

# Bierton with Broughton Neighbourhood Plan

## Evidence Paper: Transport

### Objective(s):

- To work with the Highways Agency to improve road safety, pavements and ease volume and congestion through the villages of the Neighbourhood Area.
- To preserve existing car parks in the Neighbourhood Area and to identify new car park sites where possible.
- To provide traffic relief for Aylesbury Road, Burcott and Broughton Lanes.
- To improve public transport links and services.

### Summary current situation

## Current Position

### Road Networks

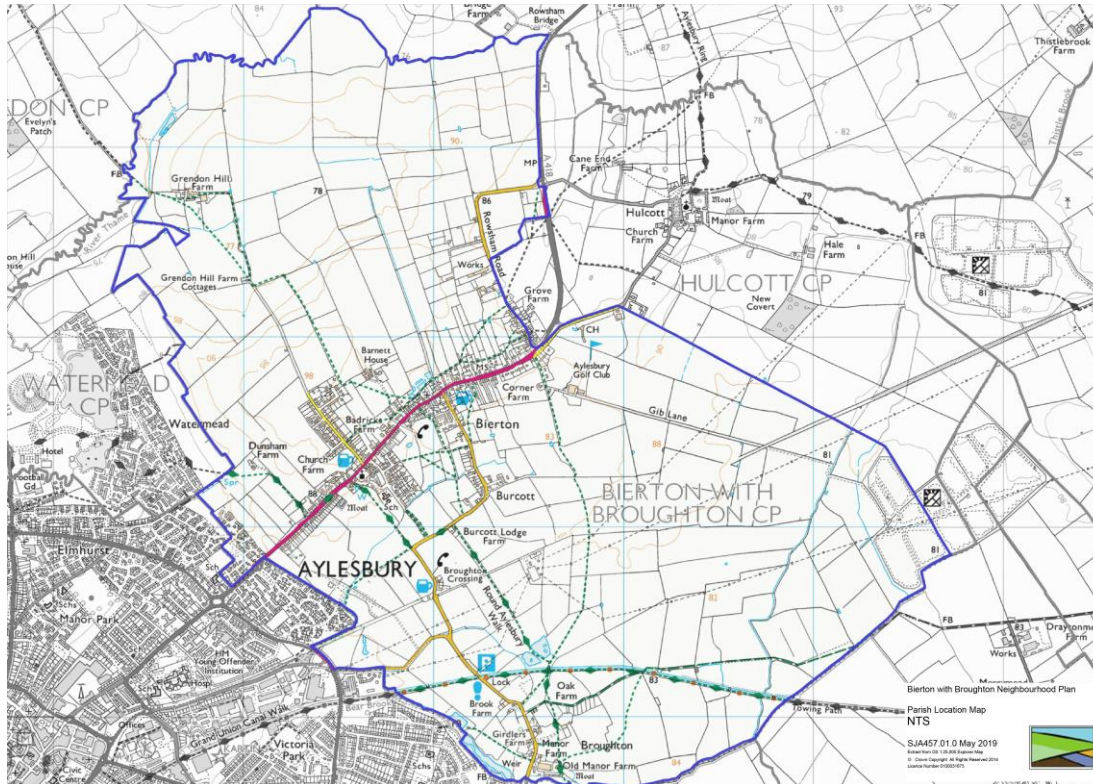


Figure 1 Plan of existing roads in Bierton Village

- Bierton Village has two through roads: The Aylesbury Road A418 and Burcott/ Broughton Lane.
- The A418 carries mostly traffic into and out of Aylesbury and has a speed limit of 30mph.
- During the rush hour periods each morning and evening (Monday to Friday) the traffic can be at a standstill or be moving at walking pace.
- Noise levels and pollution increase during peak times
- Cars turning right into Parsons lane from Aylesbury and exiting towards Wing increase the chaos on Aylesbury Road at peak times.
- Burcott Lane is a narrow twisting country road which is used as a short cut between the A418 and the A41 and has a speed limit of 30mph.
- Traffic speeds down Burcott lane often exceed the speed limit making entry and exit for cars and pedestrians to the pre-school situated in the sports Hall a potential risk.
- Evening peak traffic can back up between 100 – 200 m down Burcott lane.
- The Linking of Broughton Lane to Douglas Road via Bellingham way has increased as this is used as a short cut from the A41 to Aylesbury via Stocklake.

