

BUCKINGHAMSHIRE TRANSPORT SYMPOSIA 2008

INTRODUCTION

Buckinghamshire County Council held three Transport Symposia events in Aylesbury Vale, Chiltern & South Bucks and Wycombe Districts during February 2008. These were the first symposia since the start of the second LTP period.

One of the main objectives of the symposia was to gauge the views of a wide range of stakeholders on our delivery of our LTP2 strategies, and hear from them what actions we should be taking to improve our performance and address current and emerging problems, concerns, and opportunities.

The information obtained from the Symposia came from three different sources:

- (i) quantitative results of voting questions,
- (ii) open questions and comments to speakers from members of the audience, and
- (iii) two focus group sessions.

In addition to the symposia a telephone-based annual Member & Stakeholder Transportation Survey has also recently been completed investigating many of the same issues as the former.

The information obtained from each of these sources will be an important part of the evidence that feeds into the LTP Progress Report 2008 to be submitted to the DFT/GOSE later in the year.

This report will focus on the results from the voting questions and comments made from the focus group sessions.

VOTING QUESTIONS

This section briefly summarises the results of the symposia voting questions, with the results contained in Appendix 1.

Stakeholders Profile

Transport-related behaviour

Only an average of 5% of stakeholders reported that they lived in households with no motor vehicles. The symposium with the largest proportion of non-car owners was that in the Chiltern & South Bucks area (9%).

The overwhelming majority of stakeholders lived in households possessing two or more motor vehicles (an average of 65%). Compared to the other two areas (with 61% and 62%), a significantly higher proportion of stakeholders at the Wycombe Symposium owned 2 or more vehicles (72%).

The average median motor vehicle ownership level of stakeholders in the three areas was 2.3.

Participants were asked to state how many from a list of six sustainable-type transport-related actions they personally practiced in order to gauge their personal commitment to sustainable behaviour.

An average of 14% of stakeholders reported that they practiced none of the actions listed. An average of over one-third (38%) reported that they practiced a minimum of three of the actions. The stakeholders that practiced the actions listed the most were those from the Chiltern & South Bucks area (an average of 2.8 actions per person compared to 2.1 and 2.2 in Wycombe and Aylesbury Vale respectively).

Past and Current Performance

By type of area

Stakeholders were asked to indicate their satisfaction with the Council's transport strategy for three types of area - the main town, the smaller (market towns), and the rural area/villages - within the local area (see Questions 5a-c).

As the table below shows, satisfaction levels were in general very low. A striking feature was the tendency for satisfaction to decline as the focus moved from the larger towns to the smaller towns and onto villages/rural areas.

Net satisfaction with transport strategies for different types of area (%)

	Aylesbury Vale	Chiltern & South Bucks	Wycombe
Main town	10	-6	-43
Market towns	-16	-27	-40
Rural/ villages	-42	-44	-57

As regards the main towns the highest level of net satisfaction was with the transport strategy for Aylesbury (10%), however there was an extremely low level of satisfaction with the strategy for High Wycombe.

Another significant feature of the results was the very high level of reported 'don't knows' with regard to our transport strategies for different types of area, as shown in the table below. These levels were low for Aylesbury Vale (Aylesbury) and Wycombe (High Wycombe), but very high for Amersham/Chesham, and the market towns and rural areas and villages.

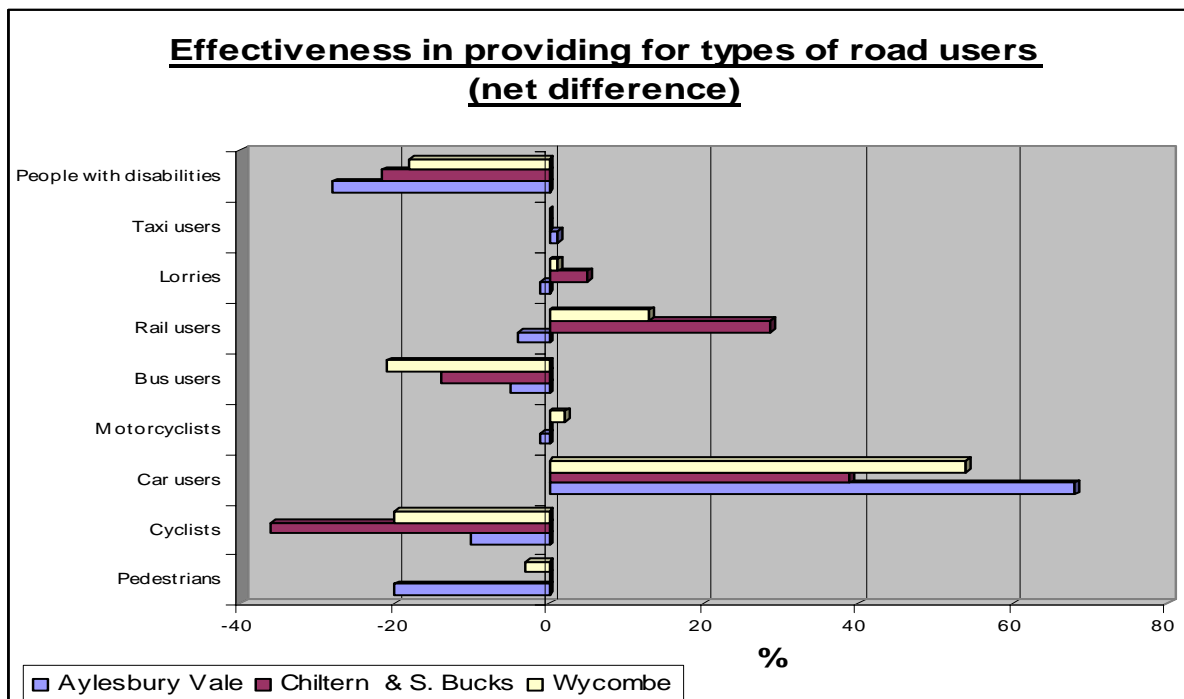
Level of 'don't knows' with regard to transport strategies for different types of area (%)

	Aylesbury Vale	Chiltern & South Bucks	Wycombe
Main town	4	44	7
Market towns	28	30	16
Rural/ villages	15	20	10

If the proportion of those dissatisfied and those who don't know our strategies are combined they represent generally between almost two-thirds and three-quarters of stakeholders in all the local areas and for all types of area (with the sole exception of Aylesbury).

By type of road user

In order to gauge how stakeholders thought the Council was providing for different types of road users they were asked to indicate the type of user they thought were best and least well provided for (see Question 4a-b). The diagram below shows the net difference between the issues perceived to be the most and least important in each of the areas (Question 4c). A positive score indicates that respondents feel that the type of user is relatively well provided for and vice versa.



The results show that stakeholders believe that car users are relatively well provided for in Buckinghamshire, and rail users too (particularly in Chiltern & South Bucks and Wycombe).

Stakeholders in all three areas appeared to believe that people with disabilities, cyclists, bus users and pedestrians were not well provided for. There were however significant variations in the relative perceptions of how different types of users are provided for in the different areas as the following ranking table shows.

