

6.1 MARLOW

GENERAL AAP		
Name	Comment	Response
C Watson	Include a “vision and presentation” statement of intent, to extend plans to a minimum of 20 years so as to meet implications of the SEERA plan, especially in respect of the strategic n/s routes required to accommodate the Aylesbury and Milton Keynes expansion.	The County Council’s twenty year vision for transport, taking account of national, regional and local issues (including growth) can be found in Part One of the main Local Transport Plan document.
M Chadwick, Stokenchurch & Radnage Community Action Forum	It is not made clear how the division between urban and rural is defined? Is Stokenchurch a rural area? Why (on the natural community map) is Flackwell Heath included in Wycombe urban area? There is a performance measure quoted in the 2003-04 progress report of the current Local Transport Plan about the number of rural homes within 800m of an hourly or better bus or train service. Is this pertinent to Stokenchurch? What is defined as an hourly service? Stokenchurch only has an hourly or better service 0930 and 1530 Monday-Friday; if this is enough to meet the criteria, it seems an insufficiently demanding target. It is also important to recognise that there is a link between urban and rural areas. If bus strategies focus on the extremes, the needs of communities which are neither wholly urban (where high-frequency Quality Bus Corridors are feasible) or wholly rural (where conventional services are clearly inappropriate and demand-responsive ones can deliver a better alternative) fall through the gap; Stokenchurch suffers in this way.	The Local Transport Plan describes three main urban areas – Aylesbury, High Wycombe and Chesham & Amersham – for transport purposes. The area defined for High Wycombe continues that which appeared in the First Local Transport Plan. We aim to provide at least an hourly bus service throughout the working day (0700-1900) on Mondays to Fridays and 0800-1800 on Saturdays on core routes. Where services currently fall below this standard, improvements will be implemented progressively.
M Chadwick, Stokenchurch & Radnage Community Action Forum	There must be links between Area Action Plans to ensure they are complementary. This also applies at a larger scale, linking local to county strategies, county-to-county, and county to regional. Stokenchurch would benefit from better links between Buckinghamshire and Oxfordshire, and from regional initiatives.	The full Local Transport Plan includes cross-boundary strategies with all neighbouring authorities, including Oxfordshire, and we enjoy excellent working relationships with them all.

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B Savidge, Marlow Society	The Document is so vague as to not add much value. It is also highly repetitive and continually states what has been done. However, in Marlow we do not see evidence of any improvements. We need to see specific jobs, who is the Project Manager and what are the timescales. Without this there is no way we can monitor progress. We have written over the last 3 years regarding work we feel is necessary, promises have been made and all have been broken, including money allocated which was subsequently withdrawn.	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. We want to ensure that any commitments made will be honoured during the Local Transport Plan period.
M J Overall, The Marlow Society	Little Marlow should be included as part of the area. The logic for including Stokenchurch and other areas north of the M40 in a “Marlow Local Community Area” must be questioned. Areas such as Bourne End and Flackwell Heath have a much closer community affinity with Marlow than Stokenchurch. The plan does not explain rationale or criteria used for allocating areas to particular “Local Community” groupings. The allocation for the Marlow area should be reviewed in consultation with community representative groups. The area does not provide a proper basis for considering key transport issues facing Marlow, many of which are not confined to the Bucks county boundary, for example the importance of the Marlow – Maidenhead rail link appears not to be recognised.	It is recognised that the Local Community Areas may not always reflect some local working, travelling or lifestyle patterns but were identified to support local service delivery, in line with other administrative boundaries. The omission of Little Marlow in the draft Area Action Plan was an oversight and will be rectified. The full Local Transport Plan includes cross-boundary strategies with all neighbouring authorities and we enjoy excellent working relationships with them all.

