

### 3.1 AYLESBURY

| GENERAL AAP    |  |  |
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| <i>Name</i>    | <i>Comment</i>   | <i>Response</i>  |
| B Robson       | Need to explain what the difference between 'you' and 'the community' is when used in the phrases "What you told us" and "What the community told us".                               | This is already indicated in the introduction of the Plan under the heading 'Preparing the Area Action Plan'.  |
| P Robinson     | Speed Limit Review Area 13 – Where is this?  | It covers the area north of the A41 east of Aylesbury and east of, and including the A418 to the north of Aylesbury.   |
| C Parkhurst    | The document is full of Council speak. Why do we always go to outside consultants to make our decisions?   | The County Council try to make the document as accessible as possible for the public but this is a strategic document. As for consultants making decisions we use consultants purely in an advisory role so councillors can make an informed decision.   |
| B Miller, BANG | Consultation is very good.<br>Why can't we have more regional meetings like this – two-way communications. This will bring support.<br>The event should have been publicised better. | GC2C (Getting Closer to Communities) will give you a chance to meet as a region and so you can communicate with relevant parties. It is good that this meeting has been so well received. The Transport Symposium is in January and this is the next consultation event. We have taken your point about publicity on board and will do more for future events. |

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| <i>Name</i>   | <i>Comment</i>   | <i>Response</i>  |
| KBM Writer    | I am a senior citizen; my problem is the lack of public transport into Aylesbury town centre from Messenger Close. It is a 17-minute walk to the nearest bus top (on the Wendover Road) and the same for the return journey, complete with shopping. There are bus stops along Turnfurlong Lane. When I made enquiries at the bus station I was told that there were a number of bus stops like these in the town where no buses passed. We are constantly being asked to use public transport, I would like to if it was possible to have buses stopping at stops, which are already there in Turnfurlong Lane. | Bus services were withdrawn from Turfurlong Lane several years ago as a result of declining use. Where such services no longer exist, we will investigate the potential to widen the availability of dial-a-ride services for older and disabled people. |
| K D Keasley   | Will the bus lane on Tring Road have a negative effect on accessibility to and from houses for local residents? Parking on the pavements causes access problems. The bus lane will only make this worse unless there is strategy to tackle this.   | Pavement parking is still a police issue where there are no waiting restrictions.  |
| C Richardson  | We need to get people on buses. We have lots of very good buses and rely on them, but we need to cater for pedestrians / cyclists / disabled people – what plans to help their safety?   | Within the designs for the Public Transport Hub an audit will be undertaken looking at pedestrians and cyclists provision and as a part of this these groups will be consulted separately.   |
| G Lang        | I'm worried about resources. There is an issue with the Cycle path from Stone – Aylesbury which has a missing link.  | There will never be enough funding to do all we would like or the public would want so resources have to be prioritised. The Local Transport Plan describes what we aim to do and how we will do it.   |

| ACCESSIBILITY  |  |  |
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| G Aylett   | Inconsistency of current concessionary fares, there was a mention made in LTP1 but where is reference in LTP2? Will we have concessionary fares scheme very soon, this needs to be useable on bus and train. | Little is said in our plan, as it is a District Council responsibility, but the DC is obliged to offer schemes to the elderly and disabled – AVDC will provide this wider funded by Council Tax. Free local bus travel is available from April 2006 (County wide) ,which is do be extended to a national scheme in 2008.           |
| Bucks Association for Blind and Partially Sighted People (BAB) | You need to ensure that the planning of cycle lanes is properly integrated with pedestrian paths; it is a potential hazard for VIPs (visually impaired people).  | A meeting has been held with a representative of the Association for the Blind to discuss this issue. The Cycle Aylesbury project will take on board national and European best practice in order to minimise all road user conflicts.   |
| Bucks Association for Blind and Partially Sighted People (BAB) | Planning of new car parks must include sufficient disabled parking and safe marked routes for pedestrians to separate them from moving traffic.  | The county does not own or maintain any car parks however this comment will be passed on to Aylesbury Vale District Council for them to consider.  |
| Bucks Association for Blind and Partially Sighted People (BAB) | Consider extending the red and silver rider bus route areas to cover more edge of town developments such as supermarkets, doctors surgeries etc.   | A core network of high quality routes will link all of the major residential areas with the shopping centre. Access to health facilities, which are scattered throughout the town, is recognised as being more difficult and we will investigate the potential for more flexible, demand responsive services to assist such trips. |

