

Local Accessibility Action Planning

Stokenchurch and Marlow

Evidence Review

August 2006

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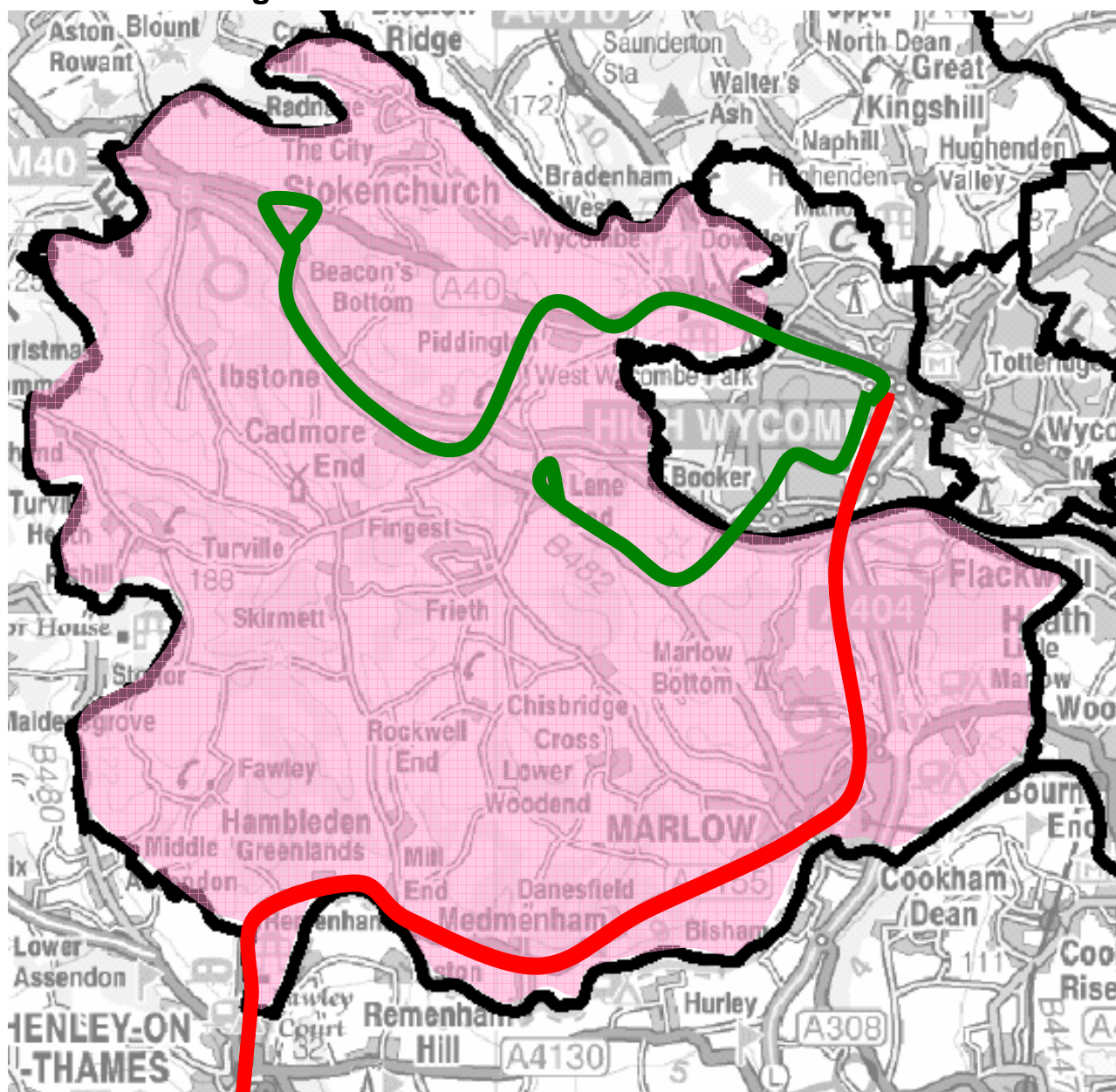
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## 1.0 Purpose of the report

This report brings together all existing information on accessibility issues within the Stokenchurch and Marlow area. It reviews existing service provision for the area from a transport and wider service perspective and puts forwards existing views about the accessibility problems and concerns for the area.

The report forms the basis for local accessibility planning in the area and will be built on with the subsequent consultation and action planning work.

## 2.0 Introducing the Stokenchurch and Marlow area



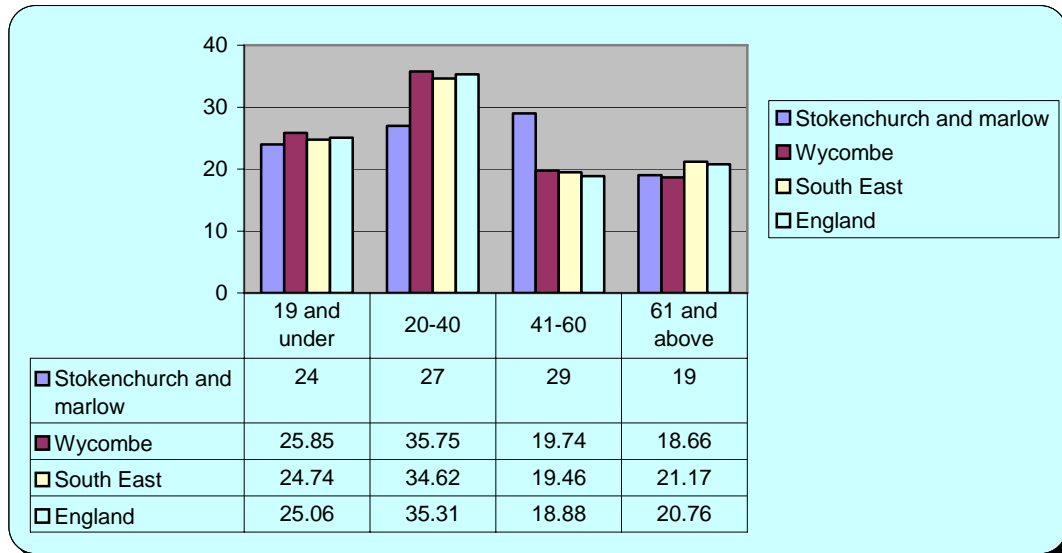
The Marlow Local Community Area has a population of almost 33,000 comprised of thirteen parishes and twenty-nine settlements (See: Table 1 below). The main centre within the area itself is Marlow although the key urban areas of High Wycombe, Maidenhead and Henley-on-Thames also provide important services. Key routes for the community include the A4155, A404 and A40 that link the area with High Wycombe, Oxford, Maidenhead, Henley-on-Thames and Reading. A section of the M40 also passes through the community to the north providing links to London and the Midlands.

Table 1: Settlements within the Stokenchurch and Marlow area

Beacons Bottom	Hambleden	Radnage
Bockmer End	Ibstone	Skirmett
Boulter End	Lane End	Southend
Bovingdon Green	Little Marlow	Stokenchurch
Cadmore End	Marlow	Studley Green
Colstrope	Marlow Bottom	Turville
Fawley	Medmenham	Turville Heath
Fingest	Mill End	Westhorpe Park
Frieth	Northend	Wheeler End
Great Marlow	Piddington	

Stokenchurch and Marlow has an aging population in comparison to other age structure averages (See: Figure 1)

Figure 1: Comparative age structure of Stokenchurch and Marlow



When ACORN social data is taken into account the dominant person type in the area are wealthy achievers (above average in Stokenchurch and Radnage and Hambledon Valley), urban prosperity and moderate means (above average in Greater Marlow and Chiltern Rise). Stokenchurch and Radnage has above average concentrations of Hard Pressed individuals. These types are defined by the market data rather than BCC (See: Figure 2 and 3 below).

Figure 2: Population types in the Stokenchurch and Marlow area in comparison to High Wycombe and the rest of the county

