

5.2 BURNHAM

GENERAL AAP		
<i>Name</i>	<i>Comment</i>	<i>Response</i>
Taplow Parish Council	Concerned at the geographical definition of the Community Area, it does not relate to the reality of residents' perceptions and activities. The North of the Parish looks primarily to Beaconsfield and Gerrards Cross, and the South to Maidenhead. Burnham is not a primary service centre for the Parish. The reality of community structure must be recognised, there is a worry that areas might be used in inappropriate context because of their simple existence regardless of their suitability.	We recognise that people have different views on local services and that the designation of 'local communities' does not imply that everyone will look to the main town as their principal service area. We will be looking into this issue through our local accessibility assessment, which will take place during the course of the LTP2.
Taplow Parish Council	There are major concerns with the timing and detail of implementation in the plan. The plan does not set out policies to strengthen the relationship between Land Use and Transport as set out in PPG 13.	The Local Transport Plan does include information about the important link between land use and transport, and the County Council is working with the District Councils to ensure that these links are strengthened in the development of Local Development Frameworks. Area Action Plans will be revised to become more area specific and will refer to appropriate schemes completed or planned.

ACCESSIBILITY		
<i>Name</i>	<i>Comment</i>	<i>Response</i>
	How much liaison is there between transport and other public services, especially health-environment of Wycombe Health Services to Stoke Mandeville?	The accessibility strategy includes a draft access to health care action plan that is being developed and progressed in partnership with Primary Care Trusts and health providers.
	Bus services should be tied up with rail services. The local bus runs around empty, smaller buses should be used.	The integration of rail and bus services in the area should be achievable since most are operated by the same provider, First Group. It is likely that we will use an increasing number of smaller buses in the future as we develop more flexible demand response transport services.
Taplow Parish Council	Accessibility needs would have to address a greater number of destinations than those identified, particularly addressing the future patterns produced by new developments at Cliveden and Dropmore.	For accessibility we need to focus our attention on addressing whether people can reach the most important services (health, education, shopping and physical and social/leisure activities) and a reasonable range of jobs. On a strategic, though not a detailed level, this in practice implies that people have adequate connections to/from a network of significant urban centres - wherever they live. Significant new developments will by their nature generate commercial bus services (and roads), and we will also consider how best to meet access needs not catered for by these.

ACCESSIBILITY		
<i>Name</i>	<i>Comment</i>	<i>Response</i>
Taplow Parish Council	Accessibility to Cliveden Historic House and Garden should be addressed, it receives 153,000 visitors a year. A connecting bus service to Taplow Station and Sunday opening of the station should be considered.	One of our aspirations is to improve public transport accessibility to major attractions in the countryside. We recognise that this has significant benefits for users, providers of attractions, and rural communities. We will look to identify realistic opportunities, and seek to engage key partners, including the owners/ providers, to develop viable services.
Taplow Parish Council	Methods for working with the communities and the process for decision making should be identified.	There is a short section in the Local Transport Plan about how local community accessibility planning will develop (7.3.2) and also an outline of the related concept of 'community transport partnerships' (7.2.4). We recognise that at the moment these ideas require more work. This is currently underway and we will shortly be consulting with representative organisations and other stakeholders to refine methods for community engagement and decision-making.
Taplow Parish Council	Improved access is needed for non-motorised traffic.	While the Local Transport Plan does not overlook the needs of motorists, the main aim of the accessibility strategy is to improve conditions for non-motorised travel.
Bucks Association for Blind and Partially Sighted People (BAB)	Bus frequency to Maidenhead is not sufficient.	We aim to ensure that a half hourly service is provided on strategic inter-urban routes (including the route between Slough, Burnham & Maidenhead) throughout the working day. Existing services meet this standard along this route.