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|              | Please improve the parking on existing roads and bus routes in Aylesbury - this will improve congestion. Also do more to improve bus stops i.e. raised kerbs and prohibit private and taxi cars parking in bus stop lay-bys causing buses to have to stop in the roads stopping traffic.   | Parking restrictions are enforced by Aylesbury Vale District Council. Any new restrictions generally have to be funded through the SPA (special parking area) account that is held by AVDC. We will work with AVDC to improve the SPA account performance and ask them to consider their parking attendant patrols.   |
| K D Kearsley | Installation of bus lanes to increase traffic capacity will affect the value of properties and any proposal should take into account the views of local residents.<br>Cycle lanes need to be provided which are safe to use.<br>Would like to know what the proposals are for cycle lanes on Tring Road. What are the proposals for traffic lights on King Edward Avenue and Oakfield Road?<br>What consideration has there been to a one-way system going into town using the Tring Road and returning via Stocklake and Oakfield Road? | We agree that cycle routes need to be safe to use, and also installed where most people will benefit from them. Our priority for Aylesbury is to get cyclists into the town centre by linking the existing inner routes with the Hub. Once complete we will investigate all other beneficial and safe routes.<br>Proposals for the A41 / King Edward Avenue / Oakfield Road junction are being developed as part of the Tring Road Air Quality Management Area and may include signalisation of the junction. Consultation on the proposals will take place as the scheme develops. |
| Mr Harrison  | Aylesbury only has three quarters of a ring road. Are there plans to update the ring road? Does it go through residential areas?   | There are no proposals for a ring road but radial routes are being targeted.  |

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| <i>Name</i>   | <i>Comment</i>   | <i>Response</i>  |
| B Robson<br>K & V Miller<br>I Gibson<br>Mr and Mrs Freeman<br>R Vaughan<br>M Keen<br>A Greenwood & J Day<br>J Keen<br>W Carlyle<br>K Webb<br>M Armstrong<br>J Pearsons<br>R Thurston<br>A Burcher<br>J Burcher<br>C Parkhurst<br>K Robinson<br>C Cosgrove<br>M, G & A Webster<br>J W Ouston<br>J Chantler<br>C Henderson<br>Mr & Mrs Collier<br>D & D Massey<br>D B Harrison<br>V Rickett, Bierton with<br>Broughton Parish Council | <p>The local people are very concerned about the heavy traffic, including numerous HGVs, in Bierton, Broughton and Burcott Lane. The volume of traffic is unsuitable for these routes and is causing vast congestion and safety issues. Development in the area and the opening of the Stoke Hammond Bypass will only increase traffic further.</p> <p>Residents are concerned that phase 2 (2006-2011) only concerns the section between Milton Keynes and Hulcott Crossroads- they feel that link between the A418 and A41 is needed urgently to bypass Bierton and Broughton.</p> | <p>Our consultants are developing the A418 improvements, which will include a link between the A418 and A41, effectively a Bierton bypass. The County Council has made it clear that any growth should be accompanied by associated infrastructure. Funding for such infrastructure has to come from Central Government or other sources since the authority does not have the necessary level of resources.</p> |

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| B Robson                         | <p>I am surprised that only 11% of traffic is through traffic. Does this refer to the traffic passing through the whole of the area cover by the action plan or just the urban area?</p> <p>Why do we say that we will improve public transport, walking and cycling access but not include out towards Bierton.</p> <p>Although the A418 is a congestion management corridor there is no further info on what will be done here. Also no mention of the Aston Clinton Road Business Major Development Area.</p> <p>The emphasis on improving the A413 without consideration of the A418 runs counter to the stated objective of the A418 improvements of transferring traffic from the A413 to A418.</p> <p>The A41 and Broughton Lane route through to the A418 are both not suitable for the volume of traffic that will be generated as a result of the MDA.</p> | <p>This figure was taken from the first Aylesbury Transport Model developed in the early 1990's and work is progressing to update this model. Early indications from surveys suggest that this has remained relatively unchanged. Our consultants are developing the A418 improvements, which will include a link between the A418 and A41, effectively a Bierton bypass.</p>   |
| P Robinson, Cycle Campaign Group | <p>There is no reference to maintenance of footpaths/cycleways?</p>  | <p>We need to maintain our cycle/walking routes. Aylesbury has been awarded one of the cycle demonstration towns which is very good news and has supplied funding for cycling improvements. Through this we will be looking to maintain all cycleways we build. Through working in partnership with the District Council, who is responsible for sweeping footways and cycle ways, we should encourage more people to cycle and walk.</p> |
|                                  | <p>Cyclists – We have £1m but no strategy, never have. Even Stone-Aylesbury has a gap in middle. Routes need to be continuous, not stop at edge of town centre. On-road cycleways are fine but we need to do something.</p>  | <p>The existing strategy is currently being updated due to the improved investment and priority given to cycling in the area.</p>   |