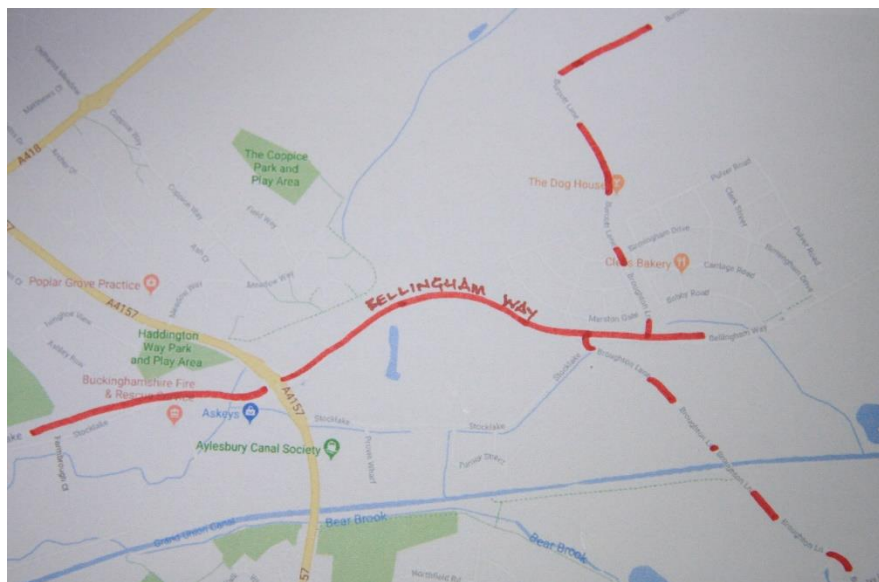


Figure 2 Plan of new and modified road layout for new Kingsbrook development

- Until the eastern Link is constructed there will be an increase in traffic flow along Bellingham Way due the additional 2450 houses being built on the Kingsbrook estate
- Serious delays are now being caused at the junction of Broughton Lane and the A41 as there is no left filter. Long tail backs are common during the morning peak.

## Car Parking

- Bierton Village, has many properties that are old and do not have garages or off road parking spaces.
- The Recreation ground car parking facilities are inadequate on Saturdays in winter when football is being played, cars regularly park on Grass verges and on the pavement causing an obstruction. This situation is worse when village events take place such as the Scouts bonfire night, when cars are parked on both sides of the road from t eA413 down to Burcott.
- There is no off road parking close to the Church which can cause problems for weddings and funerals.
- With a reduction in public transport the aim to reduce the PNR can no longer be achieved so additional car parking at key points must be considered as an essential requirement.

## Public Transport

- The village has one main bus service (150) by Arriva, which runs on an hourly basis, to and from Milton Keynes, terminating at the Bus Station in Aylesbury with a service (165) to Stoke Mandeville Hospital running 5 services each way on weekdays.
- Access to Stoke Mandeville Hospital can be achieved by taking the 150 to the bus station then transferring to the 9, 55 & 300.
- The Aylesbury Traffic Strategy (ATS) report suggests that the service runs at 15-30 minute intervals, whereas the current timetable shows an hourly service.
- In March 2018 a new mini bus service was started (K1) from Kingsbrook to the Bus station.

## Footpaths and cycling routes

- There is now no safe walking or cycling route between Bierton and Kingsbrook.
- In August 2018 a tarmac footpath was constructed between the end of the old dairy site on the opposite side of the road which links to “Muddy Lane” providing access to the Primary school. The footpath linking Kingsbrook to the footway in Burcott Lane

was completed across the fields in 2019. However young children still walk along Burcott Lane where there is no footway.

