

### 4.3 GREAT MISSENDEN

GENERAL AAP		
<i>Name</i>	<i>Comment</i>	<i>Response</i>
C Veysey	Please could you let us know how and who constitutes the stakeholder group in Prestwood.	Stakeholders for all areas are deemed to be representatives from the County, District and Parish Councils, (i.e. elected representatives), local businesses, interest groups and other organisations.
M Rishton, Gateway School	I am distressed that I can't find Great Missenden identified as a congestion hot spot. There are jams on the route from Risborough to Rignall Road/High Street, from Prestwood on Martinsend Lane, and on the bypass towards Amersham. In the LTP2 the A4128 from High Wycombe to Great Missenden is mentioned as a strategic inter urban corridor (7.4.3) but it does not make it onto the Inter urban 'priority' congestion management corridors list, despite being subject to a Babbie study this year. The measures mentioned in the next section (7.4.6 Bottle necks) would all significantly improve commuter journey time reliability through Great Missenden. Journey time to school is very variable. Any plan to drop off at the crocodile starting point within the 5 minute time window allowed is doomed to failure because their journey time is so unreliable.	A Transportation Survey is carried out annually. Residents of the county were asked where they believe congestion is an issue and the results were used to create the perceived congestion hotspot maps. The work programme for 2006/07 includes schemes on the A4128 that should improve safety and help tackle congestion. These will be detailed in the amended Area Action Plan.
S Jones	I first heard about the meeting at an unrelated appointment at Chiltern District Council. I subsequently asked all my local contacts, representing 29 local organisations, if they had heard about the meeting and none had. It seems clear from this experience and from the LTP (suggesting that only 1500 people contributed their views to the plan) that Bucks CC either has a problem with publicising its initiatives or that it deliberately avoids consultation to ensure minimal feedback.	We recognise that our efforts to promote the event did not reach everyone and we will work harder in the future to enable more people to attend these meetings. We take consultation very seriously, although resource difficulties prevent us undertaking regular large-scale consultation and we welcome all comments and feedback from the public.

ACCESSIBILITY		
<i>Name</i>	<i>Comment</i>	<i>Response</i>
Cllr. Miles	Special parking bays?	Great Missenden is part of the Chiltern Special Parking Area. Requests for parking bays need to be sent directly to Chiltern District Council so that they can consider the requirements during their SPA review.
C Veysey	There is no footpath between Prestwood and Great Kingshill on the A4128 – this is very dangerous.	If there are any roads you feel are widely used by pedestrians but are unsafe, please contact your Parish Council who can apply for Delegated Budget funding. Please note, however, that resources are limited and therefore budgets have to be prioritised.
J Skrimshire	In terms of access, how do you propose dealing with the move of the A & E to Stoke Mandeville? Many in the area use the hospital.	We are working closely with the NHS Trusts and operators to improve accessibility to each of the main hospital sites. This will take place by improving the core public transport network between and within the larger towns, and also specific measures such as the inter-hospital shuttle bus.

CONGESTION		
<i>Name</i>	<i>Comment</i>	<i>Response</i>
Cllr Miles	What is the situation with the proposed no right turn at Deep Mill Lane Junction?	Traffic Management South has proposed to ban the right turn into Deep Mill Lane and a 50mph speed limit. This has been consulted on recently.
	What has happened to the A4128 Route Strategy?	The A4128 route strategy is an important commitment. The recommendations need considering, depending on available funding, as to whether they meet priorities and residents' needs. The next step is public consultation; BCC will consider the public views then help to deliver the strategy to meet the shared priorities.
	Can you explain the Freight strategy, what it means in Great Missenden and what it looks like?	The freight strategy states how we will manage the movement of freight on road and rail. For roads our aim is to keep HGVs on the most appropriate route for them to get to their destination.
M Coniston	HGVs are inappropriately accessing High Street.	The A4128 route strategy recommends a weight limit on High Street. Other improvements are currently being carried out including the Speed Limit Review.
Mrs Judges	The A413 is a congestion hotspot and a bottleneck. Traffic lights/ temporary lights are needed.	The A413 been identified as a Priority Congestion Management Corridor. Significant improvements will be made to this route in the future, such as improved public transport services and traffic capacity.