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| <i>Name</i> | <i>Comment</i>   | <i>Response</i>  |
| C James     | Can we make more footpaths available to cyclists? Many areas use part-time signals, can the Gyratory have part-time signals? | We use part-time signals in other places and we will look at options. This may not be possible at this particular junction due to the number of pedestrian crossing points. We are looking at dual cycle / footways.   |
|             | Aylesbury is already at capacity – the ring road now is inside the edge of Aylesbury.  | We have developed a balanced strategy. We have to be realistic and a bypass would be expensive to build. We are trying our best to improve existing links. The key issue is that without Government support and agreement. We can see the logic and need for bypass but we cannot expect it now. There is a need for residents to continue lobbying. |
|             | When Aston Clinton bypass finished, the A41 was detrunked. It is no longer Highways Agency road – why was this done?         | There was a national move to de-trunk roads to minimise the number of minor roads under the Highway Agency powers. By detrunking the road the Local Authority were able to take over the maintenance and focus on other modes, e.g. cycling / footways, etc.   |
| S Mitchell  | 89% of people go into town. What other work will be done on the Oxford Road?   | There are 4 priority corridors this does not include Oxford Road it is already a Priority Public Transport Corridor and has had cycle provision put on this corridor. However this route may be revisited in the future including Fowler Road Signalled junction will be looked at. Oxford Road not perfect and I am happy to revisit this.          |

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|             | <p>Failure to implement an effective road system to manage traffic approaching from the east into and around Aylesbury will seriously prejudice the aims of the overall development plan for the Region. The proposals for housing and employment growth in both Milton Keynes and Aylesbury are vitally dependent on effective transport links between the two conurbations. Berton is already a bottleneck for traffic approaching Aylesbury from the east (a point recognised in the Draft Second Report) and failure to provide some by-pass or relief road connecting the (soon to be improved) A418 to the A41 will produce an insoluble problem.</p> | <p>The County Council is working hard to improve transport connections between Aylesbury and other centers, and also around Aylesbury. The Second Local Transport Plan describes the first phase of this work, concentrating on improved links between the A41 (Aston Clinton Road) and the A418. This major project is currently being developed in two sections; one from Hulcott Crossroads to the A418/A505 Roundabout (effectively bypassing Rowsham and Wing) and the other from Hulcott Crossroads to Aylesbury (effectively bypassing Berton). The Council intends to submit a Major Scheme Business Case in the Second LTP period. Progress beyond this will depend on the scheme receiving full approval from the Department for Transport and overall approval through the consultation process.</p> |

| ENVIRONMENT      |  |   |
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| <i>Name</i>      | <i>Comment</i>   | <i>Response</i>   |
| M, G & A Webster | Noise and pollution are a problem in Bierton (along the A418). A bypass is needed.   | We are investigating and using traffic management measures to improve traffic flow and reduce congestion in identified areas, so as to improve air quality, safety and journey time reliability. Any resurfacing that is prioritised will use low noise resurfacing to improve human health.  |
| K & V Miller     | Measures are proposed to deal with air pollution on the Tring Road- the implications of the commencement of work on the Aston Clinton Road MDA will only tinker with the issue. Solution lies in the completion of the whole of the A418 corridor in the 2006-2011 period. | An Air Quality Management Area (AQMA) has been declared along a stretch of Tring Rd and an Action Plan is being developed jointly with Aylesbury Vale District Council to tackle the high pollution levels within the vicinity, which recorded exceedence of the national standard. The Action Plan will also look at how the Aston Clinton MDA will affect the AQMA and how it can be mitigated through traffic management measures. |

