

### 6.3 HIGH WYCOMBE

ACCESSIBILITY		
<i>Name</i>	<i>Comment</i>	<i>Response</i>
	The Area Action Plan has done little to move people to other modes of transport other than the car. Key Council Staff seem to do little to show a good example, often driving to / from work and on business journeys. While topography in Wycombe District is an issue, more could be done to encourage less car journeys. Park & Ride has some advantages but as I live on the north side there are no benefits. Think Bike – Think Walking – Reduce Car Use.	We are working with local businesses, assisting them in the development of travel plans and we explore the possibility of home working as an option with all of them. The County Council has a home working policy that has helped reduced solo car use by 29% since 1999. We hope to introduce a pool car scheme so there is less need to use the car for work and hope to introduce further Park & Ride schemes in future years.
C Baker	More people will use buses if bad behaviour is reduced, as they will feel less intimidated. Bus journeys are awful at present.	We encourage bus operators to provide CCTV on all buses used on the core network, especially in the evenings.
M Chadwick, Stokenchurch & Radnage Community Action Forum	Any alterations to the road network as part of the Town Centre redevelopment should ensure that bus services can rapidly traverse to town, help services from the eastern side reach the new bus station, and provide the opportunity for services from the western side to extend to the proposed improved bus/rail interchange facilities at the Rail Station.	Noted. It is our aim to ensure that bus passengers can reach all parts of the town centre with the minimum of inconvenience. Special low-fare transfer tickets are being considered.
M Chadwick, Stokenchurch & Radnage Community Action Forum	On page 54, it is stated, “all the principal corridors out of Wycombe are served by inter-urban bus routes that provide at least an hourly frequency”. Although somewhat dependent on interpretation of “hourly frequency” and “principal corridor”, this is not true for the A40 corridor between High Wycombe and Stokenchurch. We would be pleased to see this situation remedied, and a frequent high quality interurban route to Oxford provides the obvious means.	We aim to ensure that services on the core network are provided at least once an hour throughout the working day. Where the existing level of service falls short of that standard, improvements will be progressively introduced.

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Mr Groom	Green Route 31 was introduced in Wycombe earlier this year and runs between Penn and Downley via Hazelmere, Terriers and the town centre. Route 33 is also cross-town between Totteridge and Castlefield. I find myself puzzled about the choice of route. Since the priority is to reduce congestion, surely we should be aiming to provide a service that takes people from home to work. The network seems still to satisfy the shopper rather than the worker. If you live in Downley or Hazelmere / Holmer Green and work in Cressex or the business parks between Wycombe and Wooburn Green, the bus journey to work involves a change at the bus station, an inevitable wait and buying 2 tickets. It is expensive and slow.	The Council's objective is to work with bus operators to develop a network of high quality, high frequency urban bus routes, of which the 33 and 31 are the first. Our aim is to extend this network to include the 326 during 2006, serving Booker and Cressex, alongside the Park & Ride service that already provides a connection to the main Cressex employment areas. The availability of competitively priced zonal tickets in the High Wycombe area reduces the cost penalty associated with a change of bus to other parts of town.
Mr Groom	Out of peak times buses could usually use routes through the town. The 180 bus runs in the mornings from Hazelmere to Beaconsfield station and makes return journeys in the evenings. This is an excellent idea, but I have questions about this efficacy. Firstly, why does it not run from Holmer Green / Widmer End and thereby increase its catchment area significantly? Secondly, why does it not set down and pick up at the station?	Service 180 was set up with funding from the Rural Bus Challenge Grant (which has now ceased). The initial objective was to meet an identified demand for a commuter service from the Hazelmere area with limited resource (hence the bus also conveys children to/from Beaconsfield High School, in order to 'spread' overhead cost). Any extension of the route beyond Hazelmere would either require a second bus, or a reduction in frequency. It is due for review in 2006 and the potential to extend the service will be reconsidered.