- The new link increases the safety risk by involving a crossing of Burcott Lane for school children and their parents during peak hours.
- There is no pedestrian link from Bierton village in Burcott Lane to the start of the new footway nor is there a link from “Muddy Lane” to Broughton Crossing.
- Narrow pavements on the A418 make walking dangerous as the number of HGVs increases.

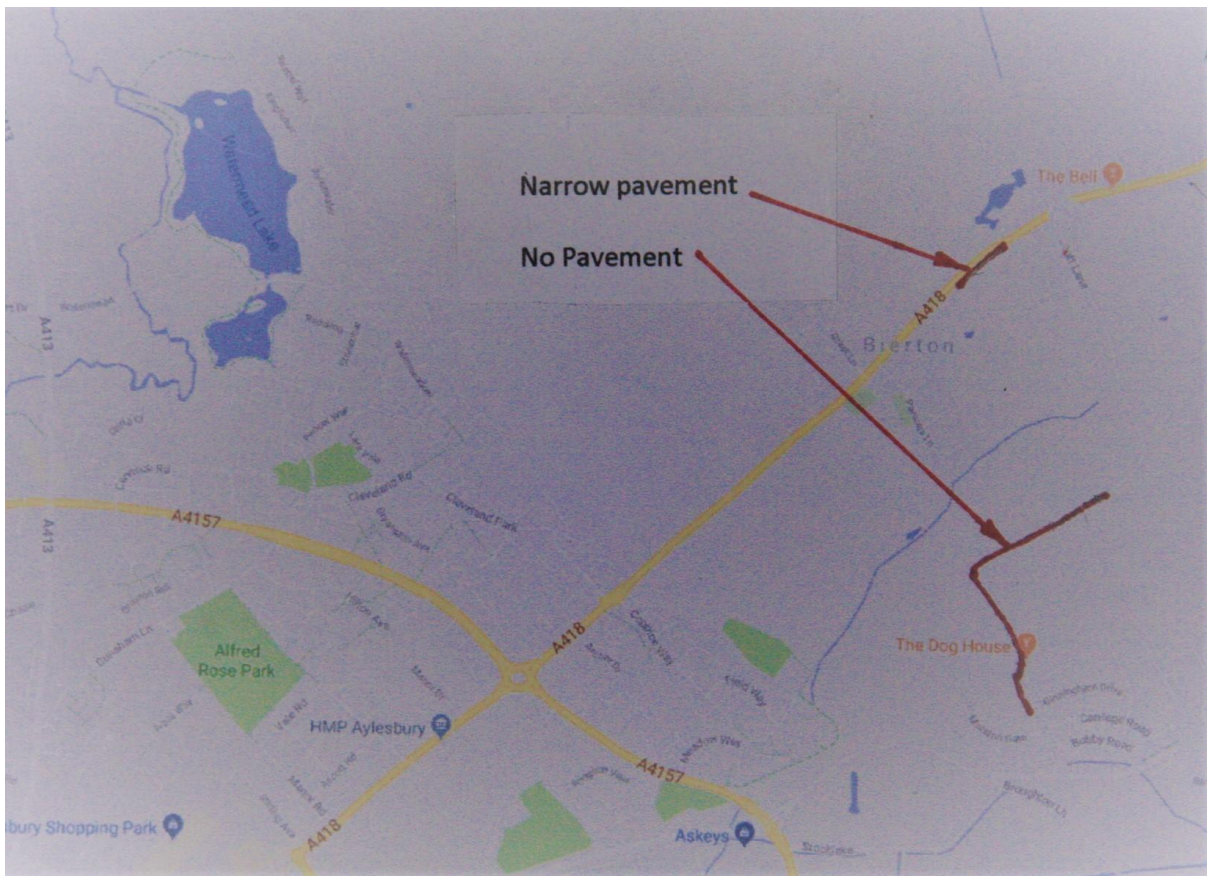


Figure 3 A418 & Burcott Lane – Pavement situation

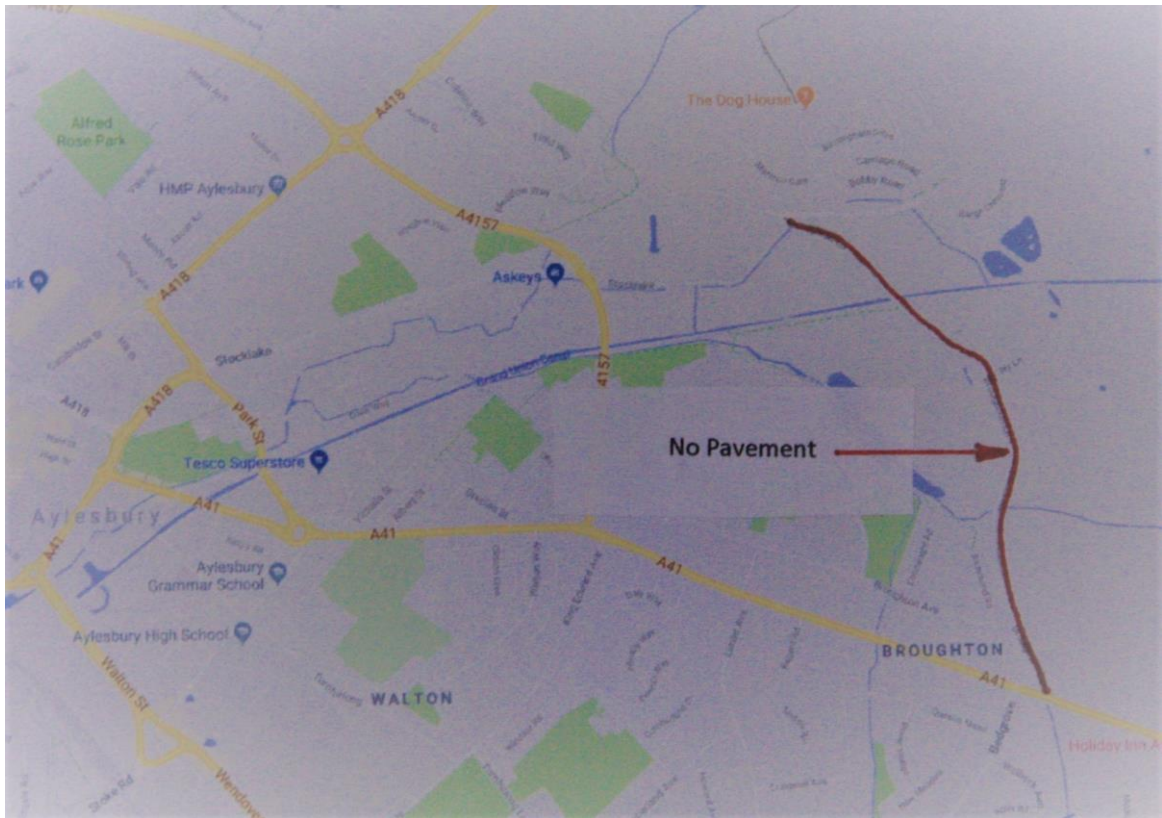


Figure 4 Broughton Lane – Pavement situation

#### Cycle ways.

- The Aylesbury Sapphire Route links Bierton to Aylesbury Town Centre about 50% of the route is shared with pedestrians and the remainder is segregated.
- The route in town is mainly on the public highway with a number of dangerous (for cyclists) junctions and roundabouts to negotiate. This has been recognised in the ATS.

#### Access to Bierton Primary school.

- Many Parents use their cars to take their children to school, causing additional chaos when cars turn right into and out of Parsons Lane during peak times.