| ROAD SAFETY                                   |   |   |
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| <i>Name</i>                                   | <i>Comment</i>  | <i>Response</i>   |
| A Greenwood and J Day<br>J Keen<br>R Thurston | Bierton is an extremely dangerous road, especially for pedestrians, with many accidents including fatalities. The traffic is severely heavy with a large number of HGVs. We need a bypass urgently.   | As stated in the Second Local Transport Plan (LTP) for 2006/07 to 2010/11, the County Council is promoting a series of improvements for the A418 between Aylesbury and the A418/A505 junction near Linslade. This major project is currently being developed in two sections; one from Hulcott Crossroads to the A418/A505 Roundabout (effectively bypassing Rowsham and Wing) and the other from Hulcott Crossroads to Aylesbury (effectively bypassing Bierton). This project will only be subject to approval from Central Government. |
| M Armstrong                                   | Broughton Lane suffers from speeding traffic and we need traffic lights for the hump back bridge over the canal and some form of traffic calming – most people completely ignore the slow signs. There will be a fatality if something is not done before 2011. | Broughton Lane/Burcott Lane is the subject of a petition which will be reported to April's Local Committee. The injury crashes occurring at the hump back bridge are taking place during the hours of darkness with some involving positive breath tests. A traffic signal shuttle working on the bridge is being looked at as a possibility.   |
| B Robson                                      | Area 13 of the SLR is not mentioned. This is the area, which covers Bierton. Is this now not going to happen?   | Area 13 has started although work is 'behind the scenes' at present. However, formal consultation on initial proposals for speed limits will take place with local councils and road user groups by end of 2006, with Public Consultation on the revised proposals due to take place in Spring 2008.  |

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| <i>Name</i> | <i>Comment</i>   | <i>Response</i>   |
| M F Tilley  | A footpath is needed along the A418 through Broughton. It is used as a ring road, which makes it unsafe for residents. It is the only rat run around Aylesbury without any speed limits, traffic calming or footpath.  | Noted. The issue of Broughton / Burcott Lane has been the subject of a recent Local Committee report. Please contact the Local Area Co-ordinator for more information. Speed limit reductions to 30 /40 mph through roads in the Bierton area, including Broughton Lane, Broughton Crossing, and Burcott Lane, will be proposed as part of Area 13 of the speed limit review.               |
| C Parkhurst | Congratulations on cycle town bid but the roads are too dangerous for cycling at the moment, too much traffic.   | Thank you for your congratulations. Although there will be some strategic changes to routes on the existing network, the current routes identify the best way for cyclists to get from one destination to the next. As the network develops further, it will continue to take into account any potential conflicts with motor traffic and direct cyclists using a safe and efficient route. |
| P Manning   | I live on Tring Road – my 2 year old would not be safe cycling on Aylesbury road – cycling is not a good mode of transport in this County. Won't achieve needed shift to cycling and we have to accept this. We need to think seriously about bypass to make our town safe for children. | Now Aylesbury has become a Cycling demonstration Town, the funding allows us to invest more towards meeting cycling priority requirements. Although this will not mean that every issue is dealt with, it will make cycling a much more realistic option compared to other modes of transport.  |

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| <i>Name</i>      | <i>Comment</i>   | <i>Response</i>  |
| M, G & A Webster | <p>There have been 3 deaths on the A418 through Berton, 2 in over the last 18-month period. The speed limit has not been lowered to 30 miles per hour despite calls by the Parish Council. The pedestrian walkways are extremely narrow at some points and are entirely inadequate for anyone pushing a pram or in a wheelchair or even walking to pass along and there is certainly not room for anyone to pass someone coming along in the opposite direction without stepping into the road.</p> <p>Vehicular egress is also becoming a high-risk sport although it is a daily necessity. The corner is a blind bend and ceaseless traffic advancing round it at the current speed limit of 40mph (or mostly more), particularly heavy vehicles find it very difficult to brake to any good effect. A mirror on the highway to aid access onto the road has been refused. The speed camera is either not working or is ignored.</p> | <p>A reduction to 30mph through Berton is proposed as part of Area 13 of the speed limit review. (Average speeds measured in Berton at 2 locations on the A418 in 2004 &amp; 2005 ranged from 31 to 36 mph. Only 15% of vehicles exceeded 41 mph).</p> <p>There have been 3 fatal crashes since 1995 on the A418 in Berton, with human error as a contributory factor.</p> |
| D & D Massey     | <p>Environmental conditions are already poor in Berton making walking to school uncomfortable and cycling to school impossible (except on the pavement). The traffic situation has a seriously detrimental effect on the cohesion of the Berton village community.</p> <p>The sports centre is used for many community purposes including playgroup, beavers, karate etc and traffic cutting through is often speeding and unaware that children are crossing and cars manoeuvring. Only last week a major traffic incident occurred when a legitimately parked car was hit violently and spun into the road by a moving vehicle avoiding oncoming traffic in the narrow lane.</p>   | <p>Berton Juniors are developing a travel plan and this concern should be picked up through that if the pupils and parents identify it as an issue.</p> <p>A reduction to 30mph through Berton will be proposed as part of Area 13 of the speed limit review. Public consultation on the proposed limits will take place in Spring 2008.</p>                               |