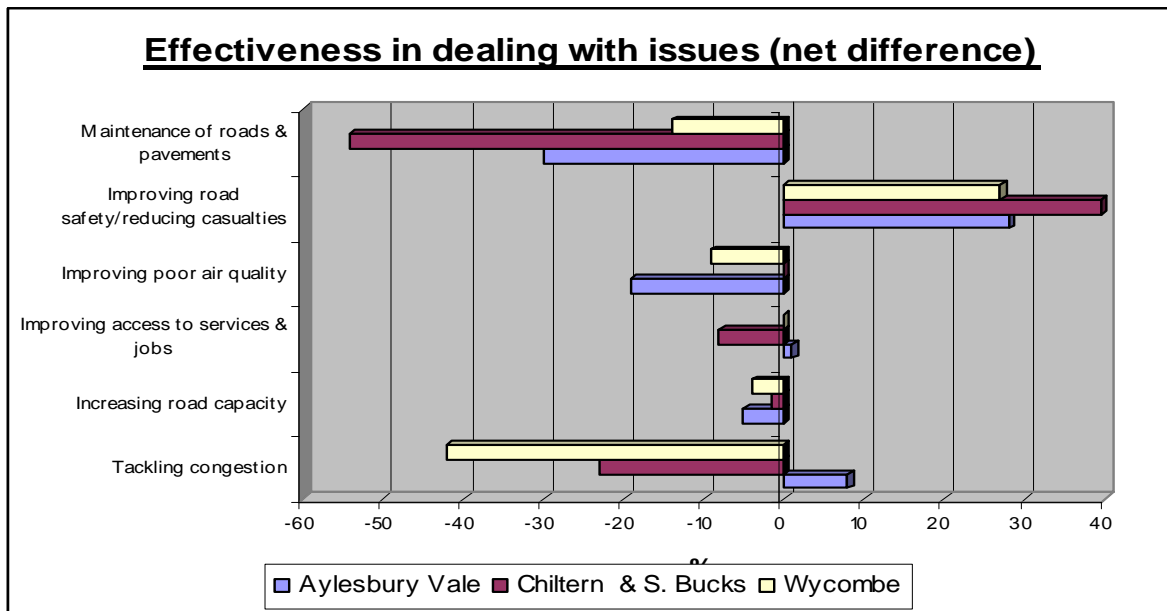
Ranking	Aylesbury Vale	Chiltern & South Bucks	Wycombe
1 st	Car users (68%)	Car users (39%)	Car users (54%)
2 nd	Taxi users (1%)	Rail users (29%)	Rail users (13%)
3 rd	Lorries (-1%)	Lorries (5%)	Motorcyclists (2%)
4 th	Motorcyclists (-1%)	Motorcyclists (0%)	Lorries (1%)
5 th	Rail users (-4%)	Taxi users (0%)	Taxi users (0%)
6 th	Bus users (-5%)	Pedestrians (0%)	Pedestrians (-3%)
7 th	Cyclists (-10%)	Bus users (-14%)	People with disabilities (-18%)
8 th	Pedestrians (-20%)	People with disabilities (-22%)	Cyclists (-20%)
9 th	People with disabilities (-28%)	Cyclists (-36%)	Bus users (-21%)

Provision for cyclists was rated particularly poorly in Chiltern & South Bucks, and for pedestrians in Aylesbury Vale.

Very few stakeholders voted either way for lorries/freight drivers, taxi users, and motorcyclists.

By problem/issue

In order to gauge how well stakeholders thought the Council was tackling particular issues they were asked to indicate which issues they thought were being addressed most and least effectively (see Question 6a-b). The diagram below shows the net difference between the issues perceived to be the most and least important in each of the areas (Question 6c). A positive score indicates that stakeholders feel that issue is being dealt with relatively well and vice versa.



Stakeholders in all three areas believe that road safety is the issue most effectively dealt with by the Council. There were significant variations in how well stakeholders felt the other issues were being dealt with in the different areas as the following ranking table shows.

Ranking	Aylesbury Vale	Chiltern & South Bucks	Wycombe
1 st	Road safety (28%)	Road safety (40%)	Road safety (27%)
2 nd	Congestion (8%)	Air quality (0%)	Accessibility (0%)
3 rd	Accessibility (1%)	Road capacity (-2%)	Road capacity (-4%)
4 th	Road capacity (-5%)	Accessibility (-8%)	Air quality (-4%)
5 th	Air quality (-19%)	Congestion (-23%)	Maintenance (-14%)
6 th	Maintenance (-30%)	Maintenance (-54%)	Congestion (-42%)

Stakeholders in Aylesbury Vale and Chiltern & South Bucks felt that highway maintenance was the issue being dealt with least effectively, and in Wycombe the issue was thought to be congestion.

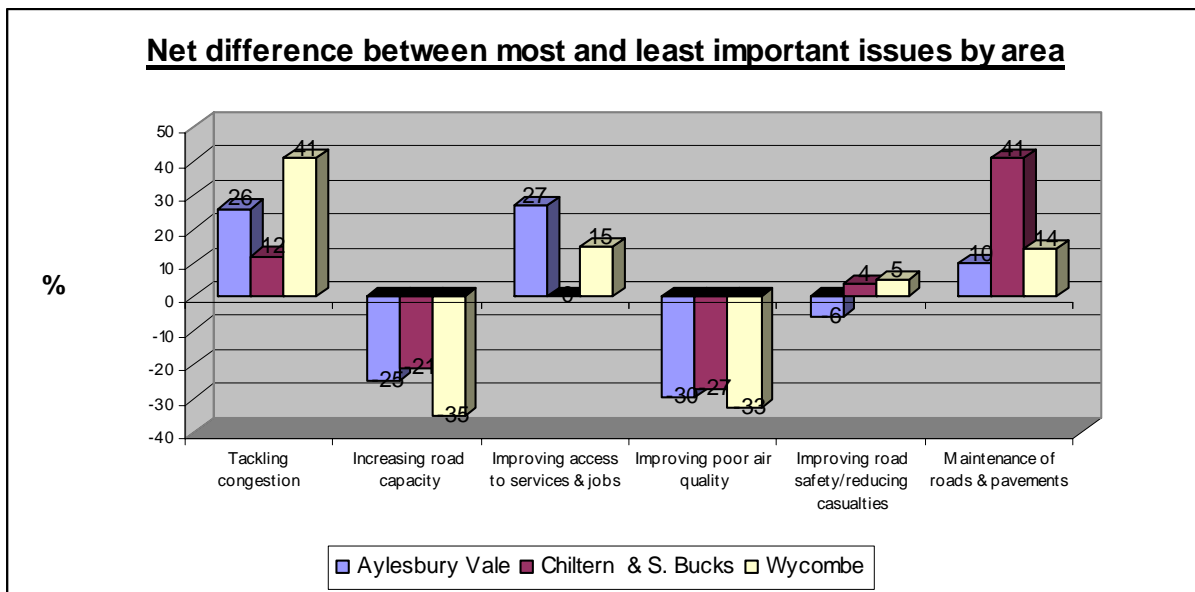
Aylesbury Vale stakeholders appeared to feel that the Council was dealing relatively effectively with congestion (a net 8% thought it was being dealt with effectively).

Air quality in Aylesbury Vale scored very poorly compared to elsewhere, however this possibly stemmed more from a partially incorrect answer to a stakeholders direct question than from a high level of genuine dissatisfaction or interest.

Future Directions

By importance

Stakeholders were asked which were the most and least important transport-related issues for the people they represent to give an idea of future priorities in each area (see Question 3a-b). The diagram below shows the net difference between the issues perceived to be the most and least important in each of the areas (Question 3c).



The two most important issues in Buckinghamshire as a whole were congestion and highway maintenance, with accessibility a close third. There were however significant variations in the importance attributed to these issues in the different areas as the following ranking table shows.

Ranking	Aylesbury Vale	Chiltern & South Bucks	Wycombe
1 st	Accessibility (27%)	Maintenance (41%)	Congestion (41%)
2 nd	Congestion (26%)	Congestion (12%)	Accessibility (15%)
3 rd	Maintenance (10%)	Road safety (4%)	Maintenance (14%)
4 th	Road safety (-6%)	Accessibility (0%)	Road safety (5%)
5 th	Road capacity (-25%)	Road capacity (-21%)	Air quality (-33%)
6 th	Air quality (-30%)	Air quality (-27%)	Road capacity (-35%)

Congestion was thought to be the most important issue for stakeholders in Wycombe by a significant margin, and also significantly more important than in the other two areas.

