

### 3.3 HADDENHAM

GENERAL AAP		
<i>Name</i>	<i>Comment</i>	<i>Response</i>
R Groom	It is a statutory duty to consult with the transport bus users' group in consultation on the bus strategy. How does BCC intend to do this when no such group exists?	The Aylesbury Vale Transport User Group is included in all consultations affecting public transport.
DN Austin	There is no public transport between Oakley (and other villages) and the Transport Matters Event. People with vital interest in transport matters will not be able to participate in the events. So many people are dependant on public transport. Positive action should be taken to enable such people to contribute.	Our accessibility and bus strategies set out how we will review and amend rural public transport services during the Local Transport Plan period, involving local communities, to try and match services to local travel needs.

ACCESSIBILITY		
<i>Name</i>	<i>Comment</i>	<i>Response</i>
	I think that the data on page 4 of document is confusing. It would be good if more of this very helpful material could be easily accessed on a website.	The Action Plans are being developed to make them more area specific and easier to understand. Once completed they will be available to view on our website.
J Woolgar	The 260/261 should act as a feeder to Haddenham Station, as part of an integrated Transport Policy, but only 1 bus per day goes there. The service gaps, especially in the afternoon are considerable, much more than your chart indicates. At times these buses do not run (we are told due to driver shortages, no good for someone trying to get to work). When it was retimed, two years ago, we lost the early morning bus to Oxford. There was no advance warning; workers and school children were left stranded. Again last year the late night Aylesbury, Haddenham to Worminghall bus was taken off without notice. The 280 runs 10-20 minutes late at times, even mid afternoon. There were recently retimings but things do not seem to have improved. In Haddenham at peak times, the Oxford bound bus goes to hourly intervals after 18:07, four trains from London arrive between this and the next bus. There seems to be no integration.	A review of Services 260/261 this year will consider reinstating the connections to Haddenham station.

ACCESSIBILITY		
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J Woolgar	<p>Many of the villages in the South West of the County do not have links to the station. In a way, Haddenham is a better station than Aylesbury as it has Northern Connections. I mentioned the fact that when Chiltern Railways applied for the renewal of their franchise, they outlined several expansion schemes, e.g. Oxford-Bicester-Winslow-Bletchley. Princes Risborough-Chinnor-Aston/Lewknor (Park-and-Ride?). Aylesbury-Midlands, via the sort of Grand Central Route. Princes Risborough via Thame Wheatley to Oxford. No work has started on these, to the best of my knowledge. Possibly the franchise award was partially based on these expansion plans. Could the Council not exert pressure on Chiltern?</p>	<p>A number of secondary aspirations were included in the original franchise plan, but were subject to reappraisal as the primary objectives were delivered.</p>
	<p>Has a survey been carried out as to where people want to go on buses? Do they want to go to Aylesbury? Besides Thame some villages might prefer Bicester. I was informed that people in Crendon, Chearsley and Cuddington could not get to Haddenham Station by bus. Buses do not pass the new Medical Centre. Worminghall, Waterperry residents would like to go to Asda, Wheatley. In addition many people visit Wheatley Services (many youngsters work there), Thornhill Park-and-Ride (for Oxford but also for express coaches to London and the Airports), and to a lesser extent Lewknor for London buses. Perhaps the answer is a circular village bus scheme. Another solution could be to re-route, at certain times, part of the 280 (as a 280A) or such to divert through some of the villages just off its route. Chiltern Railways run several mini bus schemes from Bicester North Station and also run a Chinnor – Princes Risborough Service, perhaps they could be encouraged to assist in any such scheme.</p>	<p>A complete review of local transport links will form part of the Local Accessibility Assessment proposed in the Haddenham area.</p>

