out of Lodge Lane.

8.13.10 Five accidents occurred on Wycombe Road between Lodge Lane and the junction with Honor End Lane / Chequers Lane. One fatality occurred at the sharp right-hand bend at the junction with Clarendon Road, whilst a serious injury resulted from a motorcycle losing control. A rear collision and an accident involving a right turning vehicle from the car park outside the shopping parade both resulted in slight

injuries. A pedestrian was hit whilst walking on the footway which resulted in a slight injury.

Pedestrian and Cycle Facilities

8.13.11 The footway is approximately 1.5m wide leading into Prestwood and is in good condition but remains along the east side of the route only. There are dropped kerbs located at the junctions with Hildreth Road and Sixty Acres Road but these are not complete with tactile paving. Westrick Walk forms a dedicated footpath into the Lodge Lane estate from the A4128 Wycombe Road. Cycling is prohibited along Westrick Walk.

8.13.12 The footway begins again on the west side of Wycombe Road, north of junction with Clarendon Road and Clare Road. There are also dropped crossings provided immediately north of the junction to facilitate east-west pedestrian movements. There is no tactile paving located at the dropped crossing however.

8.13.13 There is a Zebra crossing located outside the parade of shops north of Pepys Drive. Lighting columns are located on both sides of the footway to provide illumination for the crossing facility. The crossing is incorrectly accompanied by 'L' shaped tactile paving, when in fact it should be a 'T' arrangement. The flashing beacon at the Zebra crossing on the northbound carriageway is muffled by a black dome indicating the light pollution has been identified as a problem for the nearby residential properties.

Bus Stops

8.13.14 There are bus stops located in both north and southbound directions at regular intervals along Wycombe Road between Lodge Lane and Honor End Lane. This includes those that are situated on the side of the carriageway where there is no footway present at that location. There is a bus lay-by situated outside Prestwood Village Hall.

Traffic Signs & Road Markings.

8.13.15 Lodge Lane is signed as an unsuitable route for heavy vehicles. As a result of there being no street lighting on Lodge Lane, Hildreth Road, and Sixty Acres Road, the 30 mph speed limits are enforced by repeater speed limit signs located on sign posts.

8.13.16 It is recommended that the warning sign indicating the presence of the junction with Clarendon Road and Clare Road on the northbound carriageway is emphasised by a yellow backing plate to increase the visibility of the sign and make it more conspicuous to oncoming drivers and cyclists.

8.13.17 There is sign-mounted chevron markings to indicate a 'sharp deviation of route' for the right-hand bend immediately before the junction with Clarendon Road. A large 'diversion ends' sign is also located at this bend.

8.13.18 There are Advance Directional Signs on both north and southbound approaches to the junction with Chequers Lane indicating the sharp bend. These are relatively small and may not provide sufficient clear indication or warning of the bend.

8.13.19 There are 'SLOW' markings on the carriageway on both north and southbound approaches to the bend. It is recommended that these are highlighted with red surfacing to enhance the warning for drivers approaching the junction to slow down.

8.13.20 There are pedestrian signs indicating the walking distance to nearby key destinations on the northbound carriageway at the junction with Honor End Lane as well as further signs indicating the presence of elderly pedestrians in the area.

A4128 Development of Route Strategy /16332 April 2005 68 A4128 Wycombe Road between Lodge Lane and Junction with Honor End Lane/Chequers Lane

Recommendations

50 Replace the 'L' shaped tactile paving located at the Zebra crossing with the correct 'T' shaped tactile paving.

51 Enhance existing sign on northbound carriageway indicating presence of the junction with Clarendon Road/Clare Road with a yellow backing plate.

52 Highlight 'SLOW' markings on Wycombe Road on the northbound approach to the junction with Honor End Lane/Chequers Lane with red surfacing.

8.14 A4128 Junction with Honor End Lane / Chequers Lane / High Street Base Condition Assessment

8.14.1 This four arm junction forms the critical point at which the northbound A4128 turns sharply east towards Great Missenden. It is characterised by a lack of street lighting and relatively high pedestrian activity around the shops, businesses, doctors' surgery and chemist on either side of the road. Furthermore, the layout can give northbound drivers the perception that priority is in fact for the straight ahead movement into Chequers Lane.