Accessibility was thought to be slightly more important than congestion for stakeholders in Aylesbury Vale, and significantly more in AV saw it as important than in the other two areas.

Highway maintenance was thought to be the most important issue for stakeholders in Chiltern & South Bucks by a significant margin, and also significantly more important than in the other two areas.

Road safety did not receive either high levels of importance or non-importance in all three areas.

Support for increasing road capacity (primarily road building and widening) appears to be very weak in all three areas, receiving low levels of importance and very high levels of non-importance.

Support for [directly] improving air quality appears to be very weak in all three areas, also receiving low levels of importance and very high levels of non-importance.

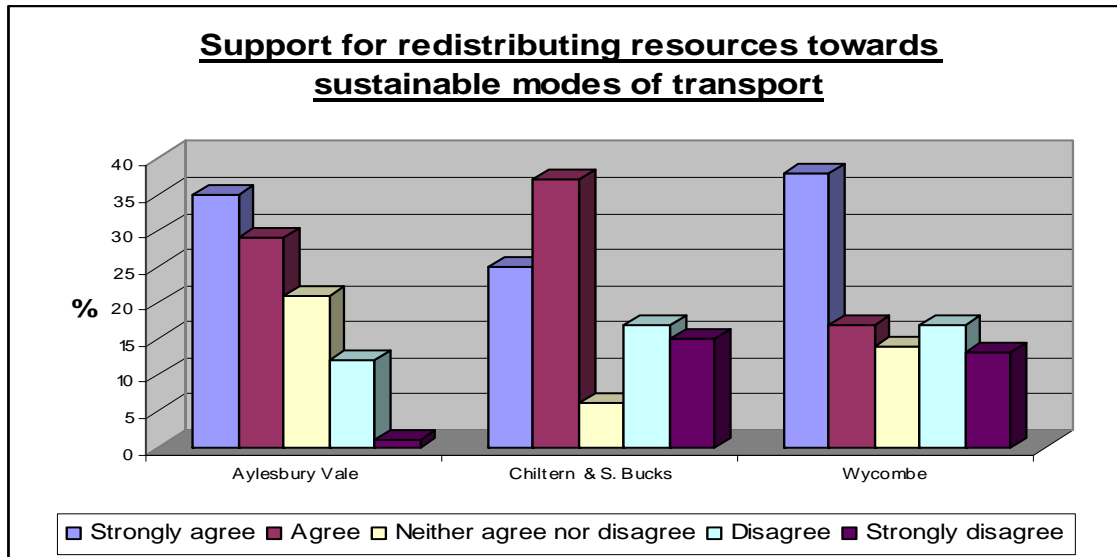
By importance and current performance

To take into account the Council's perceived current effectiveness in dealing with these issues we have plotted the levels of perceived importance of issues by their current performance along an X and Y axes (see diagram below). This shows that of the four issues seen as relatively important highway maintenance, congestion and accessibility are rated negatively in terms of current performance, and only road safety is rated positively. Increasing road capacity and local air quality are thought to be relatively less important and are rated slightly negatively in terms of their current performance.

Resource distribution

To gauge whether stakeholders were willing to see a shift in resources towards more sustainable modes of transport as a way of dealing with local problems, they were asked if they thought that the Council should spend more money on promoting walking, cycling and public transport, even if that meant spending less on improving conditions for the

private motorist (see Question 8). The diagram below shows the levels of agreement and disagreement with the proposition in the different areas.



The level of support for redistribution towards sustainable modes of transport appears to be high amongst stakeholders. The level of net agreement (i.e. those agreeing/supporting redistribution less those disagreeing/ opposing) for instance ranged from a quarter to over half in the different areas. The level of support was significantly higher in Aylesbury Vale (51%) than in Wycombe (25%) and Chiltern & South Bucks (30%).

These views should perhaps be seen in the context of stakeholders' responses to the question about provision for different types of road user (see above), which showed a belief that car users were relatively well provided for in Buckinghamshire with people with disabilities, cyclists and pedestrians relatively poorly provided for.

Other

The high levels of ignorance about the Council's transport strategies outside Aylesbury and High Wycombe suggests that work needs to be done to increase understanding of our strategies for these areas.

FOCUS GROUP SESSIONS

This section focuses on comments made during the two focus group sessions at each of the events. A number of questions were asked during the workshop sessions with attendees able to comment freely. Due to the open style of questions and the vast number of responses, analysis is more difficult than the voting questions.

Whilst set questions were asked, comments may be relevant from a number of other areas. Therefore, the comments were analysed by mode, by area and location, e.g. town centres, market towns and rural villages, and by LTP theme rather than focusing on each question separately.

Common statements have been identified for all levels of satisfaction, as well as more specific issues of interest. There is overlap with a large number of the comments and many are specific to all areas and districts, whilst some are more relevant to the urban or rural areas in the County.

Listed below are common statements and also selected comments of interest, divided under the relevant headings. Neutral comments are generally suggestions to improve aspects. Site specific comments have been included in Appendix 2.

BY MODE

Bus Services

Satisfied

- Positive points in Aylesbury include the bus lanes and the Rainbow Routes
- In Chiltern & South Bucks, bus timetable information at stops were noted, as well as praise for certain bus services (inc. 727, Burnham to Slough, Beaconsfield to Heathrow and Tylers Green)
- Wycombe had many positive comments including good timetable information and many improvements on core routes

Neutral

Suggestions to improve the bus services include:

- More buses are required with disabled access, including low floor buses, and better communication of routes and times
- All areas consider the need for improved buses, increased services and minibuses and shuttles to be used in the smaller towns and rural areas.
- More bus information is required at the bus stop, both static and real time (particularly in rural areas) and should be easily accessible on the website. Timetables in the shelters should be placed at a lower height and suitable for the visually impaired. Audible information should also be available.
- In High Wycombe there should be easy access from the bus station to the rail station

- Bus priority should be offered wherever practical, including at signals, bus lanes
- Specific comments include:
 - A bus service should be planned for Halton (AV)
 - An Iver to Black Park bus is needed (CSB)
 - 20 minute frequency between Amersham and Gerrards Cross in the peak hours (CSB)
 - A bus route should be introduced from Amersham to the Slough area (CSB)
 - Access at High Wycombe to the Oxford-Heathrow coach
 - A circular bus service for High Wycombe

Dissatisfied

There were a number of dissatisfied comments regarding bus services in the County, including:

- Buses are not as well looked after in rural areas and do not visit all stops on route
- There is a lack of evening services in areas, including Aylesbury to Buckingham
- There is poor provision, reliability and condition of buses with poor driver behaviour
- Safety issues occur, particularly as people are waiting at dark bus stops due to the street light switch off
- There is poor rural coverage, particularly for access to services such as hospitals and health centres
- The bus station in High Wycombe is not linked to the rail station
- Concessionary fares work against those in rural areas, and higher values should be attributed to taxi tokens
- Specific reasons for dissatisfaction include:
 - No bus services Stewkley to Wing
 - No direct bus between Aylesbury and Chesham
 - Poor Amersham to Beaconsfield links
 - No services between Amersham and Gerrards Cross stations
 - No bus links between Marlow and Wycombe
 - No bus service from Lane End to Stokenchurch

Rail Services

Satisfied

- Satisfied comments from rail passengers were predominately from the Aylesbury Vale area. Comments were generally focused on the satisfaction with Chiltern Railways services and information

Neutral

- Neutral comments and suggestions were mainly from Aylesbury Vale and High Wycombe
- A number of comments regarding services were recorded, including the need for

<p>increased services, links from Aylesbury to Milton Keynes and from Bourne End to Wycombe and to Heathrow</p> <ul style="list-style-type: none"> • Carriages should be maintained and also extended during peak times • More parking should be available, for vehicles and cycles

<p>Dissatisfied</p> <ul style="list-style-type: none"> • Dissatisfied comments mainly focused on the lack of parking at stations in the County and the cost of rail fares • Disabled Access at Burnham station was considered to be poor • Carriages were noted to be full
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Public Transport

Whilst bus and rail services were separated, there were also comments that related more generally to public transport. This section also includes other modes that were less commented on, e.g. Light Rapid Transit (LRT) and Demand Responsive Transport (DRT).