CONGESTION		
<i>Name</i>	<i>Comment</i>	<i>Response</i>
	There needs to be a safe way of exiting the A413 from Aylesbury at the Chiltern Hospital and a way of ensuring that school coaches do not have to go through the High Street.	There are no Safety Schemes proposed on the A413 at the Chiltern Hospital because the crash record involving right turning vehicles exiting from London Road is fairly low with only 1 crash in 2005. This means that it is not a priority site.
J Skrimshire	The County, through its Education Department, is aware of the planning application that has been lodged by the Church of England School for car parking and a drop off point on the school playing field off the A4128 which will assist in reducing traffic through the High Street and Church Road. It is hoped that Transport Policy and Strategy, whose advise we sought, will support the application.	This issue will be considered in the development of the Area Action plan and highlighted to our area Travel Planning Team.
	A weight limit and 20mph zone in the High Street is important and would potentially meet the congestion and environment criteria.	20mph speed limits are not within the remit of the speed limit review.

ENVIRONMENT		
<i>Name</i>	<i>Comment</i>	<i>Response</i>
M Coniston	The Area of Outstanding Natural Beauty (AONB) is important. The build rate in the Chilterns will affect the environmental sensitivity.	The Strategic Environmental Assessment (SEA) complies with AONB plans.
C Veysey	Environmentally advanced street lighting is requested and needed by the Prestwood community, especially the young people.	To reduce light pollution and environmental impact we are currently implementing flat glass light fittings.

ROAD SAFETY		
<i>Name</i>	<i>Comment</i>	<i>Response</i>
Cllr Birch	There are traffic problems in villages. Deep Mill Lane has a speed issue.	Traffic Management proposals will help to resolve these issues. A 50mph speed limit has been proposed on the A413 by Deep Mill Lane and a right turn ban for Deep Mill Lane.
	The A413 railway bridge is a concern.	The traffic Management proposals mentioned above will help to resolve these issues.
B Woodgate	Vehicles travel at a dangerous speeds therefore it is very difficult to get out of the Deep Mill junction and hospital turn out. The traffic lights that were put in were very good but now they have been taken out, maybe put in a roundabout?	The temporary traffic signals were exactly that, temporary, and in no way met the design that a permanent set up would require. Permanent traffic signals on a high-speed rural road are unlikely to have a low casualty record and could lead to increased problems.
J Boyle	The traffic and safety problems in Prestwood High Street/Wycombe Road have been seriously neglected for many years and improvements are long overdue. These need to be given a much higher priority rating and commitment than is evident at present from your various plans, publications or intentions.	The A4128 in Wycombe is having a Local Safety Scheme installed in April / May 2006. There are no proposals at present to treat the Prestwood stretch.
J Skrimshire	The Chiltern Hospital turning requires attention. If proposals for the A4128 and the A413 are implemented more traffic will use this turning. It is essential for the village that the initial proposals for the High Street are implemented and that a further survey is undertaken. The current traffic management scheme has in the view of many residents proved detrimental not only to their lives but has also put them off shopping. Retailers, with the exception of one, confirm this view. Any proposal for the A413 and A4128 must have regard to the impact on the High Street.	Whilst the junction does have a crash record, it is not a high priority for casualty reduction and a high proportion of collisions involve right turning vehicles on the A413 colliding with Northbound vehicles.

MAINTENANCE		
<i>Name</i>	<i>Comment</i>	<i>Response</i>
C Veysey	The quality of resurfacing of the A4128 Martinsend Lane is dreadful.	If you have any concerns about maintenance or the quality of any road please phone Highways on Call on 0845 230 2882 and your concern will be passed to the most appropriate team.
CM Orr-Ewing, Chairman, Elmtree Green Residents	I have sent a number of letters regarding the poor condition of pavements on Elmtree Green.	These letters will have been received by the Maintenance teams. If you have any further queries please call Highways on Call.
S Jones	To suggest that only Church Street, a minor road with no through-traffic, is in need of urgent work to the road surface and pavements beggars belief. Great Missenden High Street's narrow walkways and high footfall surely deserve more attention?	The maintenance map in the Area Action Plan shows the structural condition of the roads and footways. If Church Street has been highlighted then it is in need of structural repair for safety reasons.
J Skrimshire	We are seeking to invite visitors to come to the village following the opening of the Dahl Museum, and good access and maintenance of footways is essential. Your action plan incorrectly indicates acceptability of the state of roads and footways. Matinsend Lane and Frith Hill both require attention. Of greater concern is the state of the footway on the northern side of the High Street, which is now in a dangerous state for the elderly and children. This has been reported on many occasions (to Highways on Call). The maintenance of highways, footpaths, signage and existing lighting is inadequate.	The maintenance map in the Area Action Plan shows the structural condition of the roads and footways, and does not reflect the visual appearance or 'bumpiness' of the route. If these issues have been reported to Highways on Call they will have been passed to the appropriate teams. They will then be prioritised to ensure that resources are used effectively in areas that need it most.