8.14.2 Adding lighting is an essential measure to accompany junction improvements and will also provide a focal point for the village, and ensure that pedestrians and cyclists are seen at night and at dusk at this busy location.

8.14.3 The layout of the junctions at Honor End Lane and Chequers Lane is not ideal but is not inherently unsafe. The difficulties with this junction alignment are inappropriate vehicle speeds, poor driver behaviour and pedestrians who misjudge the speed of traffic. 50 Replace the 'L' shaped tactile paving located at the Zebra crossing with the correct 'T' shaped tactile paving 51 Enhance existing sign on northbound carriageway indicating presence of the junction with Clarendon Road/Clare Road with a yellow backing plate 52 Highlight 'SLOW' markings on Wycombe Road on the northbound approach to the junction with Honor End Lane/Chequers Lane with red surfacing.

8.14.4 Whilst it would be beneficial to have a pedestrian crossing sited to the north east of the sharp bend the limited forward visibility for drivers means it would be an inappropriate location as pedestrians could not be seen within a safe distance. A study to find a precise optimum location and crossing type is recommended.

Traffic & Speed Issues

8.14.5 The speed limit on the A4128 through Prestwood is 30 mph. The whole of the village is unlit; therefore 30 mph repeater signs are necessary. Stakeholders confirmed that traffic speeds through the village centre and the High Street appear to be high.

Accident Overview

8.14.6 There have only been two accidents around this junction during the six year period that was assessed, however one of these led to a pedestrian fatality. A lack of street lighting was one reason cited for this accident.

Pedestrian and Cycle Facilities

8.14.7 There is a Zebra crossing on Wycombe Road, just south of Honor End Lane. This is suitable for some pedestrians accessing the Chequers Parade shops on the east side of Wycombe Road, but is away from the main desire line for pedestrian movement which is closer to the sharp bend into High Street.

Bus Stops

8.14.8 There are no bus stops at this junction.

Traffic Signs & Road Markings

8.14.9 There is a large 'SLOW' road marking to warn westbound drivers on High Street just before the sharp left hand bend into Wycombe Road. No such marking is present in the opposite direction as northbound Wycombe Road traffic approaches the bend. The zigzag markings approaching the Zebra crossing do give some warning to drivers of the need to slow down, although such a familiar feature can be less effective than coloured road surfacing or rumble strips.

A4128 Development of Route Strategy /16332 April 2005 70 A4128 / Honor End Lane / Chequers Lane

Recommendations

53 Illuminate junction with high quality lighting units to enhance the village centre.

54 Install a mini-roundabout where Honor End Lane meets High Street to help reduce the speed of vehicles approaching from the south along Wycombe Road.

55 Add a kerb build-out and widen footway on Chequers Lane adjacent to the Chequers pub to create deflection for vehicles turning left from Wycombe Road and remove the perception that this movement has priority.

56 Add a chevron sign to the build-out to make drivers aware of the sharp turn into High Street. Such signing should be minimised to avoid unnecessary street clutter.

57 Investigate optimum location for and type of formal crossing in High Street.

8.15 A4128 High Street from Chequers Lane to Green Lane Base Condition Assessment

8.15.1 There is a significant level of pedestrian activity in Prestwood High Street; therefore the provision of a dedicated crossing near St Peter's Close would assist those crossing to the east of Chequers Lane. A facility here would have very good visibility and may reduce the speed of vehicles in the High Street at peak times. The new road markings from this facility should help prevent illegal parking, but it may be necessary to erect bollards to prevent vehicles encroaching upon the footway.

8.15.2 There is currently a parking problem outside the 'Rusts' mini-market (now the Co-Op), despite the carriageway being marked with yellow lines to prohibit parking throughout the day. The shop is adjacent to a car park off the south side of High Street and this is free for the first hour. Motorists however often park outside of the shop as passing trade, with two wheels on the footway, reducing its width and creating a problem for pedestrians to pass, particularly for those who are mobility-impaired.