<p>Satisfied</p> <p>Satisfaction with public transport was predominately focused on:</p> <ul style="list-style-type: none"> • Dial-a-Ride schemes were praised in the Aylesbury Vale and Chiltern & South Bucks areas • Information was considered to be good and advertised well
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<p>Neutral</p> <ul style="list-style-type: none"> • Integrated ticketing and also the integration of bus and rail are suggested as improvements • Improved facilities at bus and rail stations were suggested, to include drop off areas, creating a more welcoming environment • Services should be made more accessible by all modes • Fare suggestions were raised, including young peoples discount cards and concessionary rail as well as bus cards • Dial-a-Ride was considered to be too expensive, and requires improving with more drivers (CSB) and links to volunteer centres • LRT should be considered for Wycombe

<p>Dissatisfied</p> <ul style="list-style-type: none"> • A number of reasons for dissatisfaction with public transport are due to the lack of integration between rail and bus links, and particularly movement between the bus and rail station in Wycombe • Issues occur with transport access in rural areas and access to services including hospitals (particularly in Chiltern & South Bucks) • Particular problems with access from Lane End, High Wycombe are mentioned • More information and advertising were also raised as an issue • Failure to develop a Demand Responsive Transport Scheme in Wycombe
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Freight Operators

Satisfied

- The opening of Stoke Hammond Bypass

Neutral

- SatNav route improvements need to be considered along with other measures to ensure that lorries are restricted from using small or rural roads
- The need for a freight strategy was also highlighted throughout all areas
- Sufficient and cheap rest facilities would be beneficial for freight operators

Dissatisfied

- Common reasons for dissatisfaction include the lack of a freight strategy, insufficient rest areas, large vehicles using inappropriate routes through rural or residential areas and inappropriate parking
- It is a common thought that roads are not wide enough for the lorries attempting to use them

Horse

Dissatisfied

- The main opinion regarding horseriders was that there is a lack of consideration for use of this mode with few routes/bridleways available.

Park & Ride

Satisfied

- The High Wycombe area considered the Park and Ride to be very good, with good access and services

Neutral

- Many commented on the need for more P&R sites with a number of suggestions including Beaconsfield, Stoke Mandeville Hospital, and to the north of High Wycombe.
- A bus lane was suggested in High Wycombe for quicker transfer
- P&R sites could double up as lorry parking and rest areas overnight
- A village dropper service should be available to provide access to the P&R

Dissatisfied

- Reasons for dissatisfaction are from the Wycombe area and include the services stopping too early, lack of P&R to the north, east or west, and no link service to Lane End.

Pedestrians

Satisfied

- Pedestrian routes were considered to be good in Aylesbury and High Wycombe whilst there is acknowledgement of improvements in Princes Risborough
- Rights of Way were considered to be well maintained in Aylesbury Vale, and improvements in High Wycombe
- Light controlled pedestrian crossings in High Wycombe were mentioned and other facilities including islands

Neutral

- Better maintenance was voiced by representatives from all districts for both urban and rural footways
- Crossings were suggested necessary in a number of areas, particularly near schools and roundabouts, Aylesbury Station, Hazlemere and areas of High Wycombe
- Dropped kerbs were also suggested for areas
- Shared Cycle/Footpaths are not favoured by people, with issues relating to the use by disabled
- Parking should be enforced to reduce the number of vehicles obstructing the footways
- Specific issues raised include:
 - Levelling of path to Stoke Mandeville hospital from town (AV)
 - Walking route from High Wycombe Station to Hospital
 - Removal of excessive traffic lights near the bus station (HW)

Dissatisfied

- Common reasons for dissatisfaction include the lack of footpaths, pavement obstructions (especially due to parked cars) and poor maintenance (of path and hedges)
- The shortage of dropped kerbs, litter in the street and lack of crossings were also mentioned
- The lack of footpaths in rural areas is considered particularly dangerous due to the speed of passing traffic
- Specific issues raised include:
 - Poor maintenance on A416 Ashley Green
 - Lack of pavements in rural areas in Taplow
 - Poor condition of roads and pavements in Iver

Cyclists

Satisfied

- Cycle routes are considered to be good in all districts, with improvements seen in a number of areas
- Rail provision for cyclists is considered satisfactory in Chiltern & South Bucks

- The Cycle Strategy in Aylesbury is considered to be working well

Neutral

- More cycle parking is considered necessary in Aylesbury, Chiltern & South Bucks stations, and in High Wycombe
- Cycle ways should be maintained in both urban and rural areas
- More cycle routes, lanes and infrastructure are suggested in rural and urban areas throughout the County. Suggestions include the use of verges and the High Wycombe to Bourne End railway line
- Specific examples of comments include:
 - Extension of the Aylesbury “Gemstones” further into the villages
 - Export the lessons from Aylesbury to other areas
 - Clarify the position of cycling on pavements
 - Improve the quality of the current E-W route in High Wycombe

Dissatisfied

- The most common reason for dissatisfaction is due to a lack of cycle routes, particularly off-road routes. This is predominately found in the Chiltern & South Bucks area
- Aylesbury Vale consider the condition of the edge of carriageways and general maintenance to be poor and the linkages beyond Aylesbury are also unsatisfactory
- The lack of safe routes in the County due to speeding, lack of lighting, poor junction layouts and poor maintenance of roads are all mentioned
- Specific issues highlighted include:
 - Not enough cycleways in Pitstone, the Chalfont area
 - Too much of an Aylesbury focus
 - Sustrans Black Park area cycle lane is not maintained
 - Route 61 in Chiltern & South Bucks gets worse at BW11
 - Cyclists in Iver are vulnerable to HGVs

Pedestrians and Cyclists

Satisfied

- Walking and cycling schemes are considered to have improved in Chiltern & South Bucks and are good in Aylesbury Vale. High Wycombe consider schemes to be very good in Princes Risborough and with good East West routes
- Satisfaction is also evident for crossing points in Marlow and Bourne End

Neutral

- Signage to available routes should be increased in Chiltern & South Bucks, combined with more publicity
- Pavements and footpaths should be widened to accommodate both cyclists and pedestrians, for example at Station Road in Beaconsfield
- Initiatives should be prioritised and target relevant groups

Dissatisfied

- Dissatisfaction is generally focused on the lack of cycle and pedestrian facilities or the lack of any continuity in the networks
- The conflict between pedestrians and cyclists is raised
- Specific areas of dissatisfaction include:
 - “Useless” crossings in Chiltern & South Bucks at Tesco, Loudwater and A355, Amersham
 - Too focused on Aylesbury

Taxis**Satisfied**

- Taxis are considered to be good in Aylesbury Vale, Amersham and Chesham and are deemed fit for purpose

