

### 3.2 BUCKINGHAM

GENERAL AAP		
<i>Name</i>	<i>Comment</i>	<i>Response</i>
J Barn, Town Council and Community Plan Transport Sub-Group	Hoped that the Council would look very carefully at schemes examined and recommended through the community planning process.	The County Council is well aware of the recommendations made in the Community Plan and will consider these in detail when the Area Action Plan for Buckingham is reviewed and amended.
M Gadd, Community Plan Transport Sub-Group	Concerned about the late stage that public consultation normally occurs in relation to transport. It is often too late to truly influence direction and should happen earlier in future.	The 'Transport Matters' event was the start of the consultation process and the draft Area Action Plans were developed using local knowledge and information. These will be revised in the light of the comments made and additional information that has been collected.
H Carey	The transport presentation missed what is of most interest to the audience, which is what percentage of the Council's (transport) budget is spent in this area.	With budgets changing each year and shifting priorities it is difficult to be precise about the percentage that will be spent in the Buckingham area. However, efforts will be made to report transport spend in future Area Action Plans.

ACCESSIBILITY		
<i>Name</i>	<i>Comment</i>	<i>Response</i>
Mrs Stuchbury, member Bus Users Group	The (quality of) access to hospital services at Stoke Mandeville and High Wycombe from villages surrounding Buckingham is a major problem for residents without private transport. Recommend that the shuttle bus service between Stoke Mandeville and Wycombe Hospitals be advertised more.	We are working closely with the NHS Trusts and operators to improve accessibility to each of the main hospital sites. This will take place through improving the core public transport network between and within the larger towns, and also specific measures such as the inter-hospital shuttle bus.
Mrs Cannard, Buckingham & Winslow Voluntary car club	We perform a valuable role in taking people to healthcare etc, but have problem with cash resources to sustain the service. Is there any possibility of getting help for this process?	We will consider the potential for assisting the development of voluntary transport schemes as part of our Local Accessibility Assessment process.
Mrs Stuchbury	The Action Plan does not mention the Aylesbury Vale Bus Users Group under the section on consultation; they should be included in consultation in future. There has been no response yet to an old request for transport services to be provided for youth to get to/from MK in evenings.	The Aylesbury Vale Transport User Group is sponsored by the County Council and included in all consultation on local transport issues. The access needs of all sections of the community, including young people, will be assessed as part of the Local Accessibility Assessment process, and funding for a new pattern and wider range of services will be allocated according to the prioritisation of need, based at least partly on local advice.
B Ridgeway, AV Bus Users Group	The X5 stagecoach service bypasses Tingewick very closely and the villagers are not able to use it.	This is an express coach service with very few stopping places.

ACCESSIBILITY		
<i>Name</i>	<i>Comment</i>	<i>Response</i>
J Barn, Town Council and Community Plan Transport Sub-Group	Suggest using terms like 'off-peak' (e.g. in accessibility modelling) in a more sensible and realistic way.	The term 'off-peak' was defined in a specific way for a specific purpose in the accessibility modelling case study example used in the AAP using conventional transport planning timescales. When we undertake the Local Accessibility Assessment in your area, if the community wishes to look at different timescales this could be done.
P Collins, Town Council	There are not enough jobs for local residents in Buckingham – many therefore work in MK, but the bus service back to Buckingham in the evenings ends too early for some people's jobs. BCC should do something about this.	Frequent services operate through the evening on the X5 route, which only calls at Buckingham Tesco. We aim to provide an hourly service throughout the working day (0700-1900) on our core bus network. Where existing services fall short of this standard, we aim to progressively enhance the service available.
Bucks Association for Blind and Partially Sighted People (BAB)	New estates have good cycle tracks and footpaths – there is a need to consider reviewing the same for the older estates.	We are working with our Area offices, Parish Councils and other stakeholders to identify where improvements can be made. Although there is limited funding, these reviews will result in positive action on all estates.
Bucks Association for Blind and Partially Sighted People (BAB)	On pedestrian routes, install colour change between the pavement and curb as an aid to VIPs (Visually Impaired People).	Efforts are made to ensure that kerbing is distinctive to assist VIPs. Where work is being undertaken in conservation areas there is sometimes specific requirements on choice of material but the needs of VIPs will be considered.

ACCESSIBILITY		
<i>Name</i>	<i>Comment</i>	<i>Response</i>
Bucks Association for Blind and Partially Sighted People (BAB)	With the recent reorganisation of NHS Trusts, Buckingham residents are now being given routine treatment appointments, often first thing in the morning, at Wycombe Hospital. The current transport system makes attendance almost an impossibility for VIPs.	We are working closely with the NHS Trusts and operators to improve accessibility to each of the main hospital sites. This will take place through improving the core public transport network between and within the larger towns, and also specific measures such as the inter-hospital shuttle bus. We are also trying to develop a joint action plan with the NHS to include a wider range of measures that might include for instance integrated transport and appointment booking.