8.15.3 The High Street has several dedicated parking bays on the southern side of the road. During the day, vehicles parked here provide a form of traffic calming as southwest bound traffic is forced to give way to that travelling north-east. This system could be improved by allowing some parking on the north side of the carriageway to provide a balance to this system of giving way.

8.15.4 Access to Orchard Lane from High Street involves a vehicular crossover similar to that when entering a private driveway. Visibility out of this junction is poor and as such does not conform to the standards of a normal T-junction. Provided the space for

turning exists, Orchard Lane would benefit from being converted to a cul-de-sac. This would be subject to a detailed design.

Traffic & Speed Issues

8.15.5 High Street is long and straight and thus encourages drivers to exceed the 30 mph speed limit. The introduction of traffic islands along this section has been considered to address this issue; however the current carriageway width of 6.4 metres, reducing to 6.2 metres, is insufficient to accommodate these. This could only be done by widening the carriageway, but this would result in the footway being narrowed.

8.15.6 Nairdwood Lane could offer an alternative rat-run to Green Lane once measures are implemented there, although the sharp left hand turn from High Street does act as a discouragement. Misuse of this road in the future should be monitored.

Accident Overview

8.15.7 There were three accidents around the entrance to the car park and Peter's Close, although speed did not appear to be a factor in any of these. There was only one accident between Blacksmith Lane and Nairdwood Lane during the period assessed, but four at the Nairdwood Lane / Moat Lane junction itself. Measures to reinforce the give way requirements where these roads meet the A4128 may be beneficial.

Pedestrian and Cycle Facilities

8.15.8 The footways along this section of High Street are not wide enough to accommodate dual provision for pedestrians and cyclists. The rat-run via Green Lane and Lodge Lane currently favoured by many drivers would be a more suitable route for cyclists.

Bus Stops

8.15.9 There are bus stops on either side of High Street near the junction with Orchard Lane, and again just west of Green Lane.

Traffic Signs & Road Markings

8.15.10 There is a sign for the car park, but this is directly opposite the entrance on the northern side of the road, and can easily be missed by drivers. Making the car park more obvious will help reduce the illegal on-street parking that currently takes place.

A4128 High Street from Chequers Lane to Green Lane

Recommendations

58 Add new clear signposts for the free car park on the approaches along High Street.

59 Extend carriageway markings to prevent parking across the entrance of Rusts. (CoOp)

60 Some enforcement required to deter illegal parking outside Rusts. This will only have limited success as it cannot be policed permanently.

61 Investigate possibility of a new crossing on High Street adjacent to the car park and the car dealership, as this would be closer to the school and its crossing patrol.

62 Modify white lining in High Street to a hatched arrangement, thereby reducing the effective carriageway width, to reduce vehicle speeds

63 Investigate conversion of Orchard Lane to a cul-de-sac.

8.16 A4128 Martinsend Lane / Green Lane

Base Condition Assessment

8.16.1 Green Lane is often used by through traffic to access the A4128 via Lodge Lane to the south of Prestwood, thus avoiding any congestion that may occur in the village centre. This rat run reduces the driving distance by only approximately ½ km but does bypass any potential queuing near the shops in the centre of Prestwood.

8.16.2 Green Lane and Lodge Lane essentially form a residential route in a rural village location where the posted speed limit is 30 mph along the entire road. Green Lane in particular is an inappropriate route for such traffic as there are no continuous footways, and speeding drivers have little regard for pedestrians or equestrians who may be using the route.

Appendix 4. Accident data

TRAFFMAP Road Section Day Easting Northing Casualties Location (36) months Selection:

Notes: Accidents between dates 01/04/2008 and 31/03/2011

A 4128 008 Monday 15/11/2010 0942 N2561110 487690 200863 Serious 1 A4128 HIGH STREET, JW UNC MOAT LANE, PRESTWOOD

A 4128 009 Wednesday 23/06/2010 0924 N2020610 487518 200862 Slight 1 A4128 HIGH STREET OS NO 61, PRESTWOOD

A 4128 011 Sunday 13/07/2008 2135 N1000708 487024 200861 Slight 1 A4128 HIGH ST J/W MC20 HONOR END LN, PRESTWOOD