ACCESSIBILITY		
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J Woolgar	I believe suggestions have been made to yourselves that the existing footpath in Worminghall Road, Ickford, is extended to Worminghall so that children can cycle between the villages.	The Cycling and Walking team have not yet received a request to review this route; however, they are keen to develop links between communities. This potential route will be included on the countywide review during the Local Transport Plan period.
R Thorogood	A bus route is needed in Haddenham that better serves the new Health Centre. In addition, the BCC should ensure that all new development of buildings or highways takes the opportunity to improve facilities for walkers and cyclists. Recently missed opportunities are the absence of any cycle racks at the newly established health centre. Surely the Council should be thinking walking and cycling routes when they give planning permission for community facilities. And no provision was made for pedestrians or cyclists at the station roundabout. Finally the benefits of transport integration should be vigorously pursued. There are often occasions when buses pull out from Haddenham Station as a train pulls in; surely this is an opportunity to put integrated transport into effect.	These issues will be reviewed as part of the Local Accessibility Assessment in the Haddenham area.
D Bradnack	In all highways work, full consideration should be given to the needs and convenience of pedestrians.	All schemes promoted and developed during the Local Transport Plan period will be required to consider the needs and safety of all users, including pedestrians.
P Quilleash C Lambert	Access to the New Health Centre needs to be improved (e.g. re-route the 280 service). Introduce bus access adjacent to the centre along with pull-in bus stop, shelter, and pedestrian crossing.	Arriva is unlikely to divert the 280 service to the health centre, however we are examining the potential to divert Service 260/261.

ACCESSIBILITY		
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	A418 and airfield – who decided that the Section 106 agreement would go to buses and why were the Parish Council not consulted?	Section 106 agreements are negotiated by the County and District Councils to provide new and enhanced infrastructure and services that aim to meet local needs. It is unfortunate that the Parish Council was not consulted and something that we will seek to resolve in the future.

<b>CONGESTION</b>		
<i>Name</i>	<i>Comment</i>	<i>Response</i>
G Dudley, Haddenham Parish Council	It would be extremely helpful if there were a routing agreement with the businesses on the Business Park. Provision of a cycle track from Haddenham & Thame Parkway to Thame is desirable.	This is an issue that has recently been brought to our attention and one that we intend to investigate during the Local Transport Plan period.

ROAD SAFETY		
<i>Name</i>	<i>Comment</i>	<i>Response</i>
J Woolgar	Ickford Bridges- to make routine traffic safer and easier I would like to suggest that signs and appropriate road markings are installed such that traffic heading North has priority. The reason being that South bound traffic has a better line of sight and it is easy to pass.	We believe that the bridges referred may be the responsibility of Oxfordshire County Council. There have been no crashes in the last three years and therefore are not a casualty reduction priority.
R Thorogood	Work is needed with Oxfordshire CC to establish a safe cycleway between Thame and Haddenham. BCC need to obtain more effective control of speeding in Haddenham and other villages. The last works on the A418 at Scotsgrove did not leave the verge flat, but humped in the middle and very rough such that pedestrians could easily trip when trying to walk on the verge.	We are aware of the extensions that Oxfordshire are making that connect to Thame, which provides us with an opportunity to extend it to Haddenham. During the Local Transport Plan period, we will review the options available to us so that improvements can be made.
P Quilleash	As part of the Speed Limit Review please consider the introduction of a 20mph limit to the area of Haddenham around Woodways and Thame Road, Churchway and Aston Road.	20mph speed limits are not within the scope of the speed limit review.

MAINTENANCE		
<i>Name</i>	<i>Comment</i>	<i>Response</i>
J Woolgar	The condition of the road going west of Worminghall crossroads to the County Boundary is yet again in a bad condition, although I note that is its within your scheme to be repaired. The situation is aggravated by the fact that there is an increasing number of lorries visiting Worminghall (Wornall) Business Park on the site of the former airfield. This is causing problems to surface and verges from Worminghall through to Ickford, Shabbington to the Junction with the A418. A correct lorry route should be agreed (with Oxfordshire?) and clearly signposted. We are even getting large 40' articulated trucks trying to negotiate Ickford Bridges, (some even have trailers) which need some sort of restriction, if not in weight, in width.	The review of the Strategic Highway Network and development of a Freight Strategy will provide the framework and then restrictions can be considered on other less suitable routes but it must be accepted that some local access will still be required.
G Dudley, Haddenham Parish Council	We welcome appropriate sign cleaning - this has been asked for on many occasions.	Noted.
G Dudley, Haddenham Parish Council	Are you going to increase the coverage of routes to be salted or continue as at present?	A recent review of salting routes enabled us to increase the proportion of roads salted, without an increase in cost. It is likely however, that future budget restraints may mean further reviews that could reduce the proportion of roads treated.