

5.4 GERRARDS CROSS

GENERAL AAP		
<i>Name</i>	<i>Comment</i>	<i>Response</i>
P Hardy	The one difficulty is that the Action Plan is not specific enough. Planners need to know what changes will be made to transportation. But, if there were specific actions it would discourage developer funding so perhaps being specific is a good idea.	The Area Action Plans were only draft and it is recognised that in some areas they were a little generic. The purpose of the Transport Matters events and the consultation period was to collect further information to enable more locally specific Area Action Plans to be revised and developed.
	Will schemes be part of the plan or pushed out to delegated budget, which is only a small sum of money shared between 12 areas? Where can schemes be suggested such as cycling schemes?	Cycle ways have separate funding which currently is largely focussed on the development of Aylesbury as a Cycle Demonstration Town. We are looking at ways to secure funding for improving our wider cycling network, but at present the delegated budget is an alternative for progressing local schemes that do not meet existing priorities.

ACCESSIBILITY		
<i>Name</i>	<i>Comment</i>	<i>Response</i>
I Corbett	The Council states that it wishes to reduce congestion and increase accessibility, so it cannot justify why buses 305 and 335 have not been included as part of the core network of buses to be retained. Route 305 connects central Gerrards Cross with Uxbridge, which is a major centre for work, education and shopping. The bus is not frequent enough anyway, having been reduced to two-hourly for most of the day. Route 335 connects central Gerrards Cross with Fulmer, Wexham Park Hospital and Slough as well as Chalfont Common and the Buckinghamshire Chilterns University College at Newlands Park in the other direction. The 335 is the only weekday bus which connects Gerrards Cross with these places and is therefore needed for accessibility purposes.	These routes have now been incorporated into our core bus network.
I Corbett	Concern was raised about the elimination of the evening and Sunday 353 service through Gerrards Cross several years ago. The weekday service is now mainly hourly or longer in the afternoons and should be increased in frequency of operation. There should also be more buses at peak times. The 353 bus route should remain as a fixed service and as part of the retained network.	This route is designated as part of the core bus network, on which we aim to ensure that a service is provided at least once an hour throughout the working day.

ACCESSIBILITY		
<i>Name</i>	<i>Comment</i>	<i>Response</i>
	Bearing in mind that public transport is not suitable for people away from bus routes, it is important to provide adequate and cheap parking facilities at shopping centres and railway stations. Note that with a car, one shopping trip per week is feasible, whereas it would require at least 4 trips by bus, even if the bus stop were close.	Parking at railway stations is usually managed by rail companies, as they own the car park. Car parks near town centres are generally run and owned by the District Council. The District Council is responsible for setting tariff rates. The County is working with District Councils to encourage tariff rates that encourage short term parking as opposed to long stay commuter parking.
P Kent	Are bus services privately run? The County Council has a responsibility to support/subsidise non-profitable routes. Many of these are rural routes. It is not always practical to use bus services. The car is the only mode for some journeys because bus routes often take too long and bus stops are miles away.	Since 1986 bus services have been run by commercial organisations. These services will only be run if they are profitable. The Council has the responsibility to consider if uncommercial, low demand routes should be subsidised by taxpayers to meet proven 'social need' especially for the elderly. Routes like the 305/355 aren't in this category as they are well used.
	There are not enough bus services for schools or employment; this causes major issues for youngsters. Bus services should be included in the Area Action Plan, and Parishes should be made aware.	During the Local Transport Plan period, the County Council will be undertaking local accessibility assessments in all local communities across Buckinghamshire. This will include consultation with residents and other users.
D Hepburn Park	'Improve public transport, walking and cycling access for all, to Chalfont St Peter, Slough, Beaconsfield and Uxbridge' – Wycombe should also be included.	This comment will be considered in the development of the Area Action Plan.

ACCESSIBILITY		
<i>Name</i>	<i>Comment</i>	<i>Response</i>
D Hepburn Park	Another action should be to monitor and assess the quality and effectiveness of the rail and bus services in the area and particularly the potential impact of Crossrail on the community.	Local accessibility assessments will examine the benefits delivered by all local bus and rail services.

CONGESTION		
<i>Name</i>	<i>Comment</i>	<i>Response</i>
	What are the criteria for Environmental weight limits of Heavy Goods Vehicles (HGVs)? Are there any criteria in South Bucks?	To implement a weight limit there needs to be a significant number of HGVs using that road, which are deemed to create a hazard. The route also needs to meet certain criteria, and work is being carried out to set criteria on roads such as the A40 / A355 in Beaconsfield. Clearly this has to be balanced with delivery and servicing needs. We are also investigating improved signage although satellite navigation poses a threat to any routeing strategy. The ongoing Handy Cross improvements work will help increase use of the A404.
M Barres-Barker	Are bus companies allowed to share routes?	Bus companies are not required to share routes but are able to through mutual agreement. The Competition Act states that bus operators can't confer with each other to both change routes in similar areas because this will make the situation anti-competitive. Companies are not allowed to collaborate with each other to agree timetables etc.
	Not enough weight has been given to provisions for cyclists over the years. More people will cycle if there are more provisions and if it is safer. What is happening?	We have a Cycling and Walking team working to promote cycling. Developments are starting in Aylesbury and developing across Buckinghamshire over the period of the Local Transport Plan. It is easier to create cycle ways in urban areas, so we have to review options in places like Gerrards Cross.

CONGESTION		
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	Is the data for congestion hotspots perceived or real? The A40/A412 box junction is a major problem. I have noticed that much data has been taken along this route, is this data being used for the Area Action Plans or LTP2?	Traffic is continually monitored around the County. The A40 / A412 box junction is often congested and the County Council will look into whether something can be done to resolve the congestion problems in the area over the Local Transport Plan period.

MAINTENANCE		
<i>Name</i>	<i>Comment</i>	<i>Response</i>
D Hepburn Park	'Maintain verges and hedges at junctions in rural areas to keep vision splays clear' - we also consider that this is equally important in the villages as well.	This comment will be considered as part of the development of the Area Action Plan.