ACCESSIBILITY		
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	It seems incredible to me that Downley and West Wycombe are thought of as looking towards Marlow. Likewise that Bourne End/Little Marlow look towards Marlow not High Wycombe.	It is recognised that the Local Community Areas may not always reflect some local working, travelling or lifestyle patterns but were identified to support local service delivery, in line with other administrative boundaries. The omission of Little Marlow in the draft Area Action Plan was an oversight and will be rectified.
	Amazed that the plan does not refer to the Marlow Branch Railway and only refers to roads and to a lesser degree buses. The railway is potentially under threat from Government cuts and it is essential to press the Strategic Railway Authority that at least the present, if not, and enhances services provided on the Marlow Branch line in the new franchise from 2007.	The County Council is working with train operating companies and neighbouring authorities to ensure that the Marlow Branch line is retained in the future. This will be reflected in the revised Area Action Plan.
D Done	No mention of need to complete Marlow Link Road between former brewery site and West Street as set out in Wycombe DC Local Plan adopted in January 2004. At the consultation meeting a Council officer indicated that the road remained part of the plan for Marlow, but that funding relies on developer contributions. This contrasts with the Cressex Link Road, set out in the Wycombe Urban Area Action Plan (p22). This states that 'subject to the completion of the necessary procedures, the Link Road will be built and open to traffic by the end of 2006' - no mention of need to secure contributions before it goes ahead. Completion of the Marlow Link Road is as important for Marlow as the Cressex Link Road is for High Wycombe, since it provides a far more suitable route for north-south traffic than the current dangerous rat run between Pound Lane and West Street along congested residential roads.	The County Council supports the Link Road proposal and is keen to see it completed, although likely future budgets suggest that developer contributions will be key to its development. The Cressex Link Road has also benefited from external contributions, including developers and the District Council.

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M Chadwick, Stokenchurch and Radnage Community Action Forum	<p>The inclusion of Stokenchurch, as part of a core network of bus routes with a minimum hourly frequency, in the Bus Strategy of High Wycombe is very welcome. Unlike currently, this hourly frequency must apply throughout the daytime (not diminish, e.g. due to the diversion of vehicles to school services) and cover contemporary commuting times (0700-1900). To contribute most effectively to the secondary objective of achieving modal shift, frequencies should be enhanced at commuting times, to cater both for residents working elsewhere and employees of the significant number of Stokenchurch businesses. (As part of the Forum's research, a separate questionnaire was distributed to local businesses, and poor public transport for workers was frequently mentioned as an issue.) In the draft Bus Strategy, evening and Sunday services are not promised for Stokenchurch. This is disappointing: if the accessibility objectives are to have meaning, such services are necessary for the c10% of households that are reliant on public transport, and to enable young people to reach central leisure facilities. Assessment of their cost-effectiveness should also take into account the service as a whole – return journey can for example shift the daytime outward journey from bus to car. Additionally, where services are enhanced on a trial basis, sufficient time needs to be allowed for travel patterns to respond before it is concluded that they are not cost-effective. I have been told that bus companies would expect to persevere with trial commercial services for about 2 years, before they can properly judge success.</p>	<p>We aim to provide at least an hourly bus service throughout the working day (0700-1900) on Mondays to Fridays and 0800-1800 on Saturdays on core routes. Where services currently fall below this standard, improvements will be implemented progressively.</p> <p>Evening and Sunday services will only be provided if adequate funding is available, and if there is clear evidence of demand for the services.</p>