CONGESTION		
<i>Name</i>	<i>Comment</i>	<i>Response</i>
	There is an increasing pressure on infrastructure. What allowance is being made for rural development in the future?	We are working with South Bucks District Council in the development of the Local Development Framework that will determine locations for future growth. This should also enable contributions to be collected from developers to support new infrastructure.
Taplow Parish Council	A timetable is needed for the completion of the Strategic Network Hierarchy (SNH). HGVs cutting through the Parish on completely unsuitable routes are increasing and could cause irreversible damage. This is one of the residents' main concerns.	The review of the SHN and development of a Freight Strategy will provide the framework and then restrictions can be considered on other less suitable routes but accepting some local access is still required.
Taplow Parish Council	A travel plan for St. Nicolas School in Taplow Village is seen as a major problem. One possible solution is to use the Cricket Club car park for a drop off/ collection point and walk the children to school along the public footpath.	We encourage all schools to work with us to develop a travel plan. We can assist the school in negotiations of setting up park and walk sites and would be happy to hear from a representative at the school to move this forward.
Taplow Parish Council	Two of the congestion hotspots identified in Taplow do not appear to be factually based. The junction of Hill Farm Road and Rectory Road presents a visibility problem not a congestion one, whilst the junction of Heathfield Road and Hedsor Lane presents no congestion problems.	As part of the Annual Transportation Survey we asked residents where they considered congestion to be a problem. The perceived congestion hotspot maps were created from these results.
Taplow Parish Council	Rat running and HGVs are also a problem within Taplow Village and this needs to be addressed together with those of parking.	The proximity of the A4 and Slough means that it is likely vehicles will try to avoid congested routes. The Freight Strategy will encourage vehicles to use the most appropriate routes through signage and relevant restrictions.

ENVIRONMENT		
<i>Name</i>	<i>Comment</i>	<i>Response</i>
Taplow Parish Council	Measures specified to improve the environment are very limited and do not take on board the fundamental rural environment issues identified in the Parish Plan. The Actions do not appear to address the need to protect the rural environment, not just for its own sake but in recognition of it as a valuable resource with a land use and economy primarily dependant on equestrian activities (recognised in PPS7). The use of Taplow for equestrian, cycling and walking activities is under threat, particularly due to the number, speed and type of traffic cutting through the Parish.	The Local Transport Plan recognises that the rural environment of Buckinghamshire is important and makes the county an attractive and pleasant place to live. The Rights of Way Improvement Plan is an integral part of the Local Transport Plan that will enable us to complete schemes that will encourage more sustainable travel. The County Council has also adopted the environmental guidelines for the management of roads in the Chilterns AONB, across rural Buckinghamshire and not just the designated area of the AONB.
Taplow Parish Council	Any works with Rights of Way must include the remedying of the major defect in the footpath and bridle path system asserted in the Parish Plan (i.e. the lack of connecting network particularly between the north and the south of the Parish). Lack of bridle paths should be specifically addressed and a cycle path system connecting north and south.	If a strong case was made that this would enhance pedestrian (and maybe cycling) access for key local journeys and that the benefits could outweigh the legal difficulties and costs, it might be considered for funding.
Taplow Parish Council	The A4 problems are not just street clutter and air quality. The problem of communities straddling a major through route should also be addressed and measures such as those recommended by Transport 2000 for reclaiming communities should be investigated and then applied. The identification of Taplow Parish and the Taplow Riverside Conservation Area should be part of this programme as stated in the Parish Plan.	It is recognised and unfortunate that some communities are divided by a major road. It is hoped that 'Getting Closer to Communities' and transport schemes will help close this gap literally and virtually.

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Taplow Parish Council	Within the rural area the possibility of distinctive fingerpost signing should be considered to enhance the rural character.	These have already been installed in two pilot areas in Buckinghamshire. Experience from these is included in the new Chilterns design guide that will be applied to all rural areas.
Taplow Parish Council	The preservation of the rural area of Taplow should be seen in the context of an area with its own positive identity and not just an area defined by the roads that cross it.	Following the 'Getting Closer to Communities' consultation and a holistic approach being taken on transport and other local issues such as accessibility, the county has been divided into 24 Local Community Areas. For the Local Transport Plan some of these areas have been combined, resulting in 19 areas for transport delivery. In consultation with local communities we are developing Area Action Plans that will provide the opportunity to retain and enhance local identity.
Taplow Parish Council	The area cannot absorb further encroachment into its Green Belt without sustaining permanent, irreversible damage. This is one of the major issues that the plan should address as a matter of urgency.	The Local Transport Plan does include information about the important link between land use and transport, and the County Council is working with the District Council to ensure that these links are strengthened in the development of Local Development Frameworks.

