

### 3.8 WINSLOW

GENERAL AAP		
<i>Name</i>	<i>Comment</i>	<i>Response</i>
M Boggis & J Mainwaring	I have great concerns about the costs of generating documents such as the Area Action Plan, particularly as I presume there are 19 similar documents for each of the other Local Community Areas. The Plan contains virtually nothing in any concrete form, only vague aspirations. I appreciate that demands made by central government make it necessary for councils to perform these exercises, but find myself marvelling at the costs of doing so in relation to any actual outcomes.	The comment is noted, but it should be appreciated that the Area Action Plans were only draft and we recognise that in some areas they were a little generic. The purpose of the Transport Matters events and the consultation period was to collect further information to enable more locally specific Area Action Plans to be revised and developed.
R Gershon	The plan is very heavy on roads; it should be complementing other forms of transport. More is needed in terms of cyclist provision, on road conditions need to be more attractive, allied to training.	We now have a Cycling and Walking team for the County who are working to improve and promote cycling. Developments are starting in Aylesbury and moving out across Buckinghamshire over the five years of the Local Transport Plan.

ACCESSIBILITY		
<i>Name</i>	<i>Comment</i>	<i>Response</i>
P Arnold	We expected to hear about an integrated bus network for rural areas. Current timetables have a lack of connections; a regular, say 2 hourly, service is needed.	We aim to ensure at least an hourly service on our core network of bus routes. Elsewhere, we will provide appropriate connections to this network.
R Gershon	I have been the Parish Paths Partnership (PPP) representative for Oving for 10 years and have never been given training, literature, or been invited to meetings. BCC should give the PPP scheme staff the time and money that is essential if volunteers are to remain in post, motivated and trained. Our Rights of Way are important.	The Rights of Way Improvement Plan is an integral part of the Local Transport Plan and funding has been provided to enhance links across Buckinghamshire. It is clear that we need to improve support for individuals that work on our behalf in a voluntary capacity.
R Gershon	Pages 5-8 contain a series of maps that have no marked villages or towns on them and therefore have no meaning. They should either be deleted or improved significantly and interpreted.	This point is noted and we will improve or remove the maps in the development of the revised Area Action Plans.
R Gershon	Oving is served by one bus route, which is roughly every hour between Buckingham and Aylesbury. Unfortunately the last bus from Aylesbury leaves at 1845, which is too early for access to leisure, social and working opportunities.	As part of our core bus network, we aim to provide an hourly service through Oving throughout the working day (0700-1900). Later services may be possible if additional funding can be identified.
R Gershon	A greater emphasis needs to be placed on providing integrated transport and combined tickets, especially express routes to Milton Keynes and Oxford at peak times and Saturday. This would create an incentive to catch the bus.	An express link is proposed between Aylesbury and Milton Keynes; opportunities for improved links from surrounding villages will be investigated.

CONGESTION		
<i>Name</i>	<i>Comment</i>	<i>Response</i>
M Boggis & J Mainwaring	<p>There is much mention in the Plan of 'rat runs' and peak hour congestion throughout the local area. Yet there is virtually no mention anywhere of people opting to work from home. I would like to see a real, serious initiative from the council to encourage employers and employees to dispense with some or all of their commuting by working from home. This is a subject that has often been discussed in the media during the last ten years, yet very little progress has been made. For employers unwilling to countenance outworking, the possibility of staggered working hours should be urged. The benefits of reduced traffic peaking would be considerable.</p>	<p>We are working with local businesses and assist them in the development of travel plans. We explore the possibility of home working as an option with all of them. It must be recognised that every business is different. Buckinghamshire County Council has a home working policy and encourages home working wherever possible. This has helped the authority reduce solo car use to County Hall by 29% since 1999.</p>
R Gershon	<p>Encourage cycling to reduce congestion. Whilst cycle training can improve skill and confidence, many roads are busy with fast moving traffic that are a deterrent for all but the most experienced cyclist. The creation of a segregated cycle lane from Whitchurch to Aylesbury bordering the A413 should be included in the Winslow Plan. The existing footway is unsuitable for cycling along. With the development of Weedon Hill and the growth of Milton Keynes, congestion is very likely to increase into Aylesbury at peak times unless there are viable alternative modes of travel.</p>	<p>Current investment for cycling concentrates on Aylesbury at present but will then spread out to other towns and villages in the County. In time, and budget allowing, the Cycling and Walking team aim to investigate all possible community links using best practice and taking into account all traffic and growth issues.</p>