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Mr Groom	The LTP mentions that bus tickets should be valid on any carrier – again without targets or explanations. At present we have the crazy situation where we theoretically have a 15-minute service between Wycombe and Chesham operated alternately by Arriva and Carousel and yet the tickets from one operator are not valid on the other. So we really have two 30-minute services. The sooner this nonsense is stopped – the better.	The Competition Act 1998 means we are powerless to intervene in this situation. We made an approach to Office of Fair Trading (at the request of the bus operators) to try and reach a sensible outcome on Route 74, for example, where two operators who previously offered a joint service are now prevented from agreeing a co-ordinated timetable when neither wishes to withdraw from the route.
Mr Groom	The LTP2 mentions that there will be a bus/coach interchange at Handy Cross. The plan does not explicitly state that Wycombe residents will benefit from stop-offs from the services from Oxford to London, but it would seem illogical for this not to be the case. The interchange is part of the Regional Transport Strategy, which nominates regional hubs throughout the south east of England, but High Wycombe is not one of these. Fast efficient coach services are intended between the hubs along ‘spokes’ (one of which being the M40) but it is rather vague about how this will be developed.	The recent designation of High Wycombe as a regional transport hub strengthens the importance of the coachway proposal since it is an important part of the network and plays a major role linking High Wycombe with London. We will work with bus and coach operators to maximise the benefits of the coachway and improve links between High Wycombe and other key destinations, including Oxford, Reading and London.
High Wycombe Society	Why is there a coach station on the South side when all demand is in the North (especially pedestrians)?	The regional coachway proposal is being progressed with the aim of improving public transport links, including rail, to promote sustainable travel across the region. Work is underway to consider suitable locations for the coachway close to the motorway, to both improve access and minimise other impacts.

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C Woodman, The High Wycombe Society	No reference has been made to the work of Wycombe District Council on the M40 Gateway, nor (apart from a very brief reference) to the pressing need for an improved strategic link from High Wycombe to Aylesbury, Milton Keynes and the South Midlands in order to relieve the Western Corridor (West Wycombe Road etc). Yet we have heard informally of suggestions for a new “orbital” route in the southwest quadrant of the town. We believe it is important that the County Council addresses this question and consults local people at an early stage. It would be totally unacceptable to be presented with a fait accompli of unmodifiable proposals for new roads through the Green Belt and/or the AONB. Similar comments would apply to any possible road link from Handy Cross to the A40 to the east of Wycombe.	The text for the vision for High Wycombe has been revised and amended to ensure a consistency between the Local Transport Plan and the District’s Local Development Framework. We are also working hard to improve transport links between major centres. If the role of High Wycombe as a regional transport hub is retained in the South East Plan, the County Council is confident that funding can be secured to support the completion of a wide-ranging transport study into north-south links. This would not only consider road links but also rail and other public transport connections. Other routes or link roads around Buckinghamshire will depend upon national Government support and District Council plans to accommodate planned growth.
C Woodman, The High Wycombe Society	“Linear Public Transport Hub” linking the new bus station to the town centre and the railway station. This is unconvincing. If it were badly done, we would have to oppose it. Where would the buses actually go? Does it just mean that all bus services terminating or passing through the town centre will visit these three points? We would like to see more radical thinking going into modern, environmentally friendly transport systems that would fit into the town centre.	It is our aim to ensure that bus passengers can reach all parts of the town centre with the minimum of inconvenience. Special low-fare transfer tickets are being considered on routes that are unable to adequately call at all town centre stops.