## Relevant Current policy

The following information is taken from the Aylesbury Transport Strategy (ATS) document prepared by AECOM and published in 2017

[https://www.aylesburyvaledc.gov.uk/sites/default/files/page\\_downloads/Aylesbury-Transport-Strategy-final.pdf](https://www.aylesburyvaledc.gov.uk/sites/default/files/page_downloads/Aylesbury-Transport-Strategy-final.pdf)

The report is in 8 Sections, Section 3 considers the current situation with information being taken from National, Regional and Local policies as well as the 2001 & 2011 census.

The report identifies 5 Zones in and around Aylesbury roughly based on the routes of the arterial roads. Bierton with Broughton seems to fall between Zones 2 (North) and 3 (East), which seems to confuse the outcomes for Bierton with Broughton Parish.

Section 3 identifies the current problems;

3.2.2. The land use maps suggest that Aylesbury is fairly isolated from other large urban centres and surrounded mainly by rural areas and small villages. As a result, most major roads running into Aylesbury are wide and free flowing with not many junctions, most of which operate as Give-Way junctions, rather than dedicated signalised junctions. Vehicle speed limits on these roads tend to be quite high since typically they are wide with good visibility which is likely to induce higher speeds particularly in off-peak periods.

3.2.5. In Aylesbury, the highest total flows are found on Walton Street and Stoke Road, which reach AM peak traffic flows of approximately 2200 vehicles and PM Flows of 2000 vehicles. On the A418 north of the town centre similarly high flows of approximately 1400 and 1800 vehicles are experienced in the AM and PM peaks respectively.

3.2.7. During the AM peak HGV volumes are highest along the A41 in both directions and northern part of the A418 in both directions. Areas outside Aylesbury with high HGV flows include the A4146 in the north eastern part of the study area, the A418 in and out of Leighton Buzzard, and the A413 through Whitchurch.

*Most roads into and out of Aylesbury are heavily congested during rush hours during school term time. A change of education policy to only accepting children within the catchment area or within walking distance of schools would go a long way to relieving congestion. Banning parents from driving their children to school would also be a good step forward and answer some of the objections raised in the questionnaire.*

*Clearly a strategy that is over 16 years old is not representative of the current situation. Public transport is being significantly reduced and as a consequence of BCC roads strategy Burcott Lane has become a rat run with a significant increase in traffic particularly during the rush hours but also in between. With the opening of the new Bellingham Way and the Stocklake road more traffic has been generated.*

Significant delays are being experienced at the Bierton Roundabout with 1-2 minute delays being experienced at the Broughton Lane/A41 junction.

*This is below recent experience where waiting times have been in excess of 10 minutes at peak times, mainly caused because of the single file queuing in Broughton lane to the traffic lights and no left filter onto Aston Clinton Road. The traffic light sequencing has been adjusted to try to improve traffic flows at peak times, with little effect.*

## **Car Parking**

BCC have adopted the following off-street parking standards as given in their Buckinghamshire County wide parking Guidance dated September 2015, which has been consolidated into Policy T5 in the draft VALP.

AVDC have published a supplementary Planning guidance for parking guidelines dated 2016.

Table 5 provides parking standards for developments above 10 dwellings.

Table 6 provides parking standards for developments up to 10 dwellings.

AVDC have championed the following in their various Transport strategies:

*“ A key aim is to seek a reduction in the amount of PNR (Private non-residential Parking) available in the future in the areas most accessible by public transport, cycling & walking in order to encourage the development and use of those modes and discourage non-essential car use.”*

*“A key to the land use/transport strategy for Aylesbury is the creation of new public transport, cycling & pedestrian networks throughout the built up area and the new Major Development Areas on the periphery of Aylesbury”*

### **Extracts from the Vale of Aylesbury Local Plan concerning transport.**

3.2.7. During the AM peak HGV volumes are highest along the A41 in both directions and northern part of the A418 in both directions.

