

3.7 WING

GENERAL AAP		
<i>Name</i>	<i>Comment</i>	<i>Response</i>
	There should be reference of the Cross Boundary Partnership with Bedfordshire in the Action Plan, and development of new express bus route from Aylesbury to Milton Keynes (through Wing).	These comments are noted and will be considered for inclusion in the development of the revised Area Action Plan.
Parish Clerk, Wing	Please can we remove the name of Little Brickhill from the maps as it implies that this village is in the area, but it is not.	Comment noted. This will be changed in the development of the revised Area Action Plan.
Parish Clerk, Wing	On the carriageway condition map (p.15) there appears to be a slip of the green pen in a loop round Liscombe Park where apparently there is no carriageway to repair?	Comment noted. This will be changed in the development of the revised Area Action Plan.

ACCESSIBILITY		
<i>Name</i>	<i>Comment</i>	<i>Response</i>
V Harvey	Milton Keynes does not have enough money (only one fifth) to provide the infrastructure required in terms of growth – does BCC have the same problem? How will there be access to hospitals etc.?	The County Council is clear that it is not happy to accept growth without sufficient funding to provide new and improved infrastructure. All efforts are being made to secure the resources necessary to improve access to and availability of all key services and facilities.
M Sparrow	There is one bus service per day to Leighton Buzzard and one bus service a week to Milton Keynes. Local people can't get to jobs/employment therefore we need cars.	Tackling rural transport is an issue, we will need to try and provide more local solutions such as demand responsive transport. Access issues are a high priority in this area and whilst we can't promise a direct service we are working to improve access for important facilities, including employment.
V Harvey	It is a nightmare to get buses to Stoke Mandeville Hospital. There is the X15, but early morning appointments can't be made and we have to change at Aylesbury bus station.	We will be reviewing the need for improved access to hospital services from the Wing area as part of the local accessibility action planning process in 2006/07. We are also working to improve services along the core bus network between major centres, in particular the Aylesbury – Milton Keynes link.

ACCESSIBILITY		
<i>Name</i>	<i>Comment</i>	<i>Response</i>
M Oliver	<p>Aylesbury / Wing buses do not call at the railway station in Leighton Buzzard making it less desirable as a rail link. Incidentally the issue in Leighton is that the bus terminals are generally in the High Street. From the east people often have to change buses to get to the Station or walk. There is a need to properly integrate the different transport elements more effectively. Wing and surrounding villages have become dormitory settlements for people working in London / Watford etc. yet there is no effective village network to railway station, with the result that there is a huge commuter car park there. Ideally the local Leighton feeder services need to take in surrounding villages to reduce undesirable car traffic. If service was good & fares competitive with car park charges, there should be a demand. The X15 is at best an hourly service, except at cease work in Aylesbury when there is a 1715 bus followed by a longer gap to 1830. The bus 65 at 1750 arrives in Wing at 1824 taking 35 minutes & is thus less desirable than the 20 minute direct X15.</p>	<p>For bus services entering Leighton Buzzard from the west, the road network does not easily permit buses to serve both the railway station and the central shopping area, especially on through routes extending beyond Leighton Buzzard to Milton Keynes.</p> <p>We will review access to Leighton Buzzard station as part of the local accessibility action planning process in 2006/07.</p>
M Oliver	<p>The X15 sometimes has a double decker but not at peak hours (1715 etc). The need to stand for the trip makes it even less desirable. If the cost of fares equates to the marginal cost of running a car (i.e. petrol & parking) there is little incentive to leave the car at home. There is a need to encourage families not to have a second vehicle and to provide a cheaper alternative with flexibility and connections to encourage this.</p>	<p>Double decker buses are progressively being introduced on this route, though with some limitations caused by the low bridge at Linslade. A more frequent service will be provided between Wing and Milton Keynes once the Stoke Hammond bypass is open.</p>