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Marlow Health Check	Is it possible to have joined up cycle ways linking Marlow and High Wycombe?	We are investigating ways to provide direct cycle links between High Wycombe and Marlow, and hope to progress these during the Local Transport Plan period.
	Bus companies do not have joined up working.	We have difficulties where more than one bus company operates and they don't co-operate. The Competition Act does not encourage co-operation between operators, and prevents Councils from brokering joined-up services.
D Greaken	The transport system from Marlow to Heathrow is inadequate. Wycombe has a good bus service but from here it is impossible. Is there any plan to improve this? It would help both workers and holidaymakers.	There is a good High Wycombe to Heathrow service, which is a fast journey. We talking with Carousel about Marlow because if it is added to the route journey times are not competitive. The regional coachway proposal should help because Marlow will be served by regional coaches. Heathrow and the British Airports Association (BAA) are working with us to improve transport links.
M Chadwick, Stokenchurch & Radnage Community Action Forum	The draft Plan proposes a "coachway" / park and ride close to Handy Cross, driven by regional guidance supporting the "development of scheduled coach and express bus services along spokes and interregional corridors". By flexible and intelligent design of services, intermediate communities (like Stokenchurch) can be served without major time penalties, thus multiplying the benefits of such a network. The recently improved facilities at Junction 6 (in Oxfordshire) should also be taken account of, with conventional and demand-responsive bus services feeding into it (a clear example of the potential and need for inter-county coordination).	The regional coachway proposal at Handy Cross should improve and increase public transport connections across a wide area. In developing the scheme we will work with operators and neighbouring authorities to maximise the benefits of the proposal.

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M Chadwick, Stokenchurch and Radnage Community Action Forum	Due to the way services are planned and funded on a county basis, the decline in services to Stokenchurch has been exacerbated by its position close to the Oxfordshire county boundary, because of the failure to link together the respective counties' plans and practices. In the Appendix containing cross-border strategies, the absence of one with Oxfordshire is telling. Establishing a proper working relationship with Oxfordshire must be a priority. People's travel patterns and use of services are not constrained by county boundaries, so it public transport services are to be re-cast to better relate to need, cross-border thinking will be essential. For example, Stokenchurch Medical Centre, which as a health facility is a priority destination under the accessibility objective, has patients from a wide area, including a significant number from Oxfordshire.	Oxfordshire CC and Buckinghamshire CC jointly sponsor several bus routes in the area. A recent development is the joint support for a taxibus service linking Stokenchurch with the Oxford Tube Coach services at Lewknor interchange. Discussions are taking place on opportunities for further co-operative working.
GJ Barclay, Little Marlow PC	Ramps on the footbridge over the A404 between Marlow and Little Marlow would enable a good off-road cycle access to Marlow along the line of the existing footpath (LM20).	We are currently working with Wycombe District Council to identify potential improvements in the Marlow / Little Marlow area. These investigations are on-going and we hope to make improvements during the Local Transport Plan period.
GJ Barclay, Little Marlow PC	Safe footpaths should be provided adjacent to the A4155, Sheepridge Lane and Heath End Road to Daws Hill Lane.	Thank you for bringing this to our attention. We shall investigate this and assess any possible improvements for pedestrians.
GJ Barclay, Little Marlow PC	Further discussions of the Community Bus must take place; it is only used by about 4 or 5 people in the parish.	Regular meetings take place with the Marlow Town Bus Group that includes Little Marlow Parish Council.

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Bucks Association for Blind and Partially Sighted People (BAB)	Given the network of narrow roads in the centre of Marlow and the large number of houses without integral garages, a large number of cars park on pavements – this causes major hazards for VIPs (visually impaired people).	Enforcement of waiting restrictions and pavement parking within Marlow is the responsibility of the police and subject to availability of police resources. Discussions are ongoing with the District Council to make the whole of Wycombe District a decriminalised parking area. Subject to a successful feasibility study and agreement of Wycombe District Councillors this scheme should be developed during the Local Transport Plan period.

