

5.5 THE IVERS

ACCESSIBILITY		
<i>Name</i>	<i>Comment</i>	<i>Response</i>
S Biddle	I understand that the 459 bus that serves Richings Park is to no longer form part of the core network. I wish to object to this, the loss of this service means many residents now have no transport to outside the village.	Local services such as the 459 will be reviewed as part of our Local Accessibility Assessment, but no changes are proposed without detailed local consultation.
S Biddle	The stairs at the railway station are difficult to negotiate for some of the more elderly residents who like to visit the banks, shops etc. in Uxbridge or Langley.	Access difficulties experienced by people with mobility impairments will be investigated and, where possible, dealt with as part of each area's Local Accessibility Assessment. Upgrading of railway stations is not the Council's financial responsibility, but we will seek to persuade the company concerned to consider making the necessary changes.
G Collins, Iver Parish Council	There is the potential to integrate the 58 bus service with the train service at Langley, they are both First group since First took over from Thames Trains.	As a commercial operation this is a matter for First to determine. We will ask them to consider the feasibility of this request.
	There are very good shuttle buses from Slough to Heathrow (major transport hub). These pass very close to Iver, but not through! Some joint thinking should be done to help us access these buses. There is no transport for commuters.	Bus operators are reluctant to divert services away from their core routes unless there is very strong evidence of demand.
	We need a weekend/Bank Holiday bus service for Iver.	We aim to ensure the provision of hourly daytime services throughout the core network; evening and Sunday services will be considered if funding can be identified.

ACCESSIBILITY		
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D King	Nothing has been said about Crossrail, this must have some implications (i.e. bridge demolition). Can a relief road be built with this? Crossrail seems an opportunity to get a relief road built (a crossing over the railway is needed).	We are actively working with Crossrail to ensure that concerns about local access issues are addressed. It is likely that safety issues will be addressed with the rebuilding and reconfiguration of Thorney Road Bridge. It is unlikely that this will be an opportunity to progress proposals for a relief road.
D King	Does the Transport Select Committee in the Commons not decide the matter of demolishing Dog Kennel Bridge? Shouldn't Buckinghamshire CC be represented on this?	We are actively working with Crossrail to ensure that concerns about local access issues are addressed.

CONGESTION		
<i>Name</i>	<i>Comment</i>	<i>Response</i>
G Collins, Iver Parish Council D King B Lidgate	An alternative route needs to be researched for HGVs and other traffic accessing The Ridgeway Trading Estate, Court Lane Businesses and Bison's in Iver. Weight restrictions put in neighbouring areas mean that HGVs have to go through Iver. Increased traffic and 24 hour HGVs are causing issues; Iver was not meant for this much traffic.	New roads are very expensive and we would probably have to rely on developer funding to build a relief road. There are other measures we can take but if we ban HGVs from certain roads they may be pushed on to others. It should be accepted that the destination for most HGV traffic is Iver and it is rarely a problem of through traffic.
J Wilson	It has been said that nothing can be done to resolve the increased traffic that will be caused by improvements to the Pegasus crossing proposed between Black Park and Langley Park. Pinewood Studios not mentioned in the AAP.	The Local Safety Schemes Team is developing a scheme for the A412 Billet Lane / Black Park Road but might have concerns with an at grade crossing. Pinewood Studios will feature in the amended Area Action Plan.
C Gibson	The relief road needs to be mentioned in the AAP. We must realise this will have to go over Green Belt. We will need developer funding. The Green Belt has unprecedented restrictions. Some pieces of Green Belt can be carefully freed up.	New roads are very expensive and we would probably have to rely on developer funding to build a relief road. Local calls for a relief road will feature in the revised Area Action Plan. Planning decisions regarding the Green Belt are the responsibility of South Bucks District Council.

ROAD SAFETY		
<i>Name</i>	<i>Comment</i>	<i>Response</i>
D King	I have lived on Iver High Street for 5 years and nothing has changed. The corner on the High Street is blind and people speed along this road. The lorry problem is appalling (causes safety issues). A lot of the morning problems are due to parents driving children to school (local responsibility).	Whilst there have been crashes on High Street (as might be expected on a busy length of road) these are taking place for a wide variety of reasons and generally relate to poor use of the highway by different users.
G Spring	Pleased to see Wexham mentioned on Page 3 – but nothing is mentioned after. Children in Wexham are only able to go to school by car/coach. Nothing is mentioned about approval of the A412 strategy. The George Green Road improvements are 2 years behind schedule. When will the Speed Limit Review be complete?	Due to the amount of consultation and activity and lack of Department for Transport guidance (we are doing this before other authorities), the Speed Limit Review is taking longer than expected. The speed limit proposals go out to public consultation in March / April 2006, and the new limits will be put in place in summer 2006.
G Spring J Wilson P Snowden	The A412 is shown to have the 2 nd largest collision problem, problems mainly with accidents at the junctions. There is nothing within this Area Action plan to say how safety will be improved. Speeding is also an issue.	The A412 report is being presented to the Cabinet Member (recommendations only) and schemes will be considered and developed over the next 5 years. The Local Safety Schemes team are working on the A412 Billet Lane/Black Park Road and hope to implement a scheme in 2006/07.

MAINTENANCE		
<i>Name</i>	<i>Comment</i>	<i>Response</i>
	<p>There are problems in Richings Park where lorries mount pavements causing numerous potholes. We send letters and get no responses, nothing happens. 6-inch potholes have developed and been reported and took weeks to get sorted.</p>	<p>We now have our Highways on Call Service to deal promptly with reported maintenances problems including pothole repairs. Almost all dangerous potholes are now repaired within 24 hours. Richings Park was an issue because the road needed to be closed to safely repair the potholes.</p>