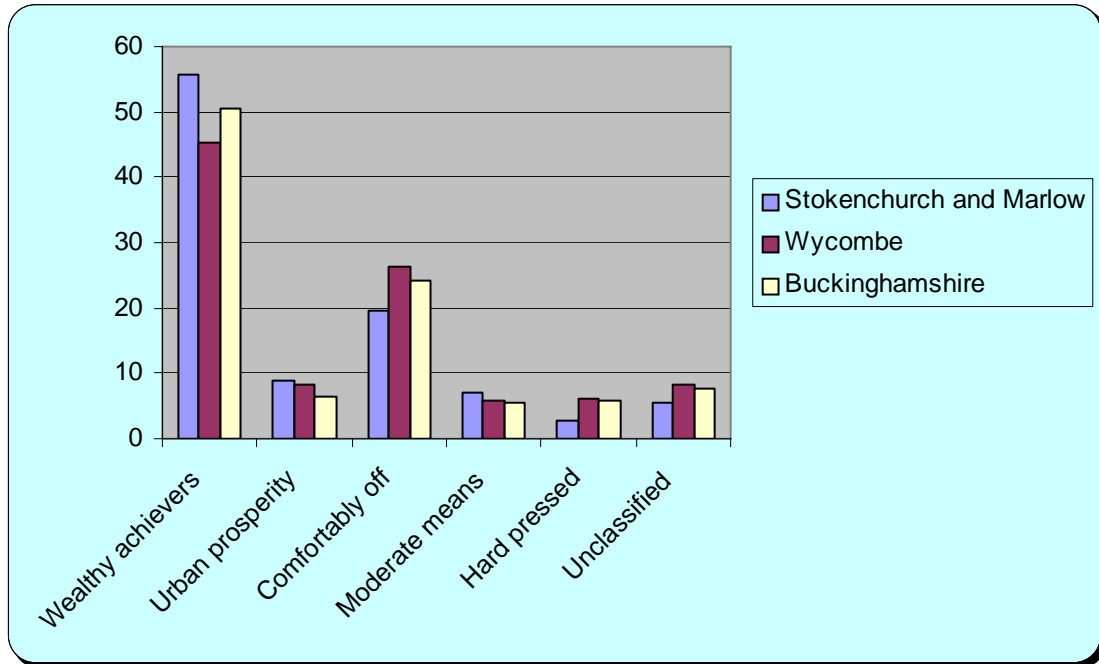


Figure 3: Population types in wards within Stokenchurch and Marlow

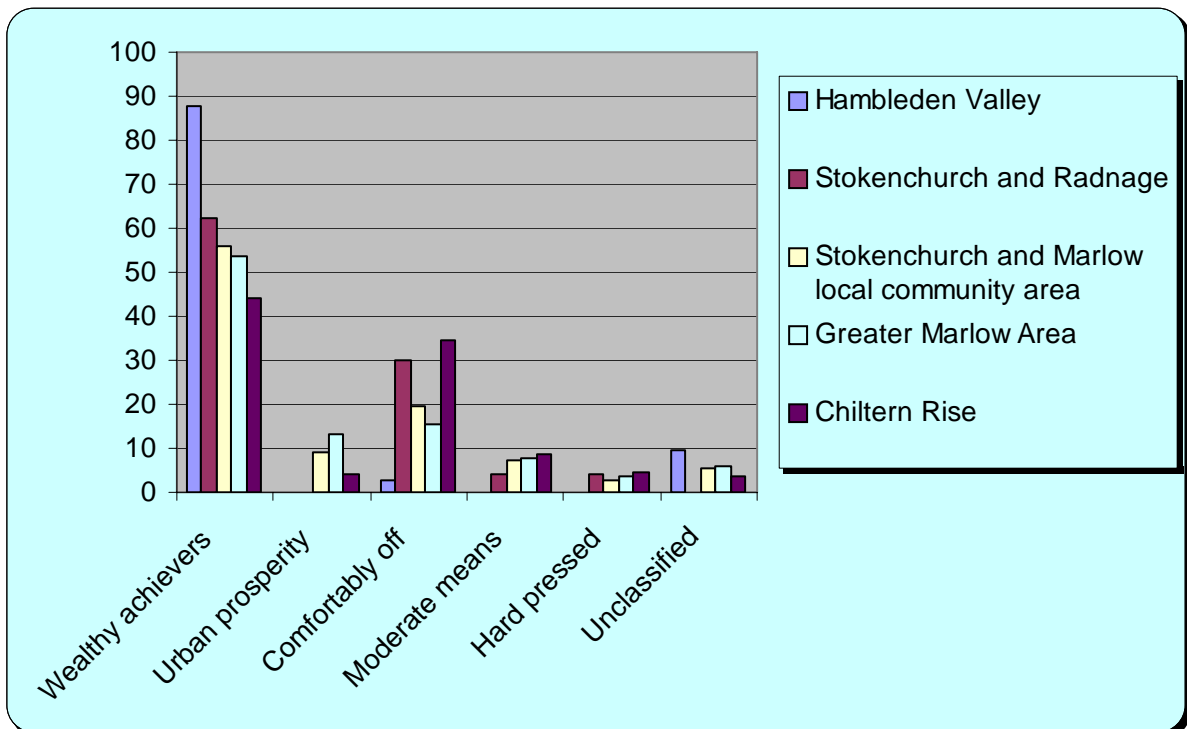
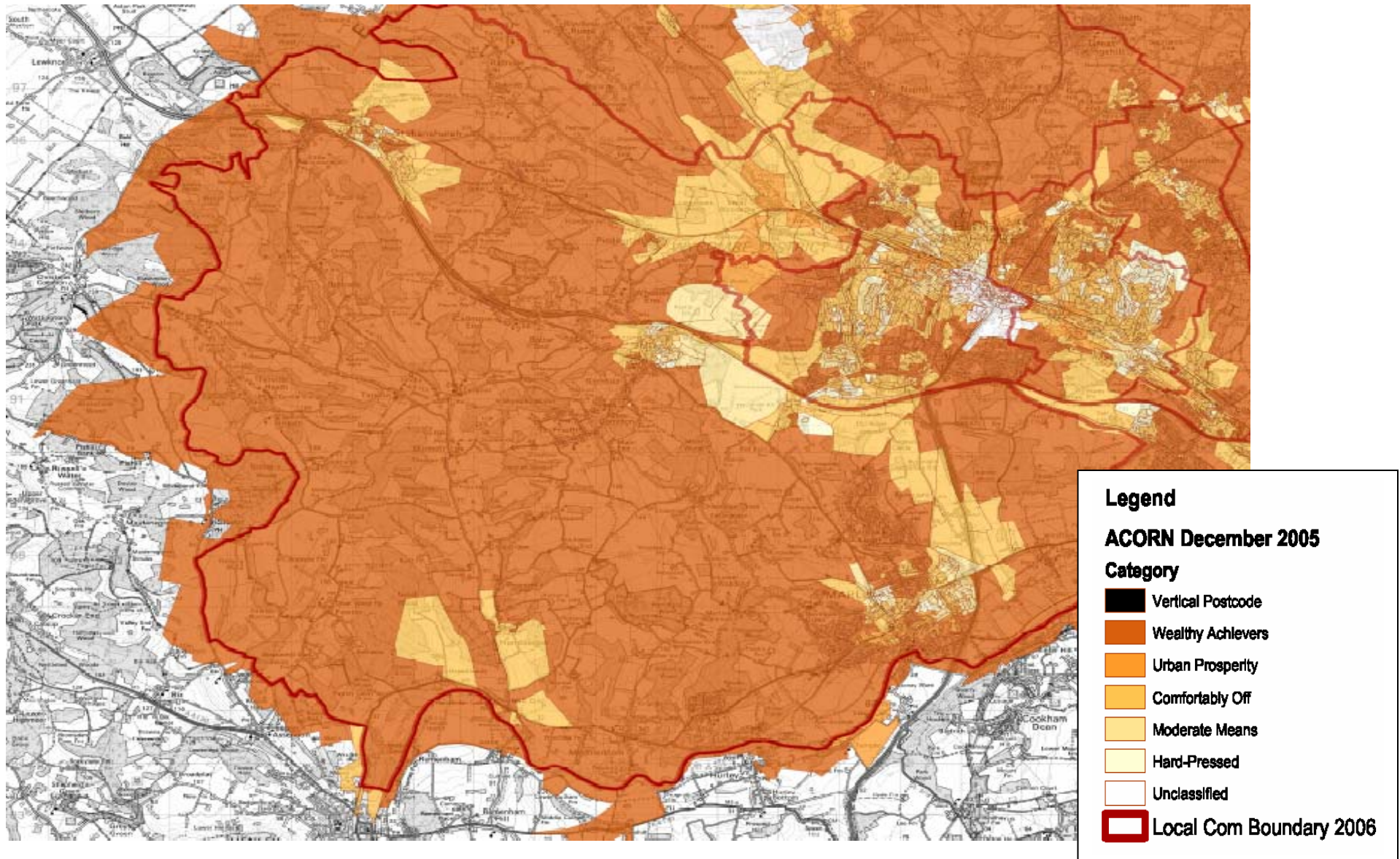


Figure 4: Acorn data plots for the Stokenchurch and Marlow area



### 3.0 The current situation

#### 3.1 Transport

##### 3.1.1 Train routes

Access to a range of train services within the area is reasonable (See: Table 3 below) although access to stations remains an issue for a large proportion of the area.

Table 3: Train services available in the Stokenchurch and Marlow area

<b>Station</b>	<b>Services to</b>	<b>Days of operation</b>	<b>Weekday frequency</b>
Saunderton	High Wycombe, London	Daily	1 per hour
High Wycombe	Birmingham, Banbury, London	Daily	2-3 per hour
<b>Marlow*</b>	<b>Bourne End, Maidenhead (for London)</b>	Daily	1 per hour
Henley on Thames	Twyford (for Reading and London)	Daily	1 per hour

**\*Stations on the local rail network** (Stations in **bold** are within this Partnership area)

##### 3.1.2 Bus routes

In our bus strategy, we have segmented our future public transport provision into five elements. Those elements are defined as:

- ❑ **Urban Quality Bus Partnership routes** : high frequency, high quality bus services on the principal urban corridor routes in Aylesbury and High Wycombe
- ❑ **Other urban bus routes** in the major towns, and also in Amersham and Chesham
- ❑ **The core inter-urban network** : a network of inter-urban bus [and rail] services linking the smaller market towns and the principal urban centres, both inside the county and in adjoining areas
- ❑ **Rural and Urban demand responsive services** designed to meet accessibility needs in parts of towns, for specific social groups and specific journey purposes at times (or in places) where conventional bus services are not financially sustainable
- ❑ **Rural Community Transport Partnerships** : A series of community partnership groups to be formed to develop local transport services to meet local needs, proving connections into the core inter-urban network or linking villages to nearby towns.