A 4128 017 Sunday 08/06/2008 0940 N0460608 487473 199694 Slight 2 A4128 WYCOMBE RD AT J/W UNNAMED PRIV DRIVE OPP HOLY TRINITY CHURCH, PRESTWOOD

A 4128 020 Monday 01/09/2008 1429 N0310908 487610 199144 Slight 2 A4128 MISSENDEN RD J/W MC15 PETERLEY LN, PRESTWOOD

A 4128 020 Tuesday 20/01/2009 0722 N2810109 487610 199141 Slight 2 A4128 MISSENDEN RD J/W MC15 PETERLEY LN, GT MISSENDEN

A 4128 020 Tuesday 14/12/2010 1752 N1551210 487603 199169 Slight 1 A4128 MISSENDEN RD, JW UNC PERKS LANE, PRESTWOOD

D 495 000 Saturday 06/09/2008 1852 N0770908 487505 200216 Slight 1 UNC OAKENGROVE O/SIDE GARAGE BLOCK, PRESTWOOD

D 495 000 Tuesday 23/09/2008 1828 N1540908 487681 200177 Slight 2 UNC LODGE LN J/W UNC PEPPARD MEADOW, PRESTWOOD

D 495 000 Wednesday 09/09/2009 0100 N0540909 487410 200730 Slight 1 UNC ORCHARD LANE PRESTWOOD (EXACT LOC NK)

D 495 000 Thursday 04/11/2010 0922 N0431110 487926 200379 Slight 1 UNC GREEN LANE, OS CLAYTON HOUSE, 3M N OF NAIRWOOD LANE, PRESTWOOD

F 1 024 Wednesday 11/06/2008 1250 N0750608 488286 201934 Slight 1 MC1 RIGNALL RD J/W UNC BROOMBARN LN, GT MISSENDEN

F 15 011 Monday 28/12/2009 1310 N2801209 489259 199775 Slight 3 MC15 NAGS HEAD LANE O/SIDE CELANDINE, PRESTWOOD

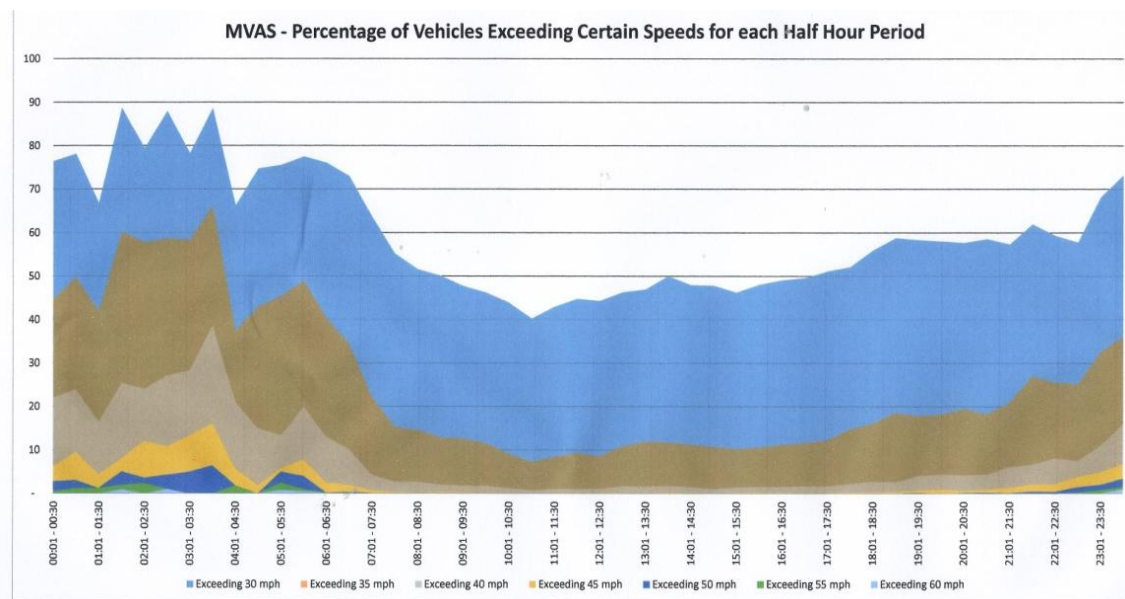
F 20 002 Saturday 04/07/2009 0945 N0120709 486879 200868 Slight 1 MC20 CLARENDON ROAD J/W UNC HONOR END LANE, PRESTWOOD