CONGESTION		
<i>Name</i>	<i>Comment</i>	<i>Response</i>
M Gadd, Buckingham Community Plan	<p>Locals are concerned about congestion of roads in and around Buckingham, these problems will be greatly exacerbated by the proposed new housing estate planned for Moreton Road. Current problems include: Market Hill/ Moreton Road (Old Gaol) junction which is considered by residents as a bottleneck and when approaching from Moreton Road it is difficult to see traffic approaching from Market Square direction. Cornwall's Meadow junction with High Street – community reported that congestion is a problem due to traffic turning right form Cornwall's Meadow into High Street.</p> <p>Addington Road – High percentage of the community reported driving and parking on this road is a problem. HGVs using the A422 – a through route from Brackley to Milton Keynes via Buckingham using West Street, High Street and Stratford Road – although there is an alternative signed route along the A412. Nelson Street parking (near Hunter Street) – problems with cars parking on the street causing an obstruction for vehicles driving along this road, and is made hazardous as there is a sharp (relatively blind) bend as drivers approach from Tingewick Road. The short length of parking and loading bay on this street is close to the junction with Hunter Street, and this is worse when people extend onto the double yellow lines. Roundabout A421 &amp; A413 (near Tesco) – the pedestrian crossing often causes traffic to back up. The group believe the funding to solve the problem would be low cost and cycling &amp; walking could fund some.</p>	<p>The County Council is well aware of the recommendations made in the Community Plan, arising from the work by Jacobs Babbie, and will consider these in detail when the Area Action Plan for Buckingham is reviewed and amended.</p>

CONGESTION		
<i>Name</i>	<i>Comment</i>	<i>Response</i>
Bucks Association for Blind and Partially Sighted People (BAB)	Town centre congestion remains an ongoing problem. A one-way system might provide a short-term improvement; the longer term requires an upgrade to the A421 and possibly a bypass system.	Both the Milton Keynes and South Midlands Sub-Regional Strategy and the main Local Transport Plan refer to longer term A421 improvements that would need to be funded by Central Government. The County Council is also well aware of the recommendations made in the Community Plan and will consider these in detail when the Area Action Plan for Buckingham is reviewed and amended.

ROAD SAFETY		
<i>Name</i>	<i>Comment</i>	<i>Response</i>
M Gadd, Buckingham Community Plan	<p>Tingewick Road - the outer part is subject to National Speed Limit whilst the built up part is subject to a 30mph limit and some drivers enter this at high speeds. The Speed Limit Review apparently proposes the existing National Speed Limit section to reduce to 50mph and adding a 30mph roundel on the road at the start of the 30mph limit. We would suggest imposing a 40mph limit (starting near the railway bridge) instead of a 50mph limit. London Road will face increased traffic due to development, so a pedestrian crossing on London Road near Meadway should be considered for safety reasons (Toucan for the shared pedestrian and cycleways). Loading Bay in Market Hill - should be moved to the shops side of the road to make deliveries safer and easier. Wharf Yard junction with Stratford Road - meet with a wide but acute angle, visibility to the right on exiting the yard is extremely limited being restricted by the listed building Wharf House. Stratford Road is subject to a 30mph speed limit; there are no advanced warning signs for the junction for traffic approaching from the northeast. The community are concerned with speeding along Stratford Road, Bourton Road &amp; Tingewick Road.</p>	<p>The new speed limits were introduced in March 2006 for Area 3 of the speed limit review. The effectiveness of and public responses to these speed limits will be monitored and a further 'mini' review will be undertaken by early 2007. There have been no injury collisions at this location in the last 3 years and scope for improving the vision is limited by the narrow road and proximity of buildings.</p>

ROAD SAFETY		
<i>Name</i>	<i>Comment</i>	<i>Response</i>
H Carey J Barn, Town Council and Community Plan Transport Sub-Group	It is wrong to say that there are no dangerous roads; this was a “highly provocative” statement. Poorly maintained rural roads make driving relatively dangerous regardless of the driver’s actions. The main road out of Buckingham town centre to the east (i.e. High Street – Stratford Road) has problems in places where narrow pavement makes conditions unsafe for pedestrians and cyclists.	95% of all crashes involve some form of human error, with 76% purely caused via human error. The highway environment is a contributory factor in around 18% of crashes.
Mrs Stuchbury	We need more street lighting to allow us to feel safer. The Council has not responded to requests to improve safety conditions on the road entering into Tingewick (where a teenager was recently killed).	Street lighting – Limited funding is available for community safety and accessibility schemes. To determine where funds are allocated an evaluation process will be introduced next year. This process will rank schemes against set criteria such as enhancing accessibility, improving safety, crime statistics, age of equipment and standard of existing lighting. To assist with this process, specific locations need to be identified. The Casualty Reduction Group cannot find any teenage fatality on roads entering into Tingewick since 1990 and are unaware of the request for safety measures. Traffic calming was installed at the time of the bypass to reduce vehicle speeds.
B Lacey	My main concern is the A421 and the Area Speed Limit Review of Area 1. I would like to know what is happening about it.	The A421 is within Areas 3 & 14 of the speed limit review. Area 1 was implemented in 2004. It consisted only of the A422 west of Buckingham and adjacent villages. The rest of ‘Area 1’ has been incorporated into Area 14, which will have new speed limits by 2008. Area 3 was implemented in March 2006.

MAINTENANCE		
<i>Name</i>	<i>Comment</i>	<i>Response</i>
	Signage in the area is not being cleaned/maintained anymore because the contractor previously doing it has stopped doing so. Signs are therefore not always easy to see and have a poor appearance	The County Council has a schedule to clean direction and mandatory signs (i.e. order and warning signs).
W Whyte	The A413 north of Buckingham to Towcester is possibly the poorest quality surfaced road in the South East. There is no mention of this.	Technical assessment of roads in Buckinghamshire shows that they are structurally sound. The physical appearance of the road is not always a good indicator of its structural condition.