#### **T4 Delivering transport in new development**

Transport and new development will only be permitted if the necessary mitigation is provided against any unacceptable transport impacts which arise directly from that development. This will be achieved, as appropriate, through:

The submission of a transport statement or assessment and the implementation of measures arising from it

Ensuring that the scale of traffic generated by the proposal is appropriate for the function and standard of the roads serving the area

The implementation of necessary works to the highway

Contributions towards local public transport services and support for community transport initiatives

The provision of new, and the improvement of existing, pedestrian and cycle routes

The provision of a travel plan to promote sustainable travel patterns for work and education related trips

#### **T6 Footpaths and cycle routes**

For development which will have implications for the footpath and cycle route networks all the following criteria will apply:

- a. The delivery of a strategic cycle network and improvements to the footpaths will be supported in accordance with any county-wide or local cycle strategies
- b. The Council will protect existing cycle routes from adverse effects of new development. In dealing with planning applications the Council will seek new or improved cycle access and facilities, including cycle storage, and will use planning conditions or legal agreements to secure such arrangement.
- c. The Council will safeguard existing pedestrian routes from adverse effects of new development. Development proposals must provide for direct, convenient and safe pedestrian movement and routes, connected where appropriate to the existing pedestrian network and alongside strategic routes. In deciding planning applications the Council will use planning conditions or legal agreements to secure the provision of new footpaths and the improvement of existing routes.
- d. The Council will ensure that networks of pedestrian and cycle routes are provided to give easy access into and through new developments and to adjacent areas, and also to public transport services.



## Aylesbury Garden Town



7.6 The ATS will be used to justify the interventions required to facilitate growth in the Aylesbury Garden Town. The growth will be planned in a way which minimises the need to travel by private car, with more and more people choosing to walk, cycle or use public transport. Traffic growth will be managed to control congestion and provide opportunities to significantly maximise infrastructure improvements including:

- increased public transport, building on the success of the Aylesbury Rainbow bus routes
- increased walking and cycling facilities, building on the success of the Aylesbury Gemstone cycleways
- improving road infrastructure linking new developments to the town, which will create a series of link roads around the town
- enhancements to the regional rail infrastructure linking us to neighbouring growth areas

### Excerpts from the AECOM study:

*“Congestion and delays around Aylesbury will only continue to worsen if the significant amount of growth expected in the new developments around the town goes ahead without mitigation measures to the transport network”*

The ATS – Summary document of 2016 has this to say about the Eastern area of Aylesbury, which covers Berton with Broughton:

### Sector 3 Transport Improvement Description

1	Implement new outer link roads	Proposed new link roads through the Aylesbury East, Broughton, Woodlands and Hampden Fields developments are key to this sector.
2	Improve safety on the highway network	Ensure conflicts between modes are minimised and ongoing monitoring will identify any additional hazardous sites in the sector.
3	Provide a Park & Ride system	This is a longer term ambition and a potential Park & Ride site was identified in development proposals which may come forward in the longer term.
4	Improve transport links to the railway stations	Links to Stoke Mandeville and Tring stations should be optimised for all modes.
5	Implement bus priority measures	Possible PPTCs on the A41 and A413 approaching Aylesbury are longer term ambitions and could only be implemented if link roads are implemented which reduce flows on this roads.
6	Improve the local bus network	Bus services are proposed to link to the new developments and usage/demand should be monitored to ensure all needs are met.

		Links to the rail station should be regularly reviewed to ensure adequate coverage.
7	Integrate public transport ticketing	Development of a uniform and coherent, smart public transport ticketing system.
8	Improve the cycle network	Cycle links to/around the new developments and links to Waddesdon and Haddenham are planned. All routes should also link to the railway station and regular reviews undertaken. Turnfurlong is a key cycling access to the town centre where parked cars and accessibility constraints hamper movements. This should be addressed.
9	Increase the supply of cycle parking	Ensure there is sufficient supply of cycle parking to meet current and future demand, particularly in new developments and at key attractors and employment sites.
10	Improve safety in the pedestrian network	Ensure all pedestrian routes to and between new developments are safe and convenient
11	Ensure accessibility within new developments	Ensure all services provided within the developments are fully accessible as are links to public transport services.
12	Ensure connectivity to and between new developments	Links between developments should be provided for all modes, especially walking, cycling and public transport.
	Link	<a href="https://www.aylesburyvaledc.gov.uk/sites/default/files/VALP/Examination/Transport/CD.TRA_004a%20Aylesbury%20Transport%20Strategy%20%28AECOM%2C%20Jan%202017%29%20summary.pdf">https://www.aylesburyvaledc.gov.uk/sites/default/files/VALP/Examination/Transport/CD.TRA_004a%20Aylesbury%20Transport%20Strategy%20%28AECOM%2C%20Jan%202017%29%20summary.pdf</a>