CONGESTION		
<i>Name</i>	<i>Comment</i>	<i>Response</i>
D Charles	How much would a Wing Bypass cost?	New roads or bypasses are very expensive and depend upon external funding, usually a major scheme funding bid to Central Government. We estimate that a Wing bypass would cost £70-£80 million.
V Harvey	East-West Rail could encourage solutions to a lot of the problems.	The County Council is leading a consortium of local authorities to progress the East West Rail project that would create rail links between Oxford, Bedford, Milton Keynes and Aylesbury, using existing infrastructure. Whilst the Office of the Deputy Prime Minister is keen on the project, it is likely that the only way it could be funded is from developer contributions
	A Wing bypass has been on the agenda for 30 years, the Council would have done this by now if they had managed their business properly. How have Stoke Hammond managed to get a bypass and not Wing?	We are carrying out a public consultation on the scheme after Easter 2006. The scheme requires the completion of a number of statutory procedures (including securing a local mandate) before we can develop a major scheme funding bid. This bid is no longer made to Central Government, but via the regional assembly and it should be recognised that it is a low priority for SEERA.
Q Ings-Chambers	Can anything be done locally to push bypass development?	Any public support for the Wing bypass is welcomed and we would encourage local people to lobby the Regional Assembly, to strengthen the case for this key piece of infrastructure.

CONGESTION		
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	Could tunnelling be carried out past Wing, to combat people objecting to bypass?	Local democracy means that anyone has a right to object. The cost of a tunnel would be prohibitive, because maintenance and lighting would be an ongoing expense.
	Stewkley is congested at peak times. Where are BCC in terms of traffic calming and enforcement?	Enforcement is a police issue. The school is developing a travel plan to improve safety and reduce congestion in the area. We are also seeking to increase the width of footways and narrow the roads as a calming measure.
V Harvey	Development in Bedfordshire will increase the amount of transport (including HGVs) that will want to go through this area to get to the A41. This will increase problems further.	Stoke Hammond bypass will relieve many rural areas, but could encourage more traffic into other areas, although our traffic modelling suggests it won't be a significant issue. It is clear that plans for growth may change this situation but the creation of sustainable communities, local jobs, and improved infrastructure will reduce the need to travel.
V Harvey, South Bedfordshire Friends of the Earth	There is currently an insufficient bus service between the Wing area and Leighton Buzzard. This does not persuade commuters to use the bus to reach the station or shop. It could be possible with an improved bus service, active promotion and some form of demand responsive service to create a considerable modal shift in the area. The Wing road is very congested in Linslade, parking for the station is becoming limited and under these conditions an alternative could prove very popular.	We will be reviewing access to Leighton Buzzard station as part of the local accessibility action planning process in 2006/07 and we will consider new and improved transport choices in partnership with bus and train operators and Bedfordshire County Council.

ROAD SAFETY		
<i>Name</i>	<i>Comment</i>	<i>Response</i>
Hollington	Will you listen to us and give us the speed limits that we want? 15mph.	National legislation will not allow us to introduce 15mph speed limits, and any new limits imposed are only as good as the drivers using the route and the enforcement provided. New limits are being provided for Area 4, but these do require new signs, not favoured by local residents. The route to Hollington is proposed as a quiet lane (lightly trafficked, usually shared by horse riders, cyclists, walkers and motor vehicles) but this will require local support and ownership, since signs and gateways will be used on each approach.
V Harvey	When the bypass is completed, pedestrians and cyclists will have to cross a busy dual carriageway.	We are investigating improved crossing facilities of the bypass for pedestrians and cyclists.
	When will the Wing traffic calming go in place?	Some features, such as the crossing, may go ahead before the Stoke Hammond bypass is completed, but calming cannot be installed before the road is finished.
	Stoke Hammond – A4146 is busy and dangerous, especially walking along into Bletchley. Can we have a footpath along here? (Plus cycling facilities). Can this please be considered?	This is a project that could potentially be funded through the Local Committee Delegated Budget.

MAINTENANCE		
<i>Name</i>	<i>Comment</i>	<i>Response</i>
C Heath	Gritting between Weedon and Aston Abbotts is needed. We have been trying for this for years.	The gritting policy has been reviewed this year to re-assess priorities. If there are issues we will endeavour to make the roads safe. As a County Council we grit more roads than any other.