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C Woodman, The High Wycombe Society	The Regional Coachway facility is in principle a good idea and has our support. But we do not accept that it needs to intrude into the Green Belt and the AONB. It should be relocated north of the motorway where it would also be in a better place for its dual role as a Park and Ride terminal. (It is important that these two roles do not get physically separated. Parking will be needed for coachway users as well as for town centre shoppers, and, indeed, there will be people who come by coach to stop).	The regional coachway proposal is being progressed with the aim of improving public transport links, including rail, to promote sustainable travel across the region. Work is underway to consider suitable locations for the coachway close to the motorway, to both improve access and minimise other impacts.
High Wycombe Society	Handy Cross – there has been no co-operation from BCC / WDC in terms of planning a pedestrian or cycle crossing. This crossing was not taken into account due to surveys showing a lack of demand, however these were undertaken during a weekday when children at school and most people at work. The current crossing crosses 19 traffic lanes (some without lights!).	The Handy Cross improvements scheme is being promoted and completed by the Highways Agency. We are investigating ways to improve cycling links between Marlow and High Wycombe that avoids the need to use this heavily trafficked junction.
B Pollard, Chilterns Centre	Development of High Wycombe will mean increased employees and shoppers. The transport system does not seem as if it will meet this growth, so how will transport be developed?	The revised vision for High Wycombe in the main Local Transport Plan document sets out how town centre redevelopment and transport impacts will be managed. This includes Park & Ride services, enhanced public transport connections and new parking provision.
C Woodman, The High Wycombe Society	Easy access to work, schools, hospitals, shops and leisure facilities, with appropriate parking space, is expected by all transport users. This is not possible to achieve and priorities need to be established. Given that Wycombe's new shopping and leisure centre is to be situated in the centre of the town (unlike some other towns where shopping is concentrated on the outskirts), access to the centre is a priority.	A primary focus of our accessibility strategy is improving access to major town centres along the core public transport network between and within the larger towns. Working with the District Council we are seeking to create a vibrant town centre, supported by excellent public transport links.

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C Woodman, The High Wycombe Society	We strongly welcome the new Transport Model, with origin and destination surveys. It is futile to try to develop solutions such as new road links without recent origin and destination information. It should have been done already, and may already be too late for some important decisions.	Agreed. We would have preferred to renew the model at an earlier date, but it is a substantial investment that could only be undertaken when funding was available.
C Woodman, The High Wycombe Society	The strategic network hierarchy map seems to suggest a new spine road through the Terriers Farm development that could fulfil a through function, and expanding the capacity of Green Road and Ridgeway. We would strongly object to this.	Proposals for any development at Terriers Farm have yet to be determined, and the submission of a planning application would be the opportunity for local objections.
C Woodward, The High Wycombe Society	The man from Arriva buses said he thought there could soon be no buses in Wycombe because they were so underused as to be virtually non-viable in spite of the subsidies. To encourage public transport use we support reinstating the High Wycombe / Bourne End Rail Link with Ultra Light Rail and urge the development of comprehensive Demand Responsive Transport (DRT).	In partnership with local bus operators, we are now achieving steady passenger growth on the more frequent services in High Wycombe. We will be closely reviewing the economic viability of demand responsive transport services in other areas.
Wycombe District Council	An attractive high quality network for walkers and cyclists should be created along the former High Wycombe to Bourne End rail alignment.	This is something that we are discussing and seeking to progress with Wycombe District Council. We are unable at this stage to make any promises regarding likely implementation.
Bucks Association for Blind and Partially Sighted People (BAB)	Wide planted verges are an amenity but narrow verges are a nuisance and should be removed. Verges on the Micklefield Road are often a quagmire leading to difficulty in alighting from Dial-A-Ride buses. At night buses have to stop in the middle of the road because of cars parked on the verges.	We recognise that parking on verges is a major problem across the County but one that we currently have no powers to enforce or prevent, without physical barriers, such as bollards.

<b>CONGESTION</b>		
<i>Name</i>	<i>Comment</i>	<i>Response</i>
E Woodward, The High Wycombe Society	Congestion has been an experience for drivers in and around High Wycombe for many years, particularly along the 3 miles of the A40 London Road east of the town centre, where it follows the Wye Valley.	The A40 London Road is identified as a Priority Congestion Management Corridor in the Local Transport Plan, and will benefit from schemes to tackle congestion, including the introduction of Urban Traffic Management and Control systems.
D Thompson, Loudwater Residents Association	What evidence is there to show the Park-and-Ride will be a success?	Recent figures show the service is carrying more than 2000 passengers a week. With future town centre development, this figure should only increase.
N Coates	Cycling can be encouraged with only small, low cost improvements. Little work is currently being done for cyclists. There has been no support from Buckinghamshire CC / Wycombe DC in terms of cycle access for developments. Opportunities such as this need to be grabbed not lost.	We endeavour to exploit all opportunities and work hard to ensure that cycling and walking access is improved at all new developments.
C Woodman, The High Wycombe Society	The unsupervised use of cones and temporary traffic lights for road works is a major problem in High Wycombe. Often the roadworks traffic lights appear to be unnecessary. This can cause huge delays, for example the delays caused on the A40 in 2004/05 due to works at the entrance to the new Wycombe Retail Park. The County Council needs to make full use of its powers, and insist upon effective supervision of these works, in cooperation with the District Council that has planning authority over related developments.	With increased duties under the Traffic Management Act and our congestion agenda we consider the need for temporary traffic lights on strategic routes very carefully. Where possible we insist that temporary lights are only used outside peak hours and if they are required during peak hours (for health and safety reasons) we request that the lights are manually operated to ease congestion.