Within the Stokenchurch and Marlow area, existing bus routes forming part of the core network are detailed in Table 4, and other, non-core bus routes – those which primarily link the small communities in between the core bus routes – are shown in Table 5.

Table 4: Core network of bus routes

<b>Service</b>	<b>Route</b>	<b>Days of operation</b>	<b>Weekday frequency</b>	<b>Financial support p/a</b>	<b>Ward served</b>
328/329	High Wycombe – Marlow – Henley – Reading	Daily	2 per hour	£28,000	Greater Marlow
Line 2	High Wycombe - Marlow	Mon - Sat	1 per hour	-	Greater Marlow
Line 1 / 30	High Wycombe – Cressex – Lane End	Daily	2 per hour	-	Chiltern Rise
32	High Wycombe – Booker – Lane End	Evenings & Sundays	1 per hour	£20,000 (part)	Chiltern Rise
340/400	High Wycombe – Piddington – Studley Green – Stokenchurch	Mon-Sat	1 per hour	£27,000	Chiltern Rise Stokenchurch and Radnage

Table 5: Non-core bus routes

<b>Service</b>	<b>Route</b>	<b>Days of operation</b>	<b>Nature of service Journey purpose</b>	<b>Financial support p/a</b>	<b>Ward served</b>
124	Watlington – Turville Heath – Henley	Thursdays	Shopping	Funded by Oxfordshire CC	Hambleden Valley
155	(Marlow Bottom) – Marlow – Maidenhead	Wednesdays	Shopping	See 160	Greater Marlow
158	Marlow Bottom – High Wycombe	Mon-Fri	Health / Shopping	See 160	Greater Marlow
160	Marlow Local Services	Mon-Fri	Health / Shopping	£25,000	Greater Marlow
275	High Wycombe – Stokenchurch – Oxford	Mon-Sat	Work / Education / Shopping	£11,000	Chiltern Rise Stokenchurch and Radnage
340-342	Ibstone/Radnage – Stokenchurch – Cadmore End – High Wycombe	Mon-Sat	Work / Education / Health / Shopping	See 340	Chiltern Rise Stokenchurch and Radnage
342	Stokenchurch – High Wycombe (evening & Sunday buses)	Mon-Sun	Work / Leisure	£20,000 (part), jointly with WDC	Stokenchurch and Radnage
M1	Stokenchurch – Watlington – Reading	Mon-Sat	Shopping	-	Stokenchurch and Radnage
	Stokenchurch-Lewknor Taxibus	Mon-Fri	Commuting	£16,000	Stokenchurch and Radnage
ROC	Rider on Call in the Hambleden area	Mon-Fri	Commuting / Education / Health / Shopping	£60,000	Hambleden Valley

The existing core network of bus services in the Stokenchurch & Marlow area receives approximately **£75,000** in revenue support from the County Council – much of which is used to support the provision of evening and Sunday buses on the main routes.

A further **£130,000** (approx) of revenue funded bus services form the base from which the Community Transport Partnership will be asked to identify and prioritise services which will most effectively meet the accessibility needs of the area. However, it must be noted that approximately **£40,000** of the existing funding is derived from Rural Bus Challenge Grant – a short term government grant which ends in December 2006. Funding for the Stokenchurch-Lewknor Taxibus service also ends in January 2007.

Ongoing funding for public transport in the Stokenchurch & Marlow area is therefore likely to be in the order of **£150,000**, assuming continuation of the current contributions from Wycombe District Council, Marlow Town Council, Great Marlow and Little Marlow Parish Councils.

The core network of bus routes provides access to work, further education and shopping facilities with services running at least once an hour during the daytime (See: Table 6). This network is readily accessible to more than 80% of the area's population. Bus services are less frequent in communities served by the non-core network, as demonstrated in Table 7.

Table 6: Settlements served by the core bus network

<i>Settlement</i>	<i>Ward</i>	<i>Population 2001</i>	<i>Households 2001</i>	<i>Frequency of service</i>	<i>Work</i>	<i>F.E.</i>	<i>Shops (days)</i>	<i>Free Bus</i>	<i>Mobile library</i>
Beacons Bottom	Chiltern Valley	See Stokenchurch		Frequent	Y	Y	6		
Great Marlow	Greater Marlow	4,633	1,724	Frequent	Y	Y	7		alt Mo
Lane End	Chiltern Rise	3,563	1,400	Frequent	Y	Y	7		alt M/T
Marlow	Greater Marlow	14,004	5,971	Frequent	Y	Y	7		
Medmenham	Hambleden	960	322	Frequent	Y	Y	7		alt Mo
Mill End	Hambleden	See Hambleden		Frequent	Y	Y	7		
Piddington	Chiltern Rise	651	252	Frequent	Y	Y	6		alt W/T
Stokenchurch	Stokenchurch and Radnage	4,801	1,926	Frequent	Y	Y	6		
Studley Green	Chiltern Rise	See Stokenchurch		Frequent	Y	Y	6		

Table 7: Settlements served by the non-core network

<i>Settlement</i>	<i>Population 2001</i>	<i>Households 2001</i>	<i>Ward</i>	<i>Frequency of service</i>	<i>Work</i>	<i>F.E.</i>	<i>Shops (days)</i>	<i>Free Bus</i>	<i>Mobile library</i>
Bockmer End	See Medmenham		Hambleden	Daily	Y		5		
Boulter End	See Lane End		Chiltern Rise	Regular	Y	Y	6		
Bovingdon Green	See Great Marlow		Greater Marlow	Daily	Y		5		alt We
Cadmore End	See Lane End		Chiltern Rise	Regular	Y	Y	6		
Colstrove	See Hambleden		Hambleden	Daily	Y		5		
Fawley	255	90	Hambleden	Daily			5		
Fingest	See Hambleden		Hambleden	Daily	Y		5		
Frieth	See Hambleden		Hambleden	Daily	Y		5		alt Mo
Hambleden	1,413	594	Hambleden	Daily	Y		5		alt We
Ibstone	237	98	Hambleden	Regular	Y	Y	6		
Little Marlow	1,331	565	Greater Marlow	Daily			5		alt Mo
Marlow Bottom	See Great Marlow		Greater Marlow	Daily			5		alt Mo
Northend	See Turville		Hambleden	Occasional			2		alt We
Radnage	658	262	Stokenchurch and Radnage	Regular	Y	Y	6		
Skirmett	See Hambleden		Hambleden	Daily	Y		5		
Southend	See Turville		Hambleden	No service					alt We
Turville	311	125	Hambleden	Daily	Y		5		alt We
Turville Heath	See Turville		Hambleden	Occasional			2		
Westhorpe Park	See Little Marlow		Greater Marlow	Daily			5		alt Th
Wheeler End	See Piddington		Chiltern Rise	Regular	Y	Y	6		alt Tu

Particular local access concerns are found within Northend, Southend and Turville Heath in the Hambleden Valley Ward.

### 3.1.3 Alternative transport

The following alternative transport is available in Stokenchurch and Marlow's four wards.

Table 8: Alternative Transport available throughout the Stokenchurch and Marlow area

Ward	Alternative transport available
Stokenchurch and Radnage	<ul style="list-style-type: none"><li>• Stokenchurch Community Transport provide a community bus service to residents of the parish. The vehicle is also available for hire.</li><li>• Community self-help operation. The charity's constitution confines use to parish residents only.</li></ul>
Greater Marlow	<ul style="list-style-type: none"><li>• Marlow Red Cross Car Pool is a hospital and medical care service available to residents of Marlow District</li><li>• Age concern operates a local transport service for the elderly and disabled residents in and around Marlow (with disabled facilities)</li></ul>
Chiltern Rise	None known
Hambleden Valley	None known
All	<ul style="list-style-type: none"><li>• British Red Cross Ambulance Service covers Wycombe District and is available to the public. Has a passenger lift and stretcher.</li><li>• Wycombe Dial-a-ride covers Wycombe District and is available to those people who cannot access public transport. Has lift, ramp and easy access vehicles. There is a need to register as a member.</li></ul>

### 3.1.4 Cycling, walking and the Rights of way

The current cycling, walking and Rights of Way network is detailed on the next page.

## 3.2 Availability of services













The location of key services within the Stokenchurch and Marlow area are detailed on the following plans.