Neutral

- Taxi provision in Aylesbury Vale is considered to be good in the towns but not in rural areas
- Standards should be improved, in terms of both safety and maintenance. Drivers should follow parking, and turning rules
- A safe taxi list/list of accredited taxis should be established, and the differences between hackney carriages and private hire circulated
- Designated taxi ranks and shelters are needed in Aylesbury
- Fare displays and signs should be clear in taxis

Dissatisfied

- Poor driving and parking are the main reasons for dissatisfaction
- Taxis have poor accessibility, particularly by wheelchair users
- Taxis are considered too expensive, and concessions (taxi tokens) do not have a high enough value

Vehicles**Satisfied**

- Satisfied comments were generally more specific for this mode and relating to particular areas
- General comments include SPA to be good/successful, speed activated signs to be good and some praise for traffic signal schemes
- Aylesbury Vale consider the Wendover bypass to be good and also made positive comments about the crossings on Exchange Street and the High Street
- Chiltern & South Bucks were satisfied with the A412/A40 scheme and the Denham signals on the A412, and on Bell Lane
- High Wycombe considered traffic light schemes to be a success, especially at Marlow Hill and were satisfied with the A4010 resurfacing and access to the A40

Neutral

- Many of the comments were focused on traffic signals and parking, with most relating to congestion or improvements that should be made to the network
- Comments relating to all districts include the synchronisation of lights, too little parking or parking in unsuitable locations, rat running and speeding through villages
- More work is suggested for car sharing (outside of the Council)
- Comments specific to Aylesbury Vale include the signals around the hub requiring review, parking management on Oxford Road, controlled parking around Stoke Mandeville Hospital and review of the Horse and Jockey Junction
- Chiltern & South Bucks highlighted the issue of rat running in rural areas. School drop offs were considered to be the route of many congestion problems. Particular problems were noted in Chesham (Boot and Slipper roundabout) and Amersham on the Hill
- Wycombe focused on the need to bypass High Wycombe and other towns and generally improve the north south links. Enforcement of speed, traffic signal co-ordination and parking were common suggestions
- Site specific suggestions for improvement include:
 - Improving signage on the A4155
 - Creating a one way high street in Princes Risborough
 - Hazlemere crossroads traffic lights

Dissatisfied

- Common reasons for dissatisfaction included traffic lights and the lack of coordination, parking management (insufficient space, verge parking and poor enforcement) and condition of rural roads
- Aylesbury Vale considered Elmhurst Road traffic at the Horse and Jockey a particular problem, with other reasons for dissatisfaction including road humps and other small safety schemes
- Chiltern & South Bucks are suffering from peak time congestion, speeding though Chalfont St Peter and road signs obscured by trees
- Wycombe were predominately dissatisfied with signal schemes and junction control, as well as ongoing congestion problems at Handy Cross

No Mode

Satisfied

- Satisfaction exists with Local Area Technicians in all areas, and also for partnership and communications
- School Travel Plans in Chalfont are seen as excellent
- Highways on Call is appreciated as is the website

Neutral

- Communication, and the lack of listening to people's views is mentioned, as is consultation
- Comments of interest include:
 - Feedback is needed from the Symposia events and to ensure these events happen regularly
 - Do not have 0845 numbers for services including HoC
 - Make SID machines free to Parishes
 - Submit transport schemes to every household
 - Allow feedback to be sent to the Council, e.g. through a slip in the Buckinghamshire Times

Dissatisfied

- Dissatisfied comments are generally as a result of a lack of communication about schemes, or keeping people informed
- Comments of interest include:
 - Services not located in accessible places
 - Poor publicity
 - Lack of focus on rural areas
 - Unaware of strategies in the County
 - Local views not considered
 - Complaint service should be through BCC rather than the bus service
 - Lack of consultation or feedback

BY AREA

Aylesbury

Satisfied

- There is satisfaction with the Rainbow Routes and other links to the town and station
- The cycle strategy and Cycle Aylesbury are considered to be good
- Crossings, particularly in the hub are improved as is the pedestrian environment in the centre

Neutral

- Many comments relate to the Hub, particularly congestion caused by traffic signals and through traffic
- Improvements are required for disabled access, including dropped kerbs, prevention of parking on pavements and safer crossing points
- The environment around Exchange Street should be improved – there is a lack of greenery
- Station facilities and forecourt services should be improved, as well as rail links
- Designated taxi ranks are needed in the centre, and taxis should be allowed to use all bus lanes
- More cycle facilities should be available on routes

Dissatisfied

- Main reasons for dissatisfaction in Aylesbury are as a result of the revised layouts of the highway, traffic signals and congestion in particular areas
- Late buses are not available for some routes and the bus station does not offer an attractive waiting environment
- Parking is not managed and problems exist with available spaces and permits

Amersham/Chesham

Satisfied

- There is considered to be a good level of taxis in Amersham and Chesham
- Safer routes to school were considered a success and good relationships exist with the Amersham area office

Neutral

- The roundabout problem in Chesham needs to be reviewed and there needs to be encouragement of modal split to reduce the number of cars on the road
- Strategies, including the overall transport strategy, the parking strategy and freight strategy, should be developed and communicated
- Services to the Slough area and increased services to Gerrards Cross from Amersham are required
- Walking routes and increased signage are considered important

Dissatisfied

- Parking is one of the main concerns to those present at the Symposia, including station car parks being full, the lack of on-street parking and problems surrounding Amersham Hospital
- The bus services are also a reason for dissatisfaction, particularly the poor links from Amersham to Gerrards Cross, Beaconsfield and from Chesham to Aylesbury
- There are not enough cycle lanes in the area and there is a central Chesham cyclist and pedestrian conflict
- Amersham Station has no disabled access

High Wycombe**Satisfied**

- Bus investment and the services are considered to be very good in High Wycombe. The bus terminal is also considered excellent
- The park and ride is very good, with good access and a good service from the site to the rail and bus stations
- Traffic signal schemes are considered excellent as are light controlled pedestrian crossings

Neutral

- Bus drivers should be made aware of how to use the ramps and timetables should display which buses are accessible to those with disabilities
- Feeder bus services are suggested for the station and also a circular service to take in the Hospital, Town Hall, Station and Bus Station. Bus priority and facilities should be considered and the need for coach services is also voiced
- Cycles should be allowed in pedestrianised areas, and routes should be improved especially east to west links
- More Park and Rides are suggested, including to the north with better, faster links to the centre. DRT should also be considered for linking routes
- A walking route from the station to the hospital should be provided
- Traffic lights should be synchronised and not over used
- Parking problems should be addressed
- Through traffic should be discouraged or additional routes provided
- VMS should be used on strategic routes
- Promotion of travel plans should be undertaken, with priority and reallocation of road space given to sustainable modes

Dissatisfied

- The main reasons for dissatisfaction include the coordination of traffic lights and the overuse of signals leading to the creation of congestion
- Lack of drop off facility at the bus and rail station
- Access from the bus station to other services including the rail station and

- hospital are not easy
- Failure to develop DRT
- Disjointed cycle routes

Smaller/Market Towns

Satisfied

- Cycle routes in Aylesbury Vale are good and routes have improved in Princes Risborough. Marlow and Bourne End offer ample opportunities for crossing safely
- Bus Services are considered to be good in many areas in the County, including Stokenchurch, Beaconsfield and Hemel Hempstead
- Rail service is good in Chiltern & South Bucks

Neutral

- More bus services are required in some locations and to the rural villages, for example Iver requires a bus service to Black Park and also services on a Sunday. Services should link with train stations
- More Dial-a-Ride coordination is suggested for Aylesbury Vale
- Park and Rides are suggested to be extended to areas (including Marlow) and to run between smaller towns to provide connections (Loudwater and Holtspur)
- Parking charges and availability of parking should be reviewed and improved, including provision for disabled parking in areas such as Marlow
- Other comments include the need for lights at Wilton Park Roundabout, resurfacing sections of the A4010, bypassing Princes Risborough and speed enforcement
- Wycombe considers the need for sheltered bus stops and laybys

Dissatisfied

- There are poor evening bus services in a number of the smaller/market towns and some areas have limited services throughout the day, i.e. Lane End to Marlow and Beaconsfield to Burnham
- Aylesbury Vale considers there to be too much focus on Aylesbury rather than the areas outside. Those with disabilities are not catered for satisfactorily
- Wendover is 'over parked' with rail commuters
- Parking enforcement and the need for controls are reasons for dissatisfaction in Chiltern & South Bucks
- A number of issues were raised for Marlow including congestion, parking, and the lack of a bus link to Heathrow and Wycombe
- Areas in Chiltern & South Bucks are considered dangerous for cycling, due to a lack of routes, the threat of HGVs and the poor condition of roads.