ROAD SAFETY		
<i>Name</i>	<i>Comment</i>	<i>Response</i>
	There are accident black spots in the area, for example the A413 – A421 are rat runs, and ‘Lone Tree’ on the A421.	The Lone Tree junction has a relatively low crash record with only 3 crashes at the staggered crossroads in the last 3 years, therefore it is not a high priority in terms of implementing a Safety Scheme.
	Thrift Farm Hill, the narrowest section of A421, is an accident ‘black spot’.	The last personal injury crash on the section of the A421 in the vicinity of Thrift farm was in December 2001. Driver error was a significant factor in the crashes that have occurred.
	Speed Indicator Devices (SIDs) are available temporarily for villages, however permanent ones are needed. County Council Officers have been opposed to these.	We are developing a policy that sets out our approach to Vehicle Activated Signs (VAS). This includes the possibility of partnership funding for the provision of permanent sites.
R Gershon	Between Oving and Whitchurch there are certain stretches that have no verge between the pedestrian and motorised vehicles going at 60mph. Lorries often use this road as a bypass of Aylesbury and it is not unusual to have HGVs and buses passing within a few inches of your elbow. The path is well used by Oving residents to reach the amenities in Whitchurch but is currently only one person wide; it would be better used if it were a wider dual use all-weather path. This would meet all five of the council’s priority areas for the LTP. Pitchcott Road has no footway and is also dangerous for pedestrians and cyclists. The problem will only increase with the development of Berryfields; measures to deter HGVs and other vehicles should be put in place.	The Cycling and Walking team are working in all major development areas and developers to assess the improvements required in the immediate and surrounding areas. Potential improvements will be investigated and where possible completed, but it should be recognised that funding is limited and resources have to be prioritised according to the authority’s objectives.

MAINTENANCE		
<i>Name</i>	<i>Comment</i>	<i>Response</i>
H Cadd	How much is the maintenance funding allocation per mile of classified road?	The average funding is £2945 / km per year.
	Has there has been a cut back on verge maintenance? What is the base line for road conditions? Concern of declining expenditure on roads at a time when Milton Keynes is expanding for housing and as a distribution centre.	Roads are assessed on carriageway condition, but we appreciate there is a wider range of road conditions which includes signing, clutter and verges. Grass verges are cut three times a year in rural areas.
R Gershon	In order to encourage and promote walking there should be greater emphasis on maintaining and improving the footways in Buckinghamshire. Over the years footways in rural areas seem to have been given a low maintenance priority. Figure 9 on page 16 only shows footways that need maintenance work in Winslow itself. A complete survey of the area needs to be carried out in association with Parish Councils and residents who have highlighted footway problems (e.g. through Highways on Call). There are many footways of poor quality all over Oving and leading to Whitchurch. The whole of Oving village footways need to be surveyed. Grass has encroached those around the village Green and up Church Lane. Many are covered in moss and the surface is breaking.	It has been identified that improvements to our most used footways is necessary. With this in mind a major improvement works programme was undertaken in 2005/06 and a further programme is planned for 2006/07. As part of the improvements, we install tactile paving and dropped crossings to meet our Disability Discrimination Act (DDA) obligations. Area Maintenance officers also carry out safety inspections on footways on a regular basis and any defects are repaired by our term contractor.
R Gershon	Bus timetables should be maintained on bus stops (for example in Oving on Bowling Alley which I have requested twice).	We aim to ensure that bus timetables are available at every stop on the core bus network by March 2007. 72% of stops have so far been completed.
	The paragraph about technical assessment should make reference to the fact that Aylesbury Vale is a clay area and roads and pavements are susceptible to clay heave damage.	Comment noted.