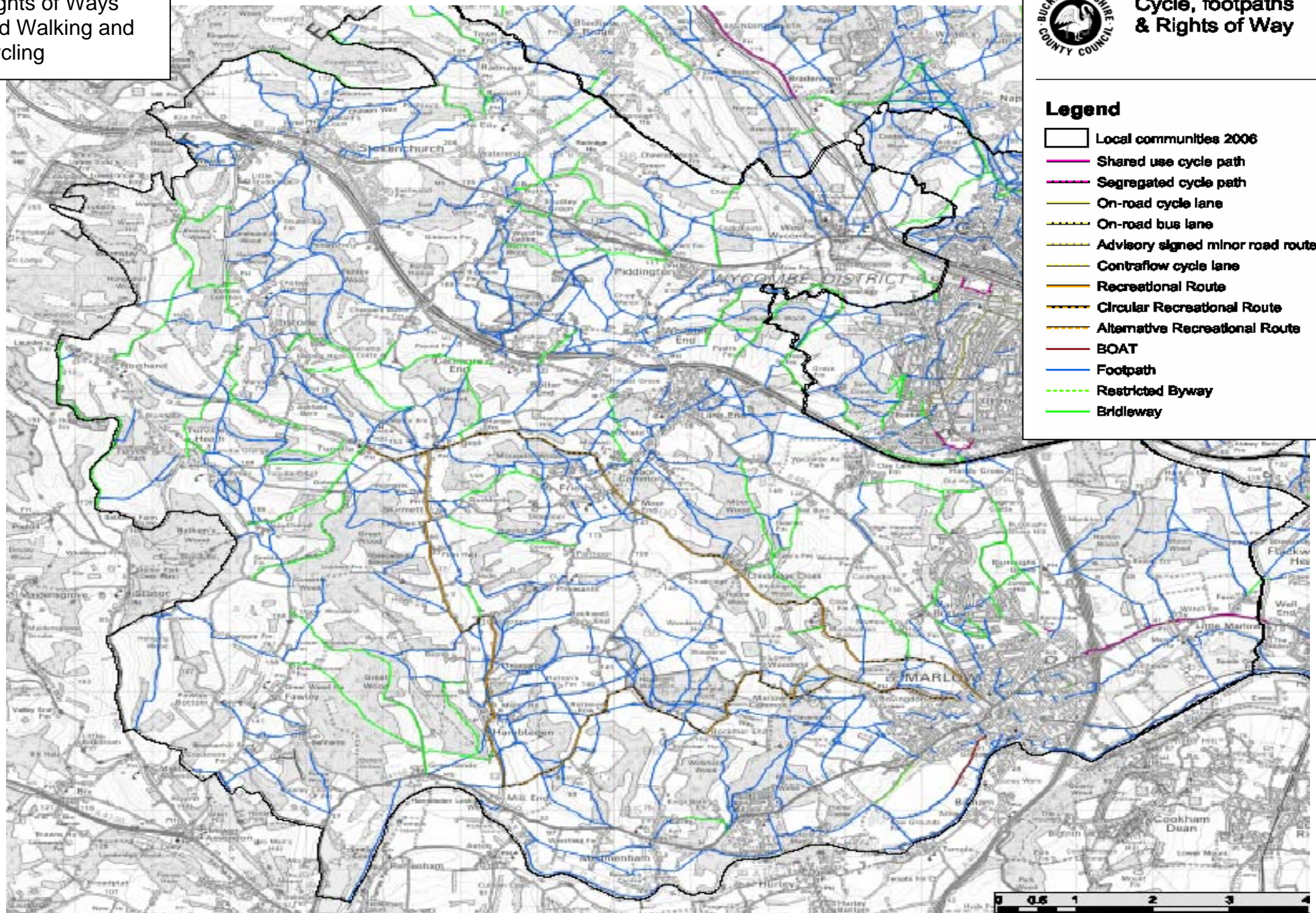
Rights of Ways  
and Walking and  
Cycling



Cycle, footpaths  
& Rights of Way

Legend

-  Local communities 2006
-  Shared use cycle path
-  Segregated cycle path
-  On-road cycle lane
-  On-road bus lane
-  Advisory signed minor road route
-  Contraflow cycle lane
-  Recreational Route
-  Circular Recreational Route
-  Alternative Recreational Route
-  BOAT
-  Footpath
-  Restricted Byway
-  Bridleway



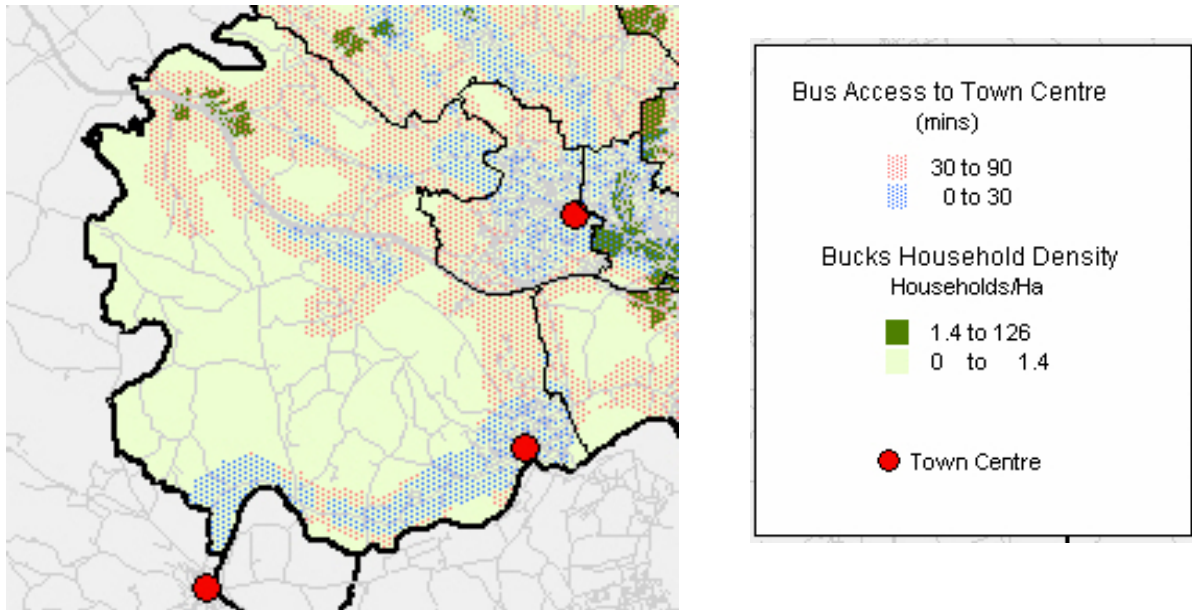
Key services locations



- Local communities 2006
- Hospitals
- ★ Dentists
- 👤 GP
- 👁️ Opticians
- ⊕ Pharmacies
- 👮 Police Stations
- 🏪 large food shops
- 🏪 medium food shops
- 🏪 small food shops
- 🎓 Further Education
- 🎓 Secondary Schools
- 🎓 Primary Schools
- Libraries
- 👤 Struggling Families
- 👤 Burdened Singles
- 👤 High Rise Hardship
- 👤 Inner City Adversity

### 3.2.1 Access to urban centres

#### Access to urban town centres by bus



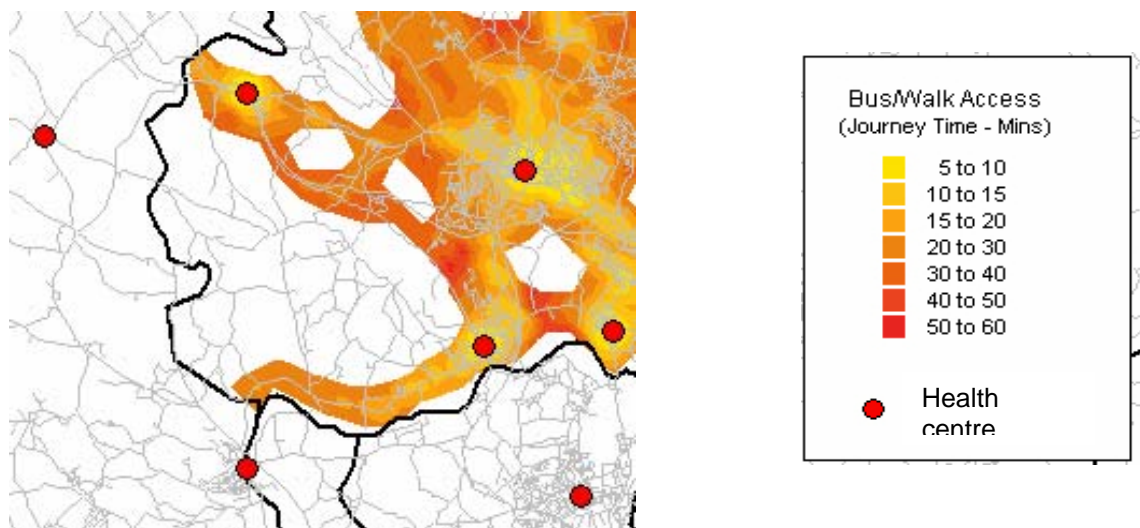
The main urban town centres requiring access from the Stokenchurch and Marlow area include;

- Marlow
- Oxford
- High Wycombe
- Maidenhead
- Reading

80% of all households in the area have access to an urban centre within 30 minutes. This increases to 91% when households do not have access to a car.