CONGESTION		
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C Woodman, The High Wycombe Society	Urban traffic management control (UTMC) sounds a good idea, but such techniques are only as good as their support and implementation. Our experience of “ordinary” traffic lights being poorly maintained, or inappropriately set, leads us to be very suspicious that UTMC will bring significant benefits to the town. Can the County Council point to any places in the county where it has been beneficial?	Historically junctions in the County have worked in isolation, but as more are provided they need to be linked and synchronised so that changes can be made in reaction to events or disruptions. Both Reading and Southampton have introduced very effective UTMC systems.
C Woodman, The High Wycombe Society	“Application of on and off street parking tariffs that will see the transfer of long stay parking away from the town centre.” What does this mean? Is it about cheap parking on the outskirts to support Park & Ride (which is very sensible) or is it more than that? We have received a number of reports from our members of changes in on-street parking arrangements being implemented without effective local consultation, causing inconvenience and danger to local residents. The existing consultation/notification arrangements are clearly not working.	Car parking tariffs need to encourage short stay parking and deter commuter parking, to maintain the economic vitality of an area by encouraging shoppers. Long stay parking could be provided with increased application of Park & Ride across the town. We do consult on on-street parking changes, by advertising in the local press and posted notices in the affected streets. Comments can then be made, but we recognise that we cannot satisfy everyone’s issues.
C Woodman, The High Wycombe Society	“Personalised travel planning” - what does this mean? We hope at the least it includes a dramatic improvement in Demand Responsive Transport in the Wycombe Area. We also hope it includes specific consideration of the implications of particular new housing areas, which will add to Wycombe’s traffic problems.	A personalised travel plan gives individual journey plans for regular or one off journeys, showing alternatives to the car. By developing these plans we are able to identify demand for new services.

CONGESTION		
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C Woodman, The High Wycombe Society	Eastern Corridor. The case for traffic lights cannot be dissociated from the difficulty experienced to date in getting them maintained and optimally set. The County Council should not be proceeding with new “signalisation” projects without a cast-iron assessment that they will actually help in practice. The case for signalisation of the Gomm Road junction looks particularly unconvincing, and the case for a new road bridge across the Wye (which could be very damaging environmentally) is woolly.	Historically junctions in the County have worked in isolation, but as more are provided they need to be linked and synchronised so that changes can be made in reaction to events or disruptions – the concept of UTMC. The feasibility study for the new bridge is now complete and public consultation will be shortly be undertaken.
C Woodman, The High Wycombe Society	Easton Street and Queen Victoria Road two-way. We strongly support the working up of such proposals, but believe that there needs to be early consultation about the sensitivities. We note, for example, that it is suggested that the Queen Victoria Road bridge would need to be widened (at considerable cost). We do not want to rule this out but would point out that it could be environmentally detrimental. There are many other aspects (e.g. the arrangements at the Easton Street Abbey Way junction), which would benefit from consultation earlier rather than later.	Any proposals to amend the operation of roads and junctions in the town centre will be subject to public consultation to ensure that they meet public needs and address local concerns. Proposals will also be subject to detailed traffic assessment and modelling to ensure that they are able to cope with existing and future demand.
C Woodman, The High Wycombe Society	Southern Corridor. We note a reference to traffic signal improvements at A404 Marlow Hill / Marlow Road. We do not know what these refer to but would observe that at a recent seminar it was widely felt that this junction worked better when the traffic lights were out of action.	Our surveys and evaluation suggest that this junction is now operating more effectively, particularly at peak times. The Highways Agency is also happy with the improvements that have been completed.
C Woodman, The High Wycombe Society	Western Corridor. On the face of it, West Wycombe Road is a suitable location for linked traffic signals, but our comments about poor support for traffic signals in the town are equally relevant, and we consider a convincing case would need to be made if the Council wants to proceed with public consent.	The A40 London Road is the first corridor in High Wycombe that will adopt UTMC systems. We may roll out this technology on other corridors in future years, when it is proved to be effective.