Appendix5. MVAS ANALYSIS SUMMARY

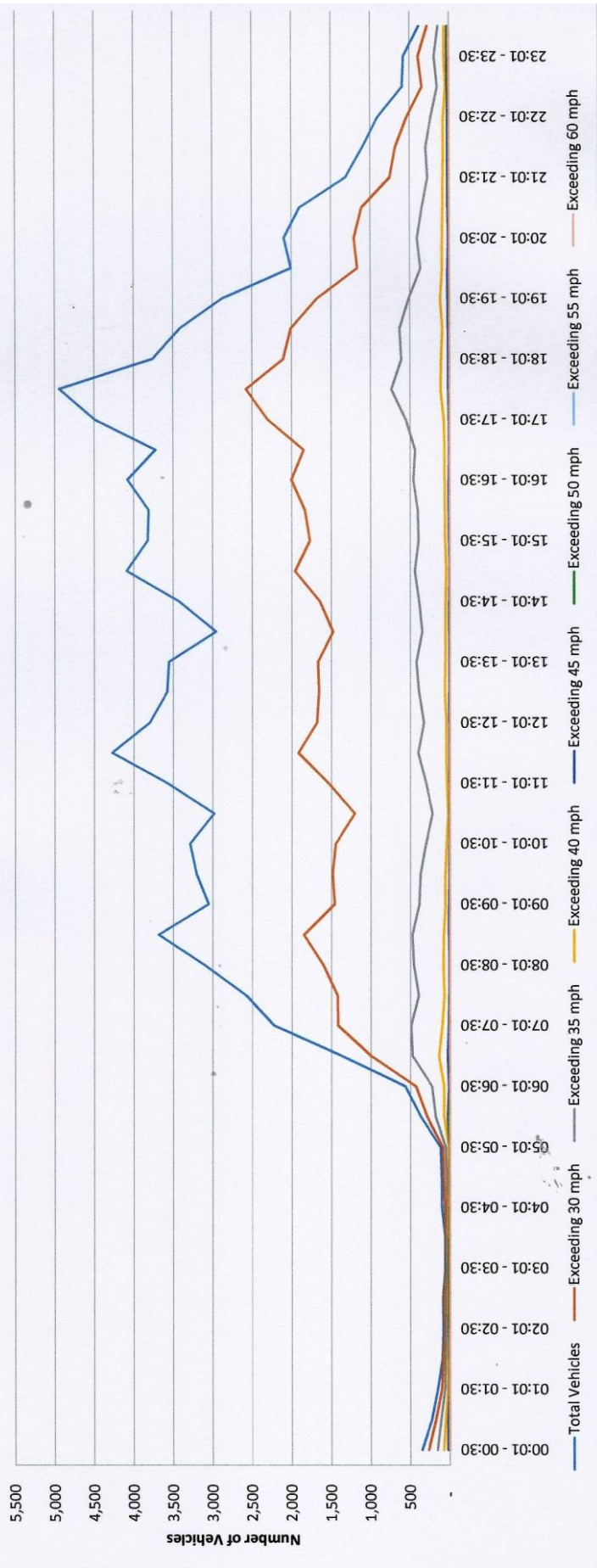
LOCATION: PW- Wycombe
Road
06.08.15
to.09.15

BLIND STATS,MVAS RECORDING BUT NOT
FLASHING

PERCENTAGE OF CARS EXCEEDING:		NUMBER OF CARS EXCEEDING:
30 mph	51.37	52,887
35 mph	14.46	14,889
40 mph	2.86	2,949
45 mph	0.62	640
50 mph	0.16	168
55 mph	0.05	50
60 mph	0.01	15