### 3.2.2 Health care

#### Bus and walk access to hospitals (12pm – 1pm)



The main healthcare facilities for the area are;

Type of healthcare facility	Location
Hospitals	<ul style="list-style-type: none"> <li>• High Wycombe</li> <li>• Aylesbury</li> <li>• Amersham</li> <li>• Slough</li> <li>• Oxford</li> </ul>
GP's	<ul style="list-style-type: none"> <li>• High Wycombe</li> <li>• Flackwell Heath</li> <li>• Lane End</li> <li>• Marlow</li> <li>• Bourne End</li> <li>• Hambleden</li> <li>• Watlington</li> </ul>
Pharmacies	<ul style="list-style-type: none"> <li>• Stokenchurch</li> <li>• Marlow Bottom</li> <li>• High Wycombe</li> <li>• Bourne End</li> <li>• Watlington</li> <li>• Henley on Thames</li> </ul>

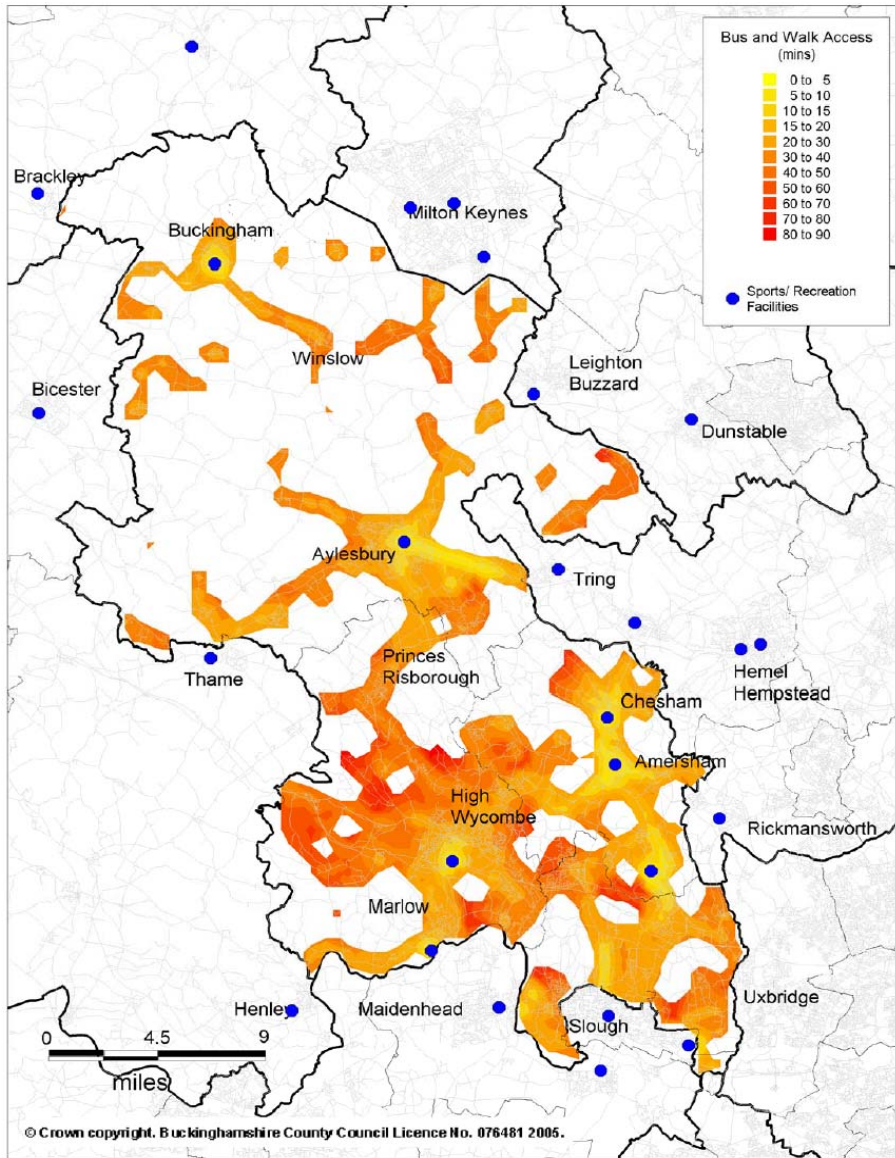
### 3.2.3 Healthy living

Healthy living refers to people having access to healthy food and exercise (e.g. leisure centres and access to the countryside).

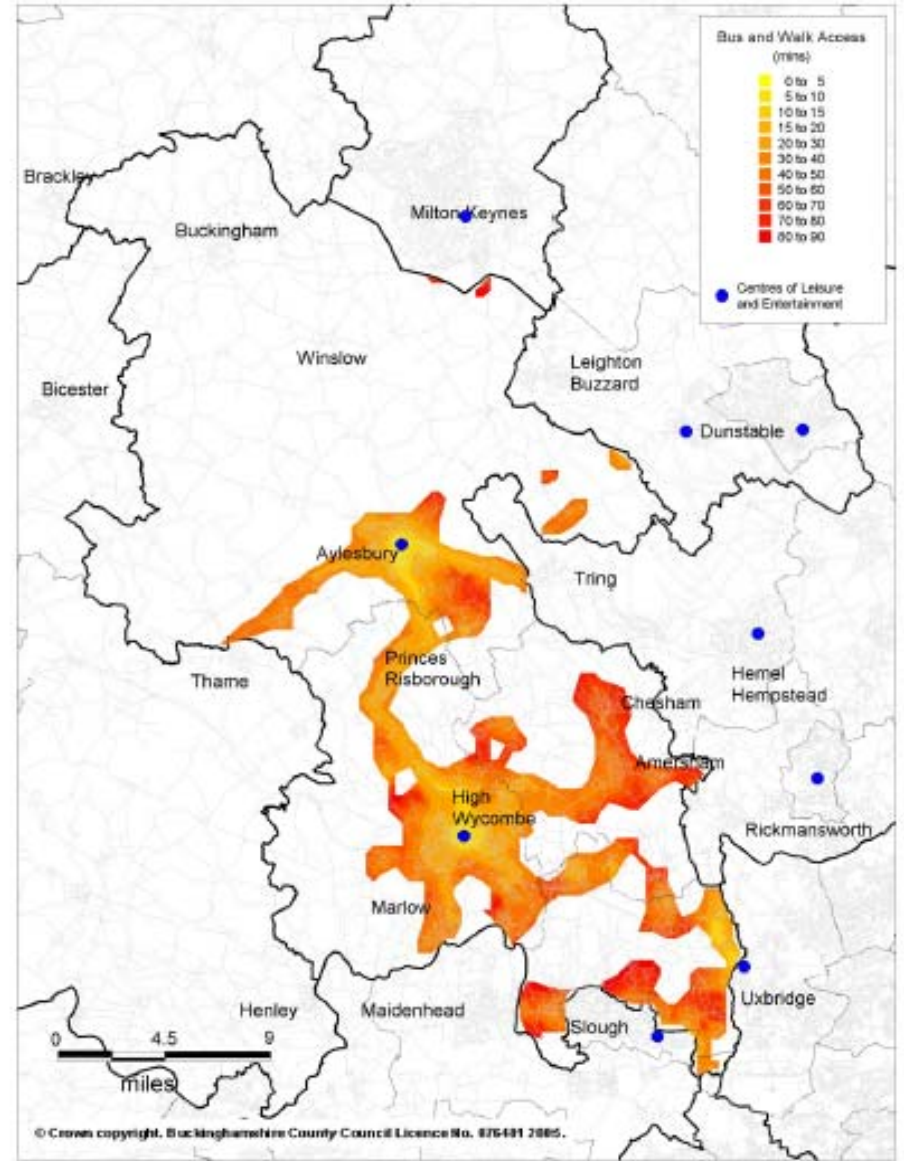
Rural food access is often a problem in rural areas, and this is the case in this local community action plan area. Food outlets are located in the following settlements;

- Flackwell Heath
- Marlow
- High Wycombe
- Hambleden
- Lane End
- Bourne End

The following maps show that sport and recreation access is possible for a reasonable proportion of the population. However, evening access from centres of leisure and entertainment as adequate.



Bus and Walk Access to Sports/ Recreation Facilities (09:30 - 11:00: Tuesdays)



Bus and Walk Access from Centres of Leisure and Entertainment (22:00 - 23:30: Tuesdays)



### 3.2.4 Education

Access to education for full-time compulsory school age children (and FE for 16-19) is facilitated after by the county council. Table 9 shows which schools in the Stokenchurch and Marlow area are currently engaged in school travel planning.

Table 9: Travel plan details for schools within the Stokenchurch and Marlow area

Ward	School (and level of travel plan)*
<b>Stokenchurch and Radnage</b>	<ul style="list-style-type: none"> <li>• Radnage Church of England Infant School (1)</li> <li>• Stokenchurch Primary (1)</li> <li>• Mary Towerton School (0)</li> </ul>
<b>Greater Marlow</b>	<ul style="list-style-type: none"> <li>• Great Marlow School (3)</li> <li>• Marlow Church of England Infant School (3)</li> <li>• Sir William Borlase's Grammar School (1)</li> <li>• Burford School (3)</li> <li>• Spinfield School (1)</li> <li>• St Peter's Catholic Primary School (3)</li> <li>• Holy Trinity CE School (2)</li> <li>• Foxes Piece School (1)</li> </ul>
<b>Chiltern Rise</b>	<ul style="list-style-type: none"> <li>• Lane End Primary School (was Francis Edmonds) (1)</li> <li>• Cadmore End Church of England School (0)</li> </ul>
<b>Hambleden Valley</b>	<ul style="list-style-type: none"> <li>• Danesfield School (1)</li> <li>• Frieth C E Combined School (2)</li> <li>• Ibstone C E First School (1)</li> </ul>

\*Schools not detailed have not been involved to date with BCC school travel plan team

Wards containing educationally deprived areas below the national average are;