Main Modifications November 2019

[https://www.aylesburyvaledc.gov.uk/sites/default/files/page\\_downloads/VALP%20Main%20Modifications\\_0.pdf](https://www.aylesburyvaledc.gov.uk/sites/default/files/page_downloads/VALP%20Main%20Modifications_0.pdf)

[https://www.aylesburyvaledc.gov.uk/sites/default/files/page\\_downloads/VALP%20Additional%20Modifications.pdf](https://www.aylesburyvaledc.gov.uk/sites/default/files/page_downloads/VALP%20Additional%20Modifications.pdf)

The Aylesbury Transport Strategy (ATS) document prepared by AECOM and published in 2017 (Documents CD/TRA/004 & 004a)

Summary Document

<https://www.aylesburyvaledc.gov.uk/transport-strategy>

Full Report

[https://www.aylesburyvaledc.gov.uk/sites/default/files/page\\_downloads/Aylesbury-Transport-Strategy-final.pdf](https://www.aylesburyvaledc.gov.uk/sites/default/files/page_downloads/Aylesbury-Transport-Strategy-final.pdf)

AVDC have published a supplementary Planning guidance for parking guidelines dated April 2002 and approved 10<sup>th</sup> May 2002

<https://www.aylesburyvaledc.gov.uk/car-parking-strategy-2018>

Buckinghamshire Countywide Local Plan modelling Jacobs 07/16 Appendix A Amersham & Aylesbury. <https://www.aylesburyvaledc.gov.uk/%E2%80%8Bcountywide-traffic-modelling>

1. <https://www.aylesburyvaledc.gov.uk/supporting-evidence>
2. <https://www.aylesburyvaledc.gov.uk/examination-documents>
3. <https://www.aylesburyvaledc.gov.uk/submission-documents>
4. <https://www.aylesburyvaledc.gov.uk/section/adopted-aylesbury-vale-district-local-plan-avdlp>

### **Summary of key issues identified from face to face consultations and discussions:**

From a simple analysis of the comments received at the consultation meetings the following are the top ten answers:

Rank	Description	No.	Comments
1	ELR required as soon as possible	38	
2=	Improve/add Footpaths & Pavements	25	
2=	Improve Bus service	25	
4	Reduce traffic & HGVs on A418/Burcott Lane	15	
5	Traffic Calming measures	14	
6	Install traffic Lights to canal bridge	12	This has been done
7	More pedestrian crossings	10	Currently only 1
8	Stop parking by Chapel in Burcott Lane	7	
9=	More cycle ways	5	

9=	More Car Parks	5	
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#### Data sources:

1. Consultation and Engagement Strategy Report – Bierton with Broughton Neighbourhood Development Plan – September 2018. A link to this document can be found here:  
[https://327f34a8-bde4-4d23-aad5-aa9f29cdc9c6.filesusr.com/ugd/506003\\_cf1cf79803504d109fcc9b37daeb5569.pdf](https://327f34a8-bde4-4d23-aad5-aa9f29cdc9c6.filesusr.com/ugd/506003_cf1cf79803504d109fcc9b37daeb5569.pdf)
2. Neighbourhood Plan Bierton with Broughton Consultation Master Collation  
This contains a full list of comments received at each of the consultation events, in a spreadsheet document. A link to this document can be found here:  
[https://327f34a8-bde4-4d23-aad5-aa9f29cdc9c6.filesusr.com/ugd/506003\\_a6ca55e80f494697aa6f28f615534384.pdf](https://327f34a8-bde4-4d23-aad5-aa9f29cdc9c6.filesusr.com/ugd/506003_a6ca55e80f494697aa6f28f615534384.pdf)