ROAD SAFETY		
<i>Name</i>	<i>Comment</i>	<i>Response</i>
Taplow Parish Council	A major safety problem is produced by conflict between cars, lorries and the non-motor users (horse riders, pedestrians, cyclists). Non-car users are intimidated and under threat from the speed and number of vehicles using the roads.	We need to strike a balance between access for all modes of transport and safety.
Taplow Parish Council	Safety at schools should be addressed as a matter of urgency, especially St Nicolas and Silchester Manor School.	Comments will be passed to the Travel Planning team to review safer routes.
Taplow Parish Council	The parking problem in Marsh Lane connected to unsuitable lorry traffic visiting the Mitie Works is causing great concern to local residents.	We will consider this issue in the development of the Area Action Plan and will pass your comment to our Parking team.
Taplow Parish Council	Poor visibility at junctions is an issue.	The Local Safety Schemes Team investigate sites around the county where there are collision problems and prioritise them accordingly. The visibility at the Approach road junction was improved a number of years ago using nearside hatching.
Taplow Parish Council	Speeding of motorised traffic needs to be reduced and rat-runs should be inhibited.	A countywide speed limit review is currently underway to assess all of the speed limits and alter them where appropriate. Taplow is in Area 9; proposed speed limits will go to public consultation in summer 2006. Enforcement of speed limits is a matter for the Police. Local residents can assist by borrowing Speed Indicating Devices from the Road Safety team and by 'Making the commitment'. (www.buckscc.gov.uk/road_safety)
Bucks Association for Blind and Partially Sighted People (BAB)	Traffic lights are a necessity at Lent Rise school and OAP home. Cars speed down Lent Rise Road.	Pedestrian facilities have already been provided at the railway bridge signals and a school crossing patrol provided by the school.

MAINTENANCE		
<i>Name</i>	<i>Comment</i>	<i>Response</i>
Taplow Parish Council	Maintenance of hedges and verges should follow the recommendations in the Chilterns AONB in order to retain the landscape quality of the Wooded Plateau Area described in the Bucks CC Landscape Plan as being wild and informal.	Your comments will be passed on to our Maintenance colleges for consideration.
Bucks Association for Blind and Partially Sighted People (BAB)	Street lighting improvements are vital but there is a need to ensure that they are properly maintained.	Limited funding is available for community safety, accessibility and general improvement schemes. To determine where money is spent an evaluation process will be introduced next year. This will rank schemes against criteria such as accessibility, safety, crime statistics, age of equipment and standard of existing lighting. To assist with this process specific locations need to be identified. We endeavour to maintain our equipment to a high standard.
Bucks Association for Blind and Partially Sighted People (BAB)	Concern that footpaths are not properly maintained. They are dirty, slippery, and a hazard to all who use them.	Your comments will be passed on to our Maintenance colleges for consideration.
Bucks Association for Blind and Partially Sighted People (BAB)	Investment in pothole and pavement repairs would remove hazards for VIPs (visually impaired people).	We have identified that improvements to our most used footways is necessary. With this in mind a major improvement programme was undertaken in 2005/06 and further work is planned for 2006/07. As part of this work we install tactile paving and dropped crossings to meet our Disability Discrimination Act (DDA) obligations. Area maintenance officers also carry out safety inspections on footways on a regular basis and any defects are repaired by our term contractor.

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Bucks Association for Blind and Partially Sighted People (BAB)	Some roads do not have footpaths, e.g. Green Lane, which is clearly hazardous for VIPs.	If there are any roads that you feel are widely used, are unsafe for pedestrians and require a footpath, please highlight these to your Parish Council who will be able to apply for funding from our Delegated Budget. However, we have to consider the amount of resources available and allocate them accordingly to projects with the highest priority.