CONGESTION		
<i>Name</i>	<i>Comment</i>	<i>Response</i>
C Woodman, The High Wycombe Society	“Northern Congestion Management Corridor.” This is a very worrying prospect. What on earth does the County Council think can be achieved with “intelligent transport systems” on Amersham Hill?	The A40 London Road is the first corridor in High Wycombe that will adopt UTMC systems. We may roll out this technology on other corridors in future years, when it is proved to be effective.
C Woodman, The High Wycombe Society	We are not convinced that the A4128 should be called a “rat-run”. It serves a large rural area.	Agreed. Whilst the A4128 is an A-road it passes through largely rural areas. Evidence suggests that some drivers use the A4128 instead of the preferred route of the A4010, which is the designated strategic route between High Wycombe and Aylesbury.
J Callaghan - Wycombe District Council	Taxis should be enabled to use bus lanes in Wycombe, e.g. London Road and Corporation Street.	We will consider which groups and users can use different parts of the highway during the Local Transport Plan period.
	Bus Priority measures and investment in infrastructure to support and encourage public transport users, coupled with car parking restraints and increased parking costs, are necessary to promote modal shift. Bucks County Council has an atrocious record of public transport support (led and directed by the prejudices of its controlling political group). This is doubtless why the recently-published comparison figures of the average number of public transport journeys per capita, per annum, shows Bucks as the third worst in Britain, whilst Oxfordshire (with similar demographics) is so much better. If the limited pro-bus measures are evidence of a shift in Bucks thinking, then I welcome it. The bus is the key factor in tackling urban congestion.	Buckinghamshire’s high economic prosperity has a major influence on the number of bus passenger journeys, and does not have similar traffic and market conditions as Oxfordshire, where there is a large student population and vigorous competition between bus operators. Despite this, our recent investment in public transport has helped reverse the countywide decline in bus patronage and significantly increase the number of passengers in some areas.

ENVIRONMENT		
<i>Name</i>	<i>Comment</i>	<i>Response</i>
V Smith, Chairman, West Wycombe PC	There are problems with pollution from standing traffic through West Wycombe Village; houses/homes are very close to the highway.	Our Local Transport Plan identifies how we are working to improve traffic flow and reduce congestion at identified hotspots. We are also working closely with the District Council to monitor and improve air quality across Wycombe.
V Smith, Chairman, West Wycombe PC	Can we have the pollution monitoring figures please, regularly?	Air quality monitoring is the responsibility of the District Council. The figures are regularly updated on their website and published in their Air Quality Review and Assessment Process. The County Council is working with the District Council to produce a centralised monitoring table.
E Woodward, The High Wycombe Society	<p>Suggestions to reduce CO<sub>2</sub> emissions from vehicles:</p> <ul style="list-style-type: none"> <li>- Reinstate the disused 5.5 mile High Wycombe/ Bourne End Rail Link (HBL) with Ultra Light Rail to reduce vehicle use</li> <li>- Demand Responsive Transport (DRT)</li> <li>- Make Queen Victoria Road two-way to provide a better route for buses, DRT and taxis</li> <li>- Encourage cycling in and around Wycombe and adopt a safe cycle/pedestrian route across Handy Cross</li> <li>- Use solar panels (photovoltaic energy) to feed street lighting.</li> </ul>	We