MVAS - Number of Vehicles Exceeding Certain Speeds by Time of Day



MVAS ANALYSIS SUMMARY

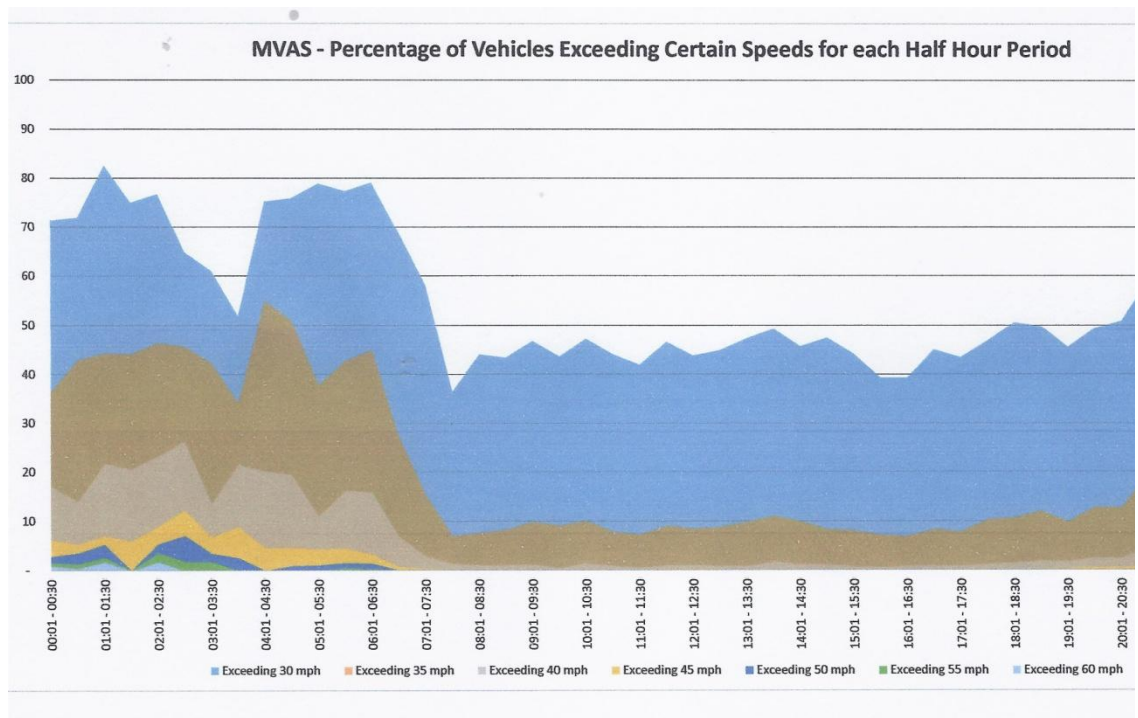
LOCATION: PW- High St
 DATE FROM: 03.09.15
 DATE TO: 28.09.15

PERCENTAGE OF CARS EXCEEDING:

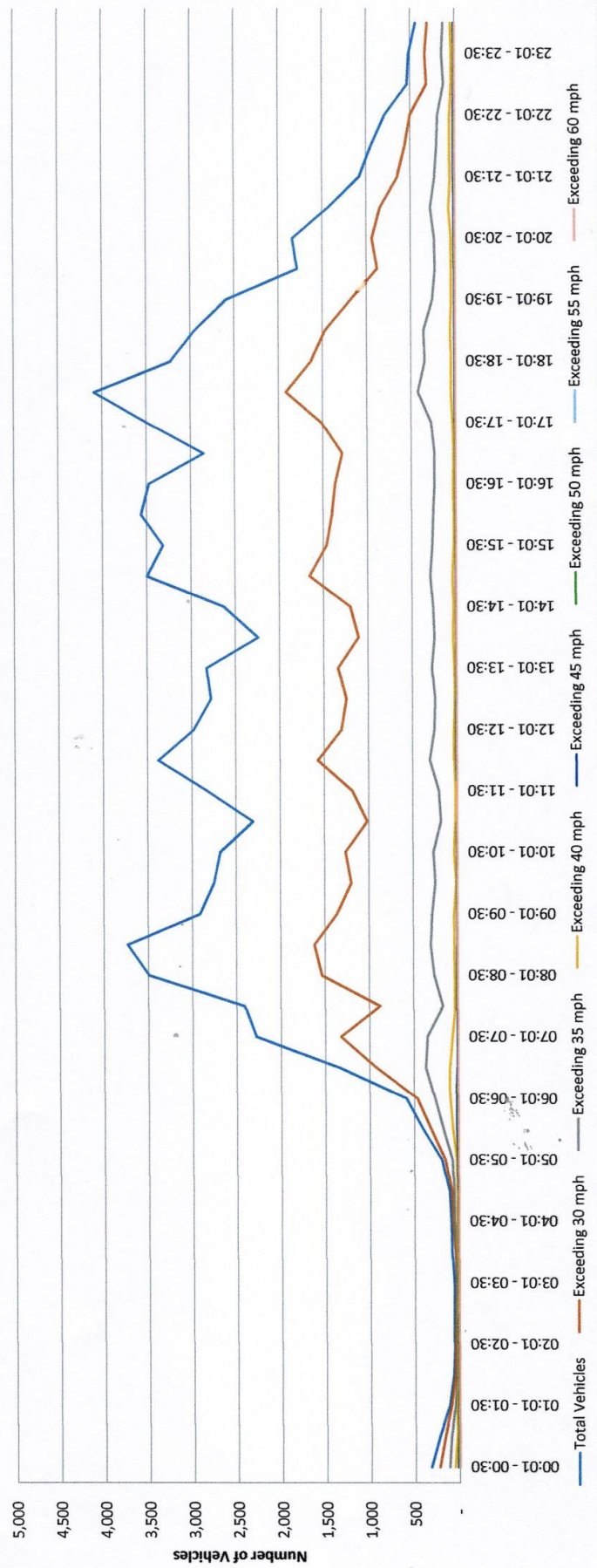
30 mph	47.64
35 mph	11.30
40 mph	2.03
45 mph	0.37
50 mph	0.10
55 mph	0.03
60 mph	0.02

NUMBER OF CARS EXCEEDING:

30 mph	42,111
35 mph	9,990
40 mph	1,797
45 mph	330
50 mph	92
55 mph	30
60 mph	14



MVAS - Number of Vehicles Exceeding Certain Speeds by Time of Day



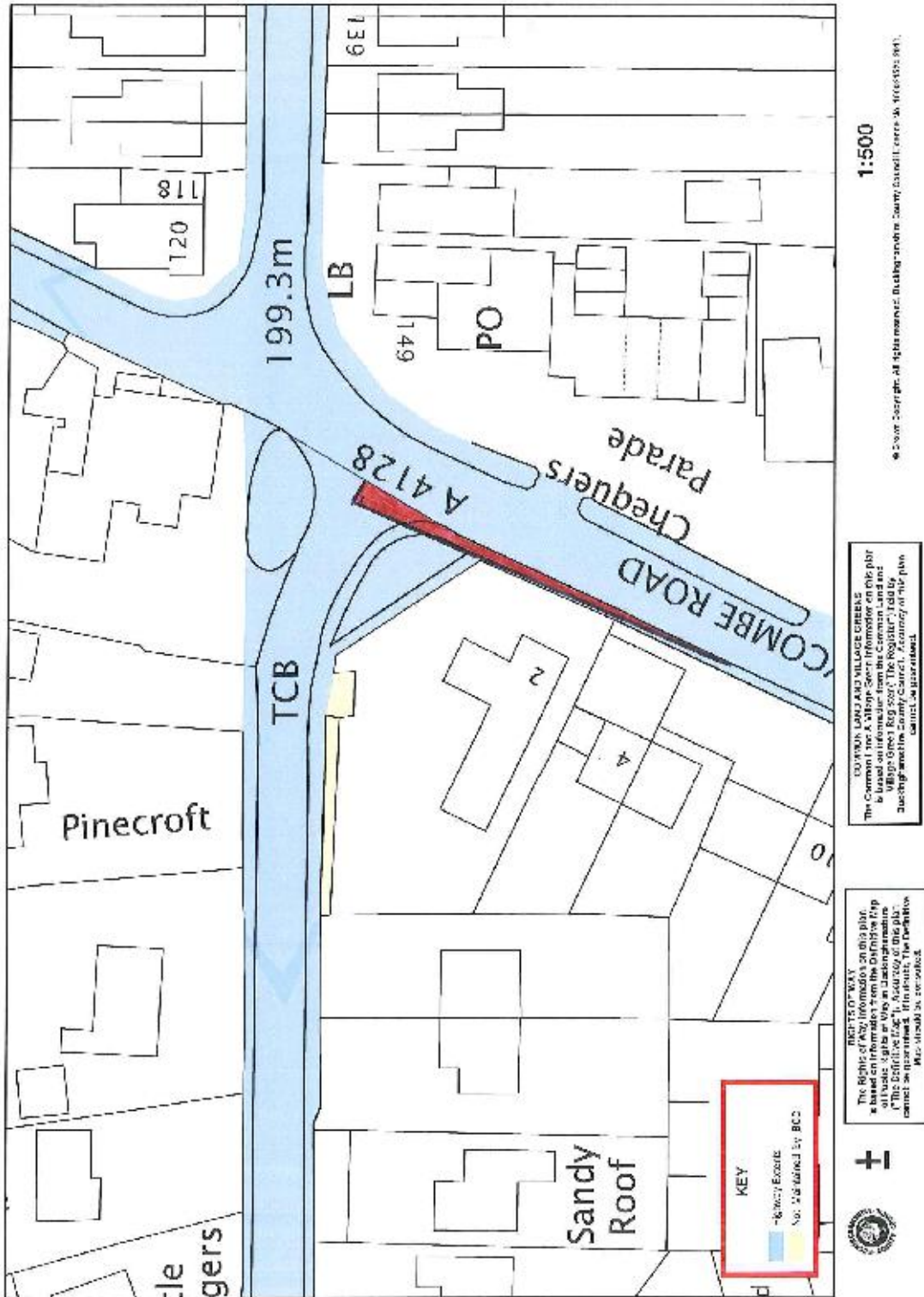
Appendix 6. PRG's previously proposed road layout and parking layouts

This was not acceptable as it reduced the amount of parking



Appendix 7. Plan showing extent of Highway boundary in blue

Due to inaccuracies in the Ordnance Survey base map, this map is a guide only.



Appendix8. Village regeneration schemes that have gained funding from various sources.

Article about the Harefield regeneration project-

<http://www.hillingdon.gov.uk/article/28805/Harefield-Village-Centre-improvements>

At Tinsley Local Centre near Sheffield, funding was made available to-

-To improve the environmental quality of Tinsley Centre

-To slow traffic down

-To link the shops, school and church better to make the area feel more like a village centre.

<https://www.sheffield.gov.uk/in-your-area/regeneration/your-neighbourhood/tinsley/tinsley-local-centre-improvements.html>

In Rainham in Essex, as part of a huge regeneration project, a new school, library, community centre and park are being funded-

<http://www.londonmet.ac.uk/faculties/the-cass/cities/rainham-marshes/>

<http://www.theenquirer.co.uk/funding-secured-to-help-regenerate-rainham/>

At Shotley Bridge village Section 106 money has been spent on new bus shelters

<https://sbvt.wordpress.com/2014/06/03/village-centre-improvements-3/>

References-

Manual for Streets

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/341513/pdfmanforstreets.pdf

Chilterns AONB Highways

http://www.chilternsaonb.org/uploads/files/ConservationBoard/Environmental_Guidelines_Highways.pdf

Chilterns AONB Management Plan

http://www.chilternsaonb.org/uploads/files/ConservationBoard/ManagementPlan/Management%20Plan%202014-19/chilterns_management_plan_2014-19_final.pdf

Sustrans Placemaking

<http://www.sustrans.org.uk/sites/default/files/images/files/Route-Design-Resources/Placemaking-03-11-14.pdf>

Great Missenden Parish Revitalisation Group

<http://www.gmprg.org.uk/>