Rural Villages

Satisfied

- Aylesbury Vale has support for Dial-a-Ride and is satisfied with the local area technicians and communications of traffic techniques
- Chiltern & South Bucks are satisfied with the working with neighbouring authorities
- Certain bus services are mentioned as excellent, including the Lane End to Marlow service, the service to Stokenchurch, and Wycombe to Thame. Rural bus information is now also available in libraries
- The Bledlow Rider is also considered to be good

Neutral

- Dial-a-Ride should be supported more with some subsidised bus services removed and money transferred to dial-a-ride to keep the costs down. Services should also be increased in areas, and should link with services such as volunteer centres
- Pedestrians are well catered for in urban areas, but not in the rural areas. Pathways should be improved, maintained and widened in areas
- Traffic calming measures are beneficial but should blend into the environment – speed bumps are required as well as cats eyes, 20mph routes, quiet lanes and better enforcement of speeds
- More cycle routes are considered necessary and routes require maintenance to remove hazards
- Lorries and large vehicles should be prevented from travelling through rural areas
- Traffic should be deterred from using rural lanes as rat runs. The sat nav companies should also be worked with to eliminate these routes from the guidance
- Smaller buses and more regular services are required in villages with more services at peak times and in the evenings to discourage use of the car
- Local groups should be worked with to encourage car sharing

Dissatisfied

- The main concern in rural areas is the lack of public transport, and links to services. Buses do not serve rural villages, and some skip villages on route, as they do not expect passengers to be waiting. There is poor rural bus coverage and poor information at bus stops
- Concessionary fares work against people in rural areas, and a higher value should be given to taxi tokens where applicable
- Footway and road maintenance is very poor in rural areas and large sections require proper repair. The edge of carriageways, gullies and white lines also need to be maintained
- The speed of vehicles is dangerous to vulnerable road users, particularly where no pavements are provided

BY THEME

Accessibility

Satisfied

- There is satisfaction with Dial-a-Ride services, particularly in Aylesbury Vale and Chiltern & South Bucks
- Information provision, particularly bus timetables, are considered good across the County
- In High Wycombe, a number of positive comments were made regarding the Park and Ride
- The footpath network and pedestrian facilities were also considered to be satisfactory in High Wycombe

Neutral

- Dial-a-Ride was commented on in Aylesbury Vale and Chiltern & South Bucks. Suggestions were made to reduce the cost, co-ordinate the services, and to promote the services. Chiltern & South Bucks expressed the need for more drivers
- All districts suggested improving links between services and routes. Chiltern & South Bucks focused on the integration of bus services, whilst High Wycombe were concerned by the lack of access between the bus and rail stations
- Disabled access should be improved, including dropped kerbs and low floor easy access buses. Ramps on public transport should be available, with drivers aware of how to use them
- Real time information and timetable information should be improved at bus stops with timetables providing useful information including which buses have wheelchair access

Dissatisfied

- There was dissatisfaction with accessibility in rural areas, particularly surrounding hospitals, and also lack of provision for the young and elderly
- Disabled access to bus, rail and taxi services is considered to be poor. Where services do have ramps, not all drivers are aware of how to use them
- Access to hospitals and healthcare is poor in Chiltern & South Bucks, whilst access is poor to these services in High Wycombe from the bus station
- Parking on pavements, particularly in High Wycombe is a problem especially for those with disabilities

Congestion

Satisfied

- Travel plans are considered to be working and a great idea in Aylesbury Vale and Chiltern & South Bucks
- Traffic signals are good in areas, particularly Bell Lane in Aylesbury Vale, Marlow Hill in Wycombe and Denham in Chiltern & South Bucks
- Parking management is good in High Wycombe
- Bus and train services in Aylesbury Vale and Chiltern & South Bucks are good

Neutral

- A bypass is suggested for Aylesbury to alleviate the through traffic
- Taxis should be able to use all bus lanes
- Traffic signals should be improved and synchronised, particularly expressed in Aylesbury Vale (on the Hub) and High Wycombe
- Parking is considered a problem and should be controlled
- Rat running, and particularly by lorries in rural areas, should be targeted
- High Wycombe suggests the need for a strategic alternative to the A4010

Dissatisfied

- Parking is considered a problem in all districts, with better management and enforcement necessary. Parking on pavements is a particular problem in the Chiltern & South Bucks area
- Too many traffic schemes are implemented which is causing congestion

Maintenance

Satisfied

- Highways on Call are doing a good job and generally good at responding to maintenance issues, particularly in the Aylesbury Vale area
- Resurfacing and maintenance is improving and in some cases is quick

Neutral

- Maintenance of footways and cycle ways should be improved, particularly on safety grounds
- Rural roads should be maintained properly, and be salted when necessary
- Attention should be paid to the cleaning of gullies and drains
- Bus stops require maintenance
- Resurfacing is necessary in a number of areas, including along sections of the A4010 and A4155

Dissatisfied

- The maintenance of roads is very poor in areas, particularly rural areas
- There is not enough feedback from Highways on Call
- Poor pavement quality in a number of areas, which is particularly hazardous for

- those with disabilities
- Signs are not always collected on completion of road works
- Failure to maintain overhanging vegetation
- Poor advanced warning of road works

Safety

- | |
|--|
| Satisfied |
| <ul style="list-style-type: none">• The speed limit reviews are a good idea and have been well implemented and enforced• Speed activated signs are good• Cycle and walking routes have been improved and enhance the use of the modes• Good training in schools• Small safety highway schemes are welcomed and have been good so far |

- | |
|--|
| Neutral |
| <ul style="list-style-type: none">• Safer crossings are required particularly to access services and transport interchanges• Speed bumps would be beneficial entering villages• SID machines should be used and provided free to parishes• More speed enforcement is necessary• Crossings should be installed or updated |

- | |
|--|
| Dissatisfied |
| <ul style="list-style-type: none">• The standard of some taxi drivers is very poor• The street light switch off has certain safety implications, including waiting at bus stops in the dark• Crossing signals are not always visible• Parking on pavements, including HGV parking, is hazardous• Too many traffic humps are used |

Environment

- | |
|---|
| Satisfied |
| <ul style="list-style-type: none">• The street light switch off is good |

- | |
|---|
| Neutral |
| <ul style="list-style-type: none">• The built environment should be made more attractive• The positioning of pedestrian crossings should be considered in terms of air quality• Freight emissions should be monitored and fines determined• Street clutter needs to be reduced |

Dissatisfied

- The impact of tourists is not planned for and is damaging the environment
- The environmental cost is not considered on existing traffic calmed areas

SUMMARY AND CONCLUSIONS

Voting Questions

With regard to stakeholders perceptions about past and current performance against LTP2 objectives and addressing local needs and concerns there were a number of significant findings. Levels of satisfaction with our area transport strategies were generally low, with the exception of Aylesbury, and satisfaction tended to decline with the scale of settlement. Decreasing satisfaction was paralleled by an increasing number of stakeholders who reported that they did not know what our strategies were for different types of areas.