#### Locations and dates of the initial consultation

Date	Location	Comment
2/10/2017	Sports Centre	
7/10/2017	Jubilee Hall	
14/10/2017	St. James' Church	
17/10/2017	The Doghouse	
25/10/2017	The Barn, Hulcott	
23/10/2017	William Hill Drive	Elderly Housing centre

## Summary of Neighbourhood Plan questionnaire feedback

### Reduction of Traffic through the Parish

97% (strongly agreed or agreed) wanted reductions on the A418 – Aylesbury Road.

84% (strongly agreed or agreed) wanted reductions on Broughton Lane.

81% (strongly agreed or agreed) wanted reductions on Burcott Lane.

### Traffic calming Measures - A 418 - Aylesbury Road

81% wanted additional speed cameras

86% wanted more Pedestrian Crossings

84% wanted More Central Islands

64% want to discourage HGVs

### **Traffic calming Measures – Burcott Lane & Broughton Lane**

54% wanted speed bumps

53% wanted additional speed awareness signs (Burcott)

62% want to discourage HGVs

45% wanted additional speed awareness signs (Broughton)

44% wanted Traffic Lights.

### **Restrictions on street parking.**

93% want to see restrictions on parking on green verges

89% want to see restrictions at the Burcott Lane/Aylesbury Road junction.

74% want to see restrictions on Aylesbury Road

74% want to see restrictions on Burcott Lane adjacent to the sports centre.

### **Improvements to footways and Pavements**

78% agreed that this should be done.

85% (strongly agreed or agreed) Burcott Lane should be improved

84% (strongly agreed or agreed) Broughton Lane should be improved.

82% (strongly agreed or agreed) Aylesbury Road should be improved.

### **Off street Car Parking**

71% want improved car parking facilities.

79% (Strongly agreed or agreed) wanted to see more car parking:

Near the church

Near Jubilee Hall

Near the Sports centre

78% (Strongly agreed or agreed) wanted to see more parking near Bierton combined school

## **Eastern Link Road (ELR)**

92% wanted the construction of the road prioritised.

### **What elements of the ELR would you like to see**

99% want to see a Village by-pass an

99% want the ELR to link up with the A41

93% want HGVs to be discouraged

84% would like to see cycle ways incorporated

### **Current Bus Service**

56% had no opinion

27% thought the service poor or very poor

16% thought the service was good or very good

### **What improvements to the current bus service is required**

74% (very important or important) wanted improved services to Aylesbury

68% (very important or important) wanted improved Hospital service

59% (very important or important) wanted more frequent services

## **Brief Summary**

- Reduce the traffic through parish by bringing forward the Eastern Link road.
- Reduce the number of HGVs through Bierton on A418
- During the rush hours in term time, A418 currently has high traffic flows in both directions with pinch points at the top of Parsons Lane and Burcott lane, standing traffic must increase the pollution levels for residents and school children.
- There is a lack of adequate parking for key function sites

- There is a lack of good quality pavements on the A418 and actual pavements on Burcott and Broughton Lanes.
- The speed of traffic is too high outside peak times on the A418 and Burcott and Broughton Lanes
- There is a lack of crossing points on the A418.
- Improved Bus service

### Results of desktop research

In trying to understand the current position in Bierton with Broughton with respect to transport and the possible constraints facing the aspirations for our Neighbourhood Plan under this heading, we have looked at a range of existing evidence (see evidence sources above) and met with officers from Aylesbury Vale District Council and Buck County Council Transport Department, to help us to understand what it is possible for our Neighbourhood Plan to achieve. We have looked back as far as 4 years in pulling together additional, useful evidence that can shape the objectives to be delivered by our Neighbourhood Plan

Please visit the Neighbourhood Plan website if you wish to find out more information.