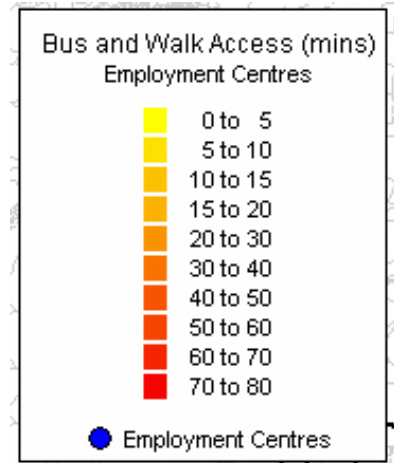
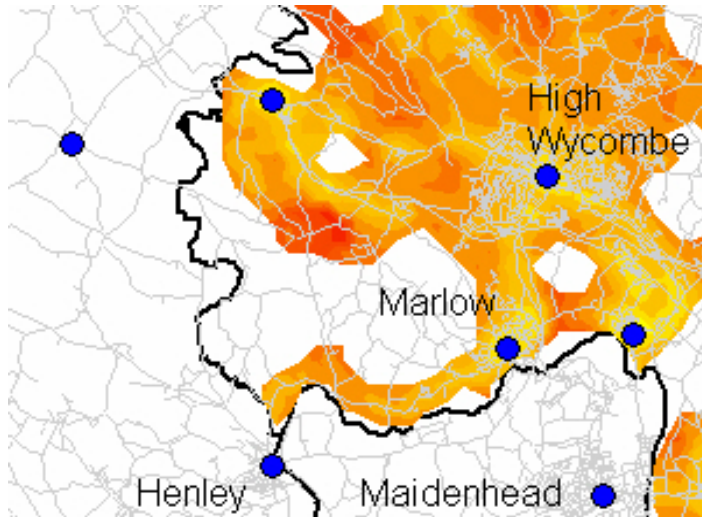
- Chiltern Rise
- Little Marlow
- Marlow South East
- Stokenchurch & Radnage

Further education centres for use by this area include;

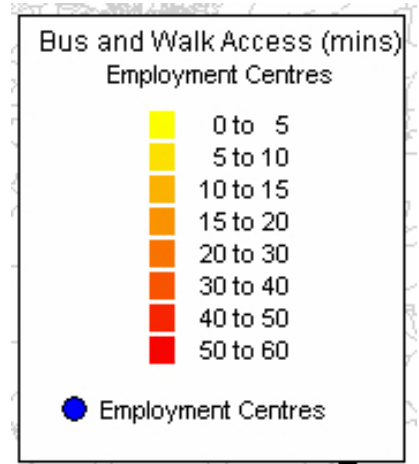
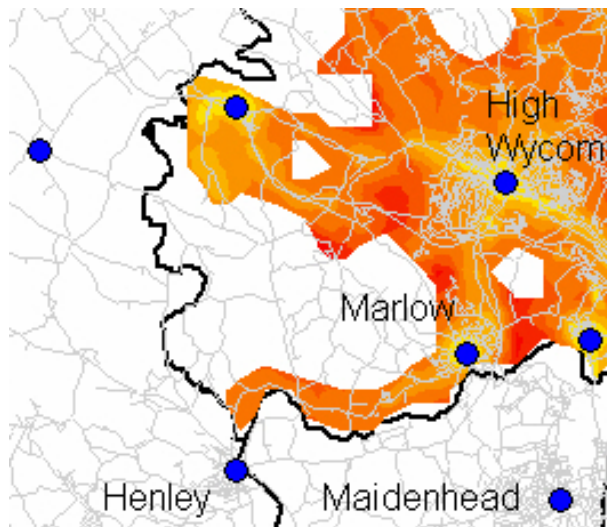
- Amersham
- Flackwell Heath
- Oxford
- Reading
- Henley
- Maidenhead
- High Wycombe (incl. Cressex)
- Marlow
- Bourne End
- Watlington
- Stokenchurch
- Slough

### 3.2.5 Employment

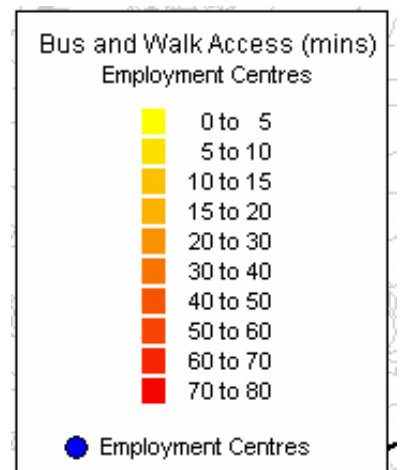
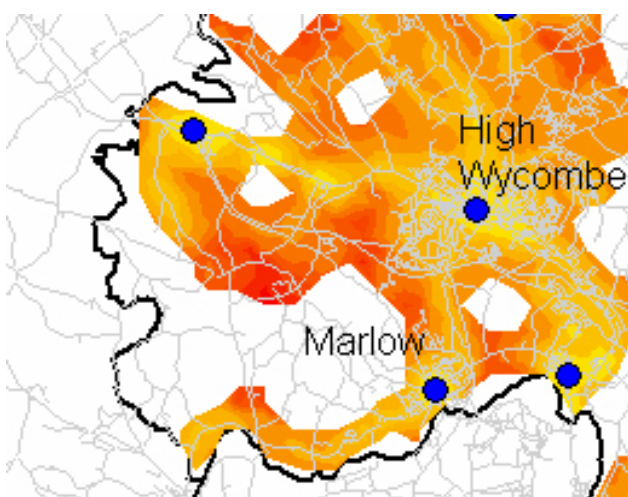
Bus and walk access to employment (7am – 9am)



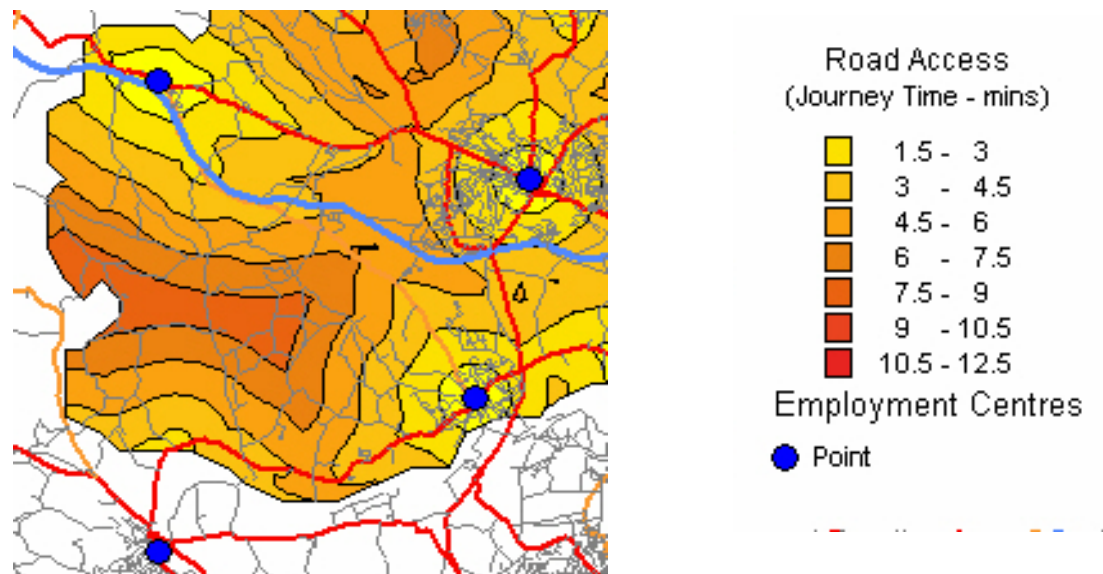
Bus and Walk access to employment (1pm – 2pm)



Bus and walk access to employment (5pm – 7pm)



## Road access to employment locations



The main areas for employment surrounding the Stokenchurch and Marlow area are;

- High Wycombe
- Slough
- Reading
- Maidenhead
- Oxford
- London
- Windsor

Access to the South of the Stokenchurch and Marlow area (e.g. Maidenhead) is a barrier to encouraging people to use alternative transport to the car.

The Chiltern Rise ward contains employment deprived areas below the national average.

## 4.0 Existing local views

Local views on the issue of transport have been collected in previous work and this section aims to bring together issues that have already been discussed within the area.

### 4.1 Local area action plans

As part of Local Transport Plan (2006-2011) local communities told us about the transport issues that were being faced in your local area. According to the consultation the following work is required to improve accessibility in the local area;

- Better public transport is needed, especially for the young and elderly
- Bus links to railway stations
- Improved accessibility for cyclists
- A lack of Sunday and evening bus services
- Improved footways for pedestrian access

A full list of the main problems faced by the local area is detailed in Appendix 1.