CONGESTION		
<i>Name</i>	<i>Comment</i>	<i>Response</i>
C Watson	I am worried about the 5-year plan. The growth agenda is for 20 years so why aren't we looking to this and seeing further ahead? Traffic flows need to be monitored.	The County Council's twenty year vision for transport, taking account of national, regional and local issues (including growth) can be found in Part One of the main Local Transport Plan document.
GJ Barclay, Little Marlow PC	The Strategic Highway Network (SHN) should not allow HGVs to use Sheepridge Lane.	The development of the Strategic Network Hierarchy and Freight Strategy will provide the framework and then restrictions can be considered on other less suitable routes, whilst accepting that some local access will still be required.
GJ Barclay, Little Marlow PC	Marlow is not a big enough town to benefit from a Park and Ride car park (especially if it was planned to the east of the A404).	It is unlikely that a Park & Ride scheme in Marlow would bring significant benefits to the town or the wider area.
MJ Overall, The Marlow Society	A Special Parking Area needs to be introduced, and is more than just a demand management issue. We request a specific response as to the current status of the Marlow Parking and Transportation Strategy, which was subject to a considerable amount of controversy at the time it was last considered locally.	Discussions are ongoing with the District Council to make the whole of Wycombe District a decriminalised parking area. Subject to a successful feasibility study and agreement of Wycombe District Councillors this scheme should be developed during the Local Transport Plan period. Some elements of the Marlow Parking and Transportation Strategy are still being progressed (such as walking and cycling improvements and Westhorpe interchange). Other schemes will not be progressed owing to local political opposition.

ENVIRONMENT		
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GJ Barclay, Little Marlow PC	Unnecessary signage is as much an eyesore in rural environments as in urban. Consultation with Parish Councils could identify what is needed.	A balance needs to be struck between the environment and safety concerns when introducing signage. We do consult with the Parish Councils on such matters, however we also have to consider legislative requirements.
GJ Barclay, Little Marlow PC	Little Marlow Parish Council is responsible for the street lamps on its own roads. If there were an opportunity for them to be included in any bulk buying of environmentally friendly lamps they would be interested to talk to BCC about this.	We would welcome talks with any Parish Council regarding cost benefits of introducing environmentally friendly lamps. We currently implement flat glass light fittings in rural areas to reduce light pollution and improve safety.
MJ Overall, The Marlow Society	Street scene audits and reducing clutter are especially welcomed in Marlow Town Centre. Promoting the use of noise reduction surfacing is welcomed especially on the A404 Marlow Bypass.	Comment noted.

ROAD SAFETY		
Name	Comment	Response
C Watson	Extend Tranquil / Quiet Lanes scheme to protect villages from rat-runs caused by development	Quiet lanes will be considered as part of the countywide Speed Limit Review process.
P Hogwood	Speed Limit Review (SLR) and enforcement – what actions will be taken to enforce the new limits? Junction 5 is a collision black spot, what will happen to resolve this? Are there any opportunities for locals to highlight places where near misses happen?	Enforcement of SLR is down to Thames Valley Police. They have sat on all meetings to decide the SLRs across the County. The County Council works with the Highways Agency to maximise progress, but the crash record at M40 Junction 5 is improving and so is not currently a priority for either body.
	Why don't you take into account any sites where non-injury collisions happen?	There is no reliable way of knowing where non-injury collisions take place. We are seeking to collect information to assist in identifying damage only crash sites but since there are so many sites with injury crashes it will be a long time before we can address non injury locations. The Road Safety team use other measures such as publicity and training to educate drivers and reduce collisions.
B Woollard	HGVs getting stuck in rural lanes are a real problem. This causes safety issues since it is very dangerous for all other road users (cyclists, horse riders, cars, etc.). Satellite Navigation shows the quickest journey but routes are totally inappropriate. Joined up thinking as a phrase keeps coming up but we need to apply it to stopping HGVs actually using bad routes.	The Freight strategy is being developed and is likely to include enforceable restrictions. It will state how we will manage the movement of freight on road and rail. For roads we aim to keep HGVs on the most appropriate route for them to reach their destination.

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GJ Barclay, Little Marlow PC	HGVs should not be routed via Sheepridge Lane.	The development of the Strategic Network Hierarchy and Freight Strategy will provide the framework and then restrictions can be considered on other less suitable routes, whilst accepting that some local access will still be required.
GJ Barclay, Little Marlow PC	Safe off-road paths for cyclists and pedestrians would help reduce accidents.	Our aim is to install intelligent cycle / pedestrian routes based on the needs of road users. Many cycle routes will be off road depending on traffic flows and speeds; however, we would not discourage cyclists from using the road network if we believed it to be safe and efficient to do so.