Stakeholders appeared to believe that car users and, to a lesser extent, rail users are relatively well provided for in Buckinghamshire. However stakeholders in all three areas appeared to believe that people with disabilities, cyclists, bus users and pedestrians were not well provided for, though there were significant variations in the different areas.

Stakeholders in all three areas believe that road safety is the issue that is being dealt with most effectively by the Council. There was some indication that Aylesbury Vale stakeholders felt that the Council was dealing relatively effectively with congestion. In Aylesbury Vale and Chiltern & South Bucks stakeholders felt that highway maintenance was being dealt with least effectively, while in Wycombe the issue was thought to be congestion.

There were a number of significant findings with regard to stakeholders perceptions about future directions or priorities over the remainder of LTP2. Evidence suggests that for the stakeholders the two most important issues in Buckinghamshire as a whole were congestion and highway maintenance, with accessibility a close third. Congestion was thought to be the most important issue in Wycombe, while in Aylesbury Vale it was accessibility, and in Chiltern & South Bucks highway maintenance. Not only are these three issues seen as important by stakeholders, they are also thought to be one's that the Council is currently generally not dealing with very effectively.

The survey showed a very high level of support for redistribution towards sustainable modes of transport amongst stakeholders in all three areas, though this was significantly higher in Aylesbury Vale. This finding fits with stakeholders' perception that car users are relatively well provided for in Buckinghamshire while with people with disabilities, cyclists and pedestrians are relatively poorly provided for. One important significance of these results is that the profile of stakeholders shows that the majority of those attending were from multiple car-owning households and only a handful represented environmental organisations.

Focus Groups

The comments from the workshop focus groups were wide ranging and covered all aspects of the Transportation Service's work in the County. Identifying comments regarding particular modes, themes and locations made it possible to collate the comments into a more digestible and accessible format.

A number of comments were voiced regarding public transport services, and a number of suggestions for improvement were also offered. More opinions were collected on bus services, with the positive comments relating to the town centres, particularly Aylesbury. Dissatisfaction was more evident in the rural areas and focused on a lack of services and the inability to access key areas. Some suggestions could be considered 'quick wins' with the provision of timetables and accessible information. The lack of integration between services and modes was a key reason for dissatisfaction.

Comments relating to freight focused on the need for a Freight Strategy to be developed and routing to be considered. There was support for Park and Ride schemes, and satisfaction with the High Wycombe service despite a few suggestions made. Provisions for pedestrians and cyclists were considered more satisfactory in urban centres, whilst the more rural areas outside considered the need for more routes and facilities such as dropped kerbs and crossings. Comments relating to vehicle use were predominately related to congestion and other problems including traffic signal coordination and rat running through inappropriate areas.

Separating the comments by area made it clear to see that many of the positive comments were focused on the more urban areas of the County. Dissatisfaction in the towns primarily related to congestion and necessary improvements required to junctions and traffic signal co-ordination. Developing more specific strategies for the market towns was considered important. Comments relating to the rural areas of Buckinghamshire concentrated predominately on the lack of accessibility to key services and locations, with the additional concerns of rat running and speeding.

Comments were also related to the themes found in the Local Transport Plan. Road safety was considered to be the most effectively targeted. Accessibility was considered more of an issue outside of the main towns, although suggestions were focused on the urban areas including removal of pavement obstructions and an increase of dropped kerbs. Maintenance issues were predominately related to the need for resurfacing due to the poor condition of roads and pavements and attention required for gullies and drains. A large number of comments related to congestion, with particular focus on traffic signal coordination and junction improvements, parking and the lack of suitable north – south links.

Overall Conclusions

The Transport Symposia events in early 2008 attracted a fairly wide range and good number of stakeholders, with the three tiers of local government, the voluntary sector, community groups, and non-transport local government officers particularly well represented. Unfortunately the business sector, transport operators and representatives of other public agencies e.g. health, social care, and education were not as well represented as the service would have liked.

A number of key issues were drawn from the Symposia events from both the voting questions and focus group sessions. As the style of question differed it makes direct comparison between the two datasets more difficult. However, key themes are able to be determined.

The results show that area strategies appear to decline with the scale of settlement. This is supported by the increased number of dissatisfied comments that occur in relation to rural areas in the County.

The effectiveness of the Council dealing with each theme was explored, with road safety considered to have been dealt with the most effectively. There is little clear agreement with the order of priorities between areas and groups. From the voting questions and the focus group sessions, it is considered that maintenance and congestion should be a high priority for Buckinghamshire.

Key areas that received a large number of comments during the focus group sessions included the synchronisation of traffic signals, a number of parking issues or lack of availability and lack of accessibility in some areas to key services.

A large number of comments were collected at the Symposia events and these have been noted by Buckinghamshire County Council. It would be impossible to report on every comment made, but all will be considered by the Council in order to improve the work of the Transportation Service.

APPENDIX 1: ANALYSIS OF TRANSPORT SYMPOSIA VOTING QUESTIONS

1 Which of the following is your main role here today? (excluding Transport officers)

	Aylesbury Vale	Chiltern & S. Bucks	Wycombe
County/district councillor	24	26	14
Parish council	31	33	11
Other public agency	6	7	5
Local government officer			
Voluntary sector	10	16	11
Community group	12	12	31
Transport operator	8	3	3
Business	2	3	11
Other	6	0	14

2 How many motor cars are there in your household?

	Aylesbury Vale	Chiltern & S. Bucks	Wycombe
0	1	9	5
1	36	32	23
2	46	48	58
3	12	6	9
>3	4	5	5
Median average	2.3	2.2	2.4

3a What is the most important local transport-related issue for the people you represent?

	Aylesbury Vale	Chiltern & S. Bucks	Wycombe
Tackling congestion	30	20	43
Increasing road capacity	8	5	10
Improving access to services & jobs	32	11	17
Improving poor air quality	4	5	2
Improving road safety/reducing casualties	7	7	10
Maintenance of roads & pavements	18	49	16
Don't know	1	3	3

3b What is the least important local transport-related issue for the people you represent?

	Aylesbury Vale	Chiltern & S. Bucks	Wycombe
Tackling congestion	4	8	2
Increasing road capacity	33	26	45
Improving access to services & jobs	5	11	2
Improving poor air quality	34	32	35
Improving road safety/reducing casualties	1	3	5
Maintenance of roads & pavements	8	8	2
Don't know	14	12	10

3c Net difference between most and least important issue:

	Aylesbury Vale	Chiltern & S. Bucks	Wycombe
Tackling congestion	26	12	41
Increasing road capacity	-25	-21	-35
Improving access to services & jobs	27	0	15
Improving poor air quality	-30	-27	-33
Improving road safety/reducing casualties	-6	4	5
Maintenance of roads & pavements	10	41	14
Don't know	-13	-9	-7

4a Which of the following users do you think are best provided for in Buckinghamshire?

	Aylesbury Vale	Chiltern & S. Bucks	Wycombe	
Pedestrians	4	5	7	16
Cyclists	1	3	0	4
Car users	71	47	57	175
Motorcyclists	3	0	2	5
Bus users	7	5	4	16
Rail users	6	30	20	56
Lorries	3	8	6	17
Taxi users	1	1.5	0	2.5
People with disabilities	4	1.5	4	9.5

4b Which of the following users do you think are least well provided for in Buckinghamshire?