### 4.2 Stokenchurch Action Planning Group Parish Plan (2004)

Issue	Details
Bus services	<ul style="list-style-type: none"> <li>• Stokenchurch: Irregular or infrequent services to Oxford, Ibstone, Radnage, Reading, Bourne End, Henley.</li> <li>• Radnage: Infrequent services to Stokenchurch and High Wycombe. These only serve the south western part of the parish, none to the rest.</li> <li>• Improvements in London and Heathrow / Gatwick services are desired as well as improved services to Marlow, and a much-improved Oxford Service</li> <li>• Special shopping services to/from supermarkets were also requested.</li> <li>• The medical centre is poorly served</li> </ul>
Walking and cycling	<ul style="list-style-type: none"> <li>• The poor condition of roads and pavements</li> <li>• Obstructive parking, especially on the school run</li> <li>• High-speed traffic, especially along the A40</li> </ul>
Service access	<ul style="list-style-type: none"> <li>• Some concerns about local public transport, especially difficulties for the infirm reaching the medical centre</li> </ul>
Information provision	<ul style="list-style-type: none"> <li>• Timetable information at stops is not updated, or is totally absent</li> <li>• Area booklets are not widely publicised or circulated, and often appear only after changes have occurred</li> <li>• The county-produced map and timetable is based on Princes Risborough, making its relevance not readily apparent.</li> </ul>
Service provision	<ul style="list-style-type: none"> <li>• Lack of leisure facilities in the area (esp. tennis courts, gym, swimming pool – available, but not readily open to the public)</li> <li>• Throughout the Stokenchurch Centre more facilities should be provided</li> <li>• Difficulty in finding out about the facilities available</li> <li>• Fear of shops closing. Lack of key shops (i.e. butcher) and it being hard to get to the supermarket without a car.</li> </ul>

	<ul style="list-style-type: none"> <li>• Studley Green lack of shops and a post office</li> <li>• Demand exists for mobile shops</li> <li>• ATMs to provide money free of charge</li> </ul>
Action Plan	<ul style="list-style-type: none"> <li>• Seek provision of a main Stokenchurch-High Wycombe service with following features: <ul style="list-style-type: none"> <li>- First journey into Wycombe 0630 Monday to Friday;</li> <li>- Minimum frequency hourly Monday to Saturday daytime;</li> <li>- Two hourly service evenings and Sunday;</li> <li>- Last journey from Wycombe 2230.</li> </ul> </li> <li>• Seek expansion of a regular all-day Oxford service to six days a week.</li> <li>• Seek a link to Heathrow via an extension of Carousel's A40.</li> <li>• Seek a link to London and an express link to Oxford via the connection at</li> <li>• Lewknor or diversion of the motorway bus services.</li> <li>• Investigate the possibility of dedicated shoppers' services funded by supermarkets.</li> <li>• Ensure a constructive participation in the imminent review of Stokenchurch area bus services.</li> <li>• Ensure services are monitored for punctuality and reliability, and that experiences, both good and bad, are reported to operators and the tendering authority via available channels.</li> <li>• Improve understanding and influence, via dialogue with operators, and liaison with other like-minded groups e.g. other communities, Bus Users' Federation etc.</li> <li>• Ensure on-stop information is available and accurate.</li> <li>• Seek provision of locally focused printed maps and timetables.</li> <li>• Collate information into locally produced timetable and dissemination by community newsletter / website.</li> <li>• Research and seek innovative solutions to meeting transport needs of more rural parts of ward.</li> <li>• Encourage, via an open and constructive dialogue, a more flexible and effective use of community transport.</li> </ul>

### 4.3 Marlow Town Health Check

Issue	Details
<b>Public transport connections</b>	<ul style="list-style-type: none"> <li>• Rail service not always connecting with Rider On Call Service</li> <li>• West Street west bound stop will have to be moved to provide access to the Portlands area development It could be closer to the town centre but there would be a loss of between 4 &amp; 6 car park spaces .Provision of the link road would facilitate circular bus routing through the Town Centre. An additional stop could be provided in the Portlands/ West Street car park area</li> <li>• Poor facilities for users. Lack of shelters( subject to vandalism ), insufficient real time information</li> <li>• The sign for the Railway Station at the junction of Station Road and the High Street is badly directed.</li> </ul>
<b>Public transport advertising</b>	<ul style="list-style-type: none"> <li>• Rider on Call is not adequately advertised neither is the dial-a-ride service</li> </ul>
<b>Punctuality of services</b>	<ul style="list-style-type: none"> <li>• Rider on call fails to arrive on time</li> </ul>

<b>Availability of services</b>	<ul style="list-style-type: none"> <li>• There is no public transport to the Globe Park Industrial &amp; Commercial Park</li> <li>• No bus from Marlow Railway station to the town centre</li> <li>• Health Check group would like a regional/ National Coach interchange at Westthorpe Park adjacent to the Marlow Bypass, which links the M40 with the M4.</li> <li>• No integrated ticketing available</li> </ul>
<b>Public Transport information</b>	<ul style="list-style-type: none"> <li>• On all routes other than the 328 and 329 information is out of date.</li> <li>• Information at bus stops in the town is inconsistent with some flags showing route numbers that ceased some years ago whilst not mentioning some current routes.</li> <li>• Details for Rider on Call are particularly lacking as are fuller details of route 155 ( Wednesday ) 158 ( Monday, Tuesday, Thursday, Friday ) 160 ( Monday to Friday ) and M1 Monday &amp; Thursday) all of which use the High Street where information is very poor.</li> </ul>
<b>Disabled access</b>	<p>The road network from Court Gardens is difficult for disabled access  New Court Road disabled parking needed  Problems with wheelchairs boarding buses in Marlow High Street as buses can not align to the pavements  A one way system for the High Street might assist elderly and disabled to access shopping and facilities easier  There is no dedicated on street disabled parking  Insufficient dropped kerbs throughout the town It is particularly bad where Pound Lane, the High Street, Station Road and the Causeway meet  There is no attempt to distinguish street furniture for the visually impaired.</p>
<b>Service availability</b>	<ul style="list-style-type: none"> <li>• No cinema or job centre in Marlow</li> <li>• The Hospital in Marlow is a cottage hospital mainly for rest &amp; recuperation purposes, nearest emergency hospital due to re-organisation is Stoke Mandeville</li> <li>• Inadequate public transport for accessing the supermarket</li> <li>• Food is delivered by Tesco ( High Wycombe) and Waitrose ( Marlow ) from on line or by direct shopping.</li> <li>• Meals on Wheels are provided for disabled and elderly residents by a contractor employed by Bucks CC.</li> <li>• Bucks County Mobile Service visits every villages , at various frequency and various length of stay. Usually twice per week for a minimum of one hour on the same day (s) each week.</li> </ul>
<b>Other transport initiatives</b>	<ul style="list-style-type: none"> <li>• No local authority promotion of car sharing schemes</li> </ul>
<b>Safety</b>	<ul style="list-style-type: none"> <li>• No pedestrianisation in High Street</li> <li>• Safety improvements needed at both ends of the high street</li> </ul>
<b>Congestion in the town centre</b>	<ul style="list-style-type: none"> <li>• Enforce the existing by-law to restrict delivery of goods to premises sited on these roads between 7 am &amp; 9 am and 3pm &amp; 6pm</li> <li>• Establish a Park &amp; Ride on a site in the gravel pits adjacent the A404</li> <li>• Implement a SPA for Marlow Town</li> <li>• Consider creation of a 20 mph zone around the Town Centre from Newtown Road through to Portlands Area.</li> <li>• Ensure provision of rear access to High Street Shops provided in Portland Development and enforce use of all rear access where ever exists.</li> </ul>
<b>Walking and cycling</b>	<ul style="list-style-type: none"> <li>• There are no dedicated cycle routes to schools</li> <li>• Public footpaths in the town are by and large not suitable for cycling.</li> <li>• Maintenance of these footpaths has been neglected by the public</li> </ul>

	<p>authorities responsible for their upkeep</p> <ul style="list-style-type: none"> <li>• The Thames foot path requires improvement</li> <li>• Parents have reservations about sending their children walking or cycling to school because of busy roads and lack of calming measures</li> <li>• Lack of dedicated crossings to help school children travel to school by walking or cycling: Station Road, Chapel Street, Wycombe Road, Dean Street, Oxford Road and Little Marlow Road.</li> <li>• Little Marlow is the only unlit route for schools</li> <li>• Maintenance of town centre walking and cycling paths needed</li> <li>• Walking and cycling routes could be better used for St. Peter's and Marlow C. of E. Primary Schools</li> <li>• Possible cycle and walking routes include; Fieldhouse Lane through to New Court/ Liston Court, Marlow to Little Marlow Road, From the North via Dukes Place ( M &amp; S alley &amp; Liston Road to Liston Court.</li> <li>• It is noted that the Waitrose plan to close Town Lane would remove a safe cycling route (and potential future route through Blockbusters Arch to Portlands and Court Gardens.) Also noted Waitrose plan to allow cycling in their new pedestrian shopping street would be dangerous for pedestrians. There is scope within the gravel pit countryside park area for developing safe cycle routes for families and young persons as well as east-west access routes.</li> </ul>
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## 5.0 Key concerns for the local community

### 5.1.1 Stokenchurch and Radnage

#### Population information

- Age: Neither predominately old nor young exist in the overall area. Underrepresented with children (5-19) and those of retirement age in comparison to Bucks. Pockets of older people in Radnage exist. In Stokenchurch there is a slightly higher proportion 10-14 year olds, but populations of 15-29 years is lower than the average.
- Ethnicity: Above average concentration of non-white ethnic group in Stokenchurch than county as a whole
- Employment and education: Unemployment is higher than average and the level of qualifications is lower than the county as a whole. Employment locations within the area include vantage point business park, factory units in Stokenchurch and the Kings Arms Hotel.
- Population density: Low population density
- Transport: Car travel and ownership is high. In Radnage a high proportion of people work at or from home, public transport (340 and community bus) and cycling and walking access is poor in this area.
- Access to services: Radnage within index of multiple deprivation due to distance of services from residents. Stokenchurch has good access to a range of services, but is in the index of multiple deprivation due to distance to the doctors, shop, primary school and post office.

## Access issues identified for improvement

- Improved public transport routes and extended running times (morning and afternoon) to town centres and major centres;
  - Oxford
  - Ibstone
  - Radnage
  - Reading
  - Bourne End
  - Henley
  - High Wycombe
  - Airport connections
- Improved Public Transport information for area (at stops and in booklets)
- More effective use of Community Transport
- Improved facilities in the local area
  - Leisure / Shopping
- Improved access to current facilities
  - Medical centre
  - Pavements and footways for walking and cycling

## Access to services

Service access	Key priority? (✓ / X)	Details
Education	✓	Access to further education and life long learning
Employment	✓	Off-peak employment. Employment centres exist in Stockwell Timber Yard and Beacon Heights Business Park.
Health	✓	Hospital access esp. emergency facilities
Healthy Living	X	Sports centre facilities
Strategic Centres	✓	Improved access required from current situation

## Transport related accessibility

Transport access	Key priority? (✓ / X)
Physical accessibility for the less mobile	✓
Community Safety	X
Public Transport	✓
Highway planning	X
Travel planning, information and marketing	X
Integrated land-use planning and parking	X
Mobility substitutes	X

## 5.2.2 Marlow and Greater Marlow

### Population information

- Age: Marlow has an older age profile than Buckinghamshire as a whole, with a greater representation of people of retirement age and the working population. Young children and young adults are under represented in the area.
- Ethnicity: Low ethnic proportions in the Marlow area in comparison to the whole county.
- Employment and education: The level of qualifications obtained is higher than the county as a whole and there is a low unemployment rate. Employment centres in the area include industrial units in Marlow Bottom, Booker Airfield and the Harleyford estate. A high proportion of people work at home and travel to work by bicycle or on foot in the Little Marlow Parish.
- Population density: Low population density
- Transport: Car ownership is high.
- Access to services: A good range of community facilities are available in the area.

### Access issues identified for improvement

- Improved public transport and advertising of current services
  - Connection with the rail station
  - Improved public transport facilities and information (e.g. shelters)
- Improved parking measures to reduce congestion and improve access to the town centre
- Improvements to walking and cycling facilities (See: Marlow town health check)
- Improve safety in Marlow town High street
- Improve bus access beyond the Reading / High Wycombe service

### Access to services

Service access	Key priority? (✓ / X)	Details
Education	X	
Employment	X	Access to globe park and other employment centres
Health	✓	Hospital access for non-car user esp. emergency facilities (Stoke Mandeville) esp. considering H/W new location
Healthy Living	✓	
Strategic Centres	✓	Improved access required beyond south / north link

## Transport related accessibility

Transport access	Key priority? (✓ / X)
Physical accessibility for the less mobile	✓
Community Safety	X
Public Transport	✓
Highway planning	✓
Travel planning, information and marketing	✓
Integrated land-use planning and parking	✓
Mobility substitutes	✓

### 5.2.3 Chiltern Rise ward

#### Population information

- Age: Chiltern Valley has neither a predominantly young nor old age profile. Working adults are over represented in the area. In the Piddington and Wheeler End parish there are fewer young people and a higher number of older people.
- Ethnicity: Lower proportion of ethnic minority groups than the county as a whole.
- Employment and education: Slightly lower qualification level and slightly higher unemployment level in comparison to the rest of the county. Employment locations include the Lane End employment area and the management training / seminar centre near Lane End, the industrial units in Piddington. The Eastern part of Lane End is the most deprived area in terms of education, skills and training.
- Population density: Low population density
- Transport: Average car ownership levels. Infrequent bus services are a key problems for the area.
- Access to services: Reasonable level of community facilities

The main issues for the Chiltern Rise area are as follows;

- Keeping local shops open and having initiatives that allow this to take place
- Crossing needed on West Wycombe Road to allow people to walk, cycle or use public transport
- Possible youth facilities in the area needed

#### Access to services

Service access	Key priority? (✓ / X)
Education	X
Employment	X
Health	✓
Healthy Living	✓
Strategic Centres	✓

### Transport related accessibility

Transport access	Key priority? (✓ / X)
Physical accessibility for the less mobile	✓
Community Safety	✓
Public Transport	✓
Highway planning	X
Travel planning, information and marketing	X
Integrated land-use planning and parking	X
Mobility substitutes	✓

### 5.3.4 Hambleden Valley

#### Population information

- Age: There is a very high proportion of the age group of 50 and 54 and a lower than average number of people between the ages of 15 to 30. In Fawley, there are higher than average proportions of men and the proportion of retired people under 75 is low.
- Ethnicity: There are lower than average levels of ethnic minority populations living in the area
- Employment and education: There are low levels of unemployment. In Fawley the proportion of people working from home and travelling to work by walking and cycling is higher than the County average.
- Population density: The ward is sparsely populated. Very low densities in Fawley
- Transport: High car ownership, low levels of access to public transport
- Access to services: Access to services is difficult due to the sparse nature of the area.

#### Access to services

Service access	Key priority? (✓ / X)
Education	X
Employment	X
Health	✓
Healthy Living	✓
Strategic Centres	✓

### Transport related accessibility

Transport access	Key priority? (✓ / X)
Physical accessibility for the less mobile	✓
Community Safety	✓
Public Transport	✓
Highway planning	X
Travel planning, information and marketing	X
Integrated land-use planning and parking	X
Mobility substitutes	X

Transport Matters events issues for Stokenchurch and Marlow area		
Parish	Most Valuable Work	Most Important Transport Matter
Stokenchurch	Putting on bus service for evenings and Sundays from Stokenchurch - H. Wycombe	Public transport (not in Aylesbury or Wycombe) but for villages.
	Various public transport improvements (mainly bus routes). B482 - warning signs - number of accidents over 3 yr period - well done.	Congestion - Handy Cross roundabout, High Wycombe. Public transport - rural areas.
	Widening travel choices, eg Route A40. Stokenchurch?	Public transport.
		Reasonable public transport. In some parts of the UK public transport is free of charge for pensioners.
Lane End		Public transport. Due to Arriva cutting 1 service to Lane End, 338, I & other old people have to walk 100 yards further with shopping.
	Not sure.	A decent, reliable & punctual bus service! Lane End - High Wycombe.
	Pedestrian crossing in Lane End.	Safety. Suggestions:- (1) Mini roundabout at jct. B482 & Clay Lane. (2) Greater speed restriction in Lane End. (3) Speed camera entering village on Finings Road. (4) Mini roundabout at Crossroads Ellis Way & Simons Way.
	I am not sure but I think care for the environment is the most valuable you could do.	All are important but if I have to choose pollution is the most, so because of its effects on the environment. I have only lived in Bucks since I retired but I am so impressed by all the County Council does.
	Increasing bus usage.	Safety.
	Not making into the slip roads so note it should be a direction. ???	Bus does not go to railway station.

Medmenham	Not making into the slip roads so note it should be a direction. ???	Bus does not go to railway station.
Piddington	We have lived in Piddington since June 02, bus service 275 only runs on Friday now.	Alteration of traffic lights at W. Wyc Rd/Pastures Jct caused congestion & was repeated - why not all works done at same time?
Radnage	Increased public transport.	More public transport required.
Wheeler End	Keeping the rates down.	Noise on the M40!
Marlow	Amersham Hill improvements in High Wycombe but more should done	Traffic congestion at Handy Cross roundabout! J M40 / A404.
	Widening travel choices & introduction of Express between H. Wyc. & Heathrow.	Congestion during non-peak hours.
	Rider on call.	We need a roundabout at the Booker T junction Lane End to Marlow Road.
	Cannot think.	Lack of regular public transport.
	Expansion of the roundabout at M40/A404 junction (Wycombe 6).	Maintenance of the road surface.
	Improve transport.	Transport - more needed from Marlow.
	Nothing visible in Marlow.	Reduce speeding; speed cameras needed in West Street, Marlow; review cyclists' safety.
	You have put up the rateable value dramatically.	People park their cars & vans in front of other residences instead of their own - you don't do anything.
I am not sure, hope it is better now; we waste too much money making motorways, etc.	there are too many cars polluting the planet, its time we did not make any more cars.	

Marlow	I am not aware of any in Marlow!	Lack of cycle lanes in Marlow and lack of economic public transport.
	Road works top of Amersham Hill in High Wycombe to improve traffic flow.	Congestion in Marlow during peak times. Lack of public transport from Marlow to Heathrow / Gatwick.
	Road traffic and road casualty reductions.	Safety
	Programme with East-West Rail Scheme.	Public transport.
	Working to targets	
	Re-surfacing Crendon Street, H. Wyc. - everything else seems to be anti-car.	Road surface maintenance, especially in South Bucks. Despite the turmpet-blowing in "Transport Matters - Executive Summary" (first time I have seen this) I remain disgusted at the abysmal state of the road surfaces in South Bucks, around Marlow in particular.
	Improve junction at Handy Cross / John Hall Way.	Congestion.
	I am not in a position to give a meaningful judgement. I cannot think of anything sttributable to you.	To maintain traffic flow by proper organisation of road use (parking) + you need to give this top priority - you aren't doing this now - I can think of several very low cost actions that you don't take - and if I can why can't you!!!
	Improving some bus services & adding a couple of new ones. Please do more!!	Improving public transport (why are some services allowed to disappear, eg evenings/Sundays? How does that encourage public transport use?
	Road & pavement improvements - still much to be done.	Congestion / maintenance.
Reduction of car use.	Congestion / air pollution.	

Re-marking to roads in West St but cars ignore double yellow lines & zig zag crossing movings.	Illegal parking causing congestion & danger to pedestrians & motorists.
The new bus system.	Good public transport.
Invitation to report on state of roads, etc.	Congestion, eg with proposed enlargement of Waitrose in Marlow/keeping traffic out of town centre/parking places, etc.
Keep the rates down to inflationary rises only - if only.	Maintenance - stop the insidious growth of speed cameras & traffic bumps which damage cars, are dangerous & hinder emergency services.
Cannot think of any useful purpose that you did.	Congestion.