| ROAD SAFETY |   |   |
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| <i>Name</i> | <i>Comment</i>  | <i>Response</i>   |
| J Thompson  | <p>Concerns over safety of children travelling to and from Bierton school along the very busy A418. The traffic travels at excessive speeds from Aylesbury to Wing, whilst the incoming traffic forms lengthy tailbacks, ignores the traffic signals and queues across the crossing point making it dangerous for the children to cross a very busy road at the only crossing point available.</p> <p>The School, the County Council and Government departments are trying to increase sustainable travel and reduce traffic journeys relating to the school run. Whilst this is commendable, it must be the case that suitably safe routes are made available for the children and their parents to travel safely on those routes. I strongly request, for the sake of the safety of the children travelling through Bierton to get to school, that the A418 from Aylesbury through Bierton and Broughton is included in the Phase 2 improvements being considered for the rest of the A418.</p> | <p>As you will be aware the school travel plan process allows the school to identify where there are barriers to children and parents choosing a more sustainable mode of travel to the car. Bierton school is developing a travel plan and the concerns of pupils, parents and staff are taken into account in developing this. The improvements identified as necessary to encourage more walking or cycling will be investigated. Where highway work is required, we have a limited budget to help with schemes to increase levels of walking and cycling.</p> |
| J M Mitford | <p>Concerned about the speed and the volume of traffic using Broughton Lane, Broughton Crossing, and Burcott Lane, Bierton. It really is almost impossible to walk from the house, it feels so unsafe, there are no pavements, which wouldn't necessarily cause a problem but the speed of traffic makes it feel scary. The opening of the A41, the fact the Burcott Lane and Broughton Lane is mentioned as a shortcut on Satellite Navigation Systems in cars and on the Internet Route finder. We have the National Speed Limit, but cars regularly exceed this, even around the bends and often overshoot the bend. We used to see runners, cyclists even people walking along the verges and road, hardly ever now, it's so sad.</p>   | <p>Reductions to 30 /40 mph through roads in the Bierton area, including Broughton Lane, Broughton Crossing, and Burcott Lane, will be proposed as part of Area 13 of the speed limit review. Public consultation on the proposed limits will take place in Spring 2008. Broughton Lane/Burcott Lane is the subject of a petition which will be reported to April's Local Committee.</p>  |

| MAINTENANCE  |   |  |
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| <i>Name</i>  | <i>Comment</i>  | <i>Response</i>  |
|              | Improve footpaths – I live on Tring Road. The pavement will be repaired but HGVs use it and it gets damaged.                                      | We are doing Freight Strategy and Signing Strategy but it would be good to have maps in edge of town lay-bys. We can't stop every HGV going through Aylesbury but we must do what we can.  |
| C Richardson | Currently many footways are in poor condition and there is a lot street sign clutter. Mothers and children and disabled people are disadvantaged. | In the centre of town, improvements for pedestrians and cyclists will be made.   |
| K & V Miller | The A418 is breaking up extensively on the Wing side of Rowsham up to Wingrave Crossroads.  | The principal road network is surveyed on an annual basis; the methodology has recently changed to a machine type survey. This highlights any defects which are then prioritised into schemes across the county. The maintenance strategy has been to improve the footways over the last and coming years but area maintenance have a duty to maintain the roads to a safe and serviceable condition. The roads are inspected on a monthly basis and any dangerous defects are issued for repair to our term maintenance contractor. |