	Aylesbury Vale	Chiltern & S. Bucks	Wycombe	
Pedestrians	24	5	10	39
Cyclists	11	39	28	78
Car users	3	8	3	14
Motorcyclists	4	0	0	4
Bus users	12	19	25	56
Rail users	10	1.5	7	18.5
Lorries	4	3	5	12
Taxi users	0	1.5	0	1.5
People with disabilities	32	23	22	77

4c Net difference between best and least well provided for road users:

	Aylesbury Vale	Chiltern & S. Bucks	Wycombe	
Pedestrians	-20	0	-3	-23
Cyclists	-10	-36	-20	-66
Car users	68	39	54	161
Motorcyclists	-1	0	2	1
Bus users	-5	-14	-21	-40
Rail users	-4	28.5	13	37.5
Lorries	-1	5	1	5
Taxi users	1	0	0	1
People with disabilities	-28	-21.5	-18	-67.5

5a How satisfied are you with our transport strategy for the main town in the area?

	Aylesbury Vale	Chiltern & S. Bucks	Wycombe
Very satisfied	1	2	0
Satisfied	32	11	12
Neither satisfied nor dissatisfied	39	24	27
Dissatisfied	20	6	41
Very dissatisfied	3	13	14
Don't know	4	44	7
Net satisfaction rate	10	-6	-43
Dissatisfied's + don't know's	27	63	62

5b How satisfied are you with our transport strategy for the smaller towns in the area?

	Aylesbury Vale	Chiltern & S. Bucks	Wycombe
Very satisfied	1	0	0
Satisfied	15	6	10
Neither satisfied nor dissatisfied	24	30	24
Dissatisfied	26	19	34
Very dissatisfied	6	14	16
Don't know	28	30	16
Net satisfaction rate	-16	-27	-40
Dissatisfied's + don't know's	60	63	66

5c How satisfied are you with our transport strategy for the rural parts and villages in the area?

	Aylesbury Vale	Chiltern & S. Bucks	Wycombe
Very satisfied	0	0	0
Satisfied	10	8	5
Neither satisfied nor dissatisfied	23	17	24
Dissatisfied	31	29	41
Very dissatisfied	21	27	21
Don't know	15	20	10
Net satisfaction rate	-42	-44	-57
Dissatisfied's + don't know's	67	76	72

6a Which of the following issues do you think we are addressing most effectively in this area?

	Aylesbury Vale	Chiltern & S. Bucks	Wycombe
Tackling congestion	24	3	3
Increasing road capacity	7	1.5	2
Improving access to services & jobs	10	0	6
Improving poor air quality	3	1.5	0
Improving road safety/reducing casualties	31	41	29
Maintenance of roads & pavements	4	3	11
Don't know	21	50	49

6b Which of the following issues do you think we are addressing least effectively in this area?

	Aylesbury Vale	Chiltern & S. Bucks	Wycombe
Tackling congestion	16	25	45
Increasing road capacity	12	3	6
Improving access to services & jobs	9	8	6
Improving poor air quality	22	1.5	9
Improving road safety/reducing casualties	3	1.5	2
Maintenance of roads & pavements	34	57	25
Don't know	4	5	6

6c Net difference between issue dealt with most and least effectively:

	Aylesbury Vale	Chiltern & S. Bucks	Wycombe
Tackling congestion	8	-23	-42
Increasing road capacity	-5	-1.5	-4
Improving access to services & jobs	1	-8	0
Improving poor air quality	-19	0	-9
Improving road safety/reducing casualties	28	39.5	27
Maintenance of roads & pavements	-30	-54	-14
Don't know	17	45	43

7 How many of the following (sustainable type) actions do you practice regularly?

	Aylesbury Vale	Chiltern & S. Bucks	Wycombe
0	17	12	13
1	14	27	16
2	23	32	33
3	27	23	25
4	13	6	10
5	5	0	3
6	0	0	0
Mean average	2.2	2.8	2.1

8 Do you agree that the Council should spend more money on encouraging walking, cycling & public transport - even if that means spending less on improving conditions for private motorists?

	Aylesbury Vale	Chiltern & S. Bucks	Wycombe
Strongly agree	35	25	38
Agree	29	37	17
Neither agree nor disagree	21	6	14
Disagree	12	17	17
Strongly disagree	1	15	13
Don't know	1	0	1
Net agreement rate	51	30	25

APPENDIX 2: SITE SPECIFIC SUGGESTIONS

A number of site-specific suggestions were recorded from the Symposia events. These have been collated and are included in the table below.

District	Location	Comment
Aylesbury Vale	Horse and Jockey	Three lanes into one
Aylesbury Vale	Horse and Jockey	Improve road markings
Aylesbury Vale	Horse and Jockey	Elmhurst Road traffic blocking back
Aylesbury Vale	Horse and Jockey	Tring Road goes from two lanes to one
Aylesbury Vale	Wendover Rail Station	Car Park is full and the trains are full
Aylesbury Vale	Stoke Mandeville Hospital	Lack of parking
Aylesbury Vale	Stoke Mandeville Hospital	Controlled parking is needed in the area
Aylesbury Vale	Stoke Mandeville Hospital	Improve the footway
Aylesbury Vale	Aylesbury Station	Customer information screens
Aylesbury Vale	Aylesbury Station	Safer crossing for wheelchair users
Aylesbury Vale	Exchange Street	Signal review needed
Aylesbury Vale	Exchange Street	Improve the right turn
Aylesbury Vale	Aylesbury Library	Taxi rank/disabled bays outside
Aylesbury Vale	New Road Junction	No visible "green man"
Aylesbury Vale	Aylesbury Town Centre	Complete pedestrianisation needed
Aylesbury Vale	A418 Aston Abbots Crossroads	A roundabout would work better
Aylesbury Vale	Big Hand Mo's	Single roundabout
Aylesbury Vale	Tring Road	Put elephant teeth to slow large vehicles
Chiltern/South Bucks	Ashley Green	A416 crossing is dangerous
Chiltern/South Bucks	Ashley Green	Cycle route is too narrow
Chiltern/South Bucks	Farnham Common	Signage problem for the crossing
Chiltern/South Bucks	Billets Lane	Too much street furniture
Chiltern/South Bucks	Chalfont - Bell Lane	Sign is turned the wrong way
Chiltern/South Bucks	Burnham High Street	More dropped kerbs are needed
Chiltern/South Bucks	Beaconsfield - Grove Rd	Poor crossings
Chiltern/South	Beaconsfield Railway	Too narrow

Bucks	Bridge	
Chiltern/South Bucks	Amersham Station	No disabled access
Chiltern/South Bucks	Chalfont Station	No disabled access
Chiltern/South Bucks	Chalfont St Peter Roundabout	Reduce the speed northbound
Chiltern/South Bucks	Dubly Green Crossroads	Dangerous
Wycombe	Hazlemere Twin Roundabouts	Replace with signals
Wycombe	Oxford Road	Synchronise the lights
Wycombe	London Road	Roundabout may have been better
Wycombe	Bellfield Road	Roundabout worked better than the lights
Wycombe	Corporation Street	Lax enforcement on parking
Wycombe	Castle Street	Lax enforcement on parking
Wycombe	Oxford Street	Lax enforcement on parking
Wycombe	Rose Avenue	Extend the parking
Wycombe	Cressex P&R	Stops too early
Wycombe	High Street	Bus priority measures eastbound
Wycombe	Boundary Road	Pedestrian crossing required
Wycombe	Bridge Street	Restrict traffic
Wycombe	Bus Station	The carousel needs to be manned
Wycombe	Cryers Hill/Valley Road	Peak flow traffic lights
Wycombe	Wilton Park Roundabout	Needs traffic lights
Wycombe	West Wycombe Road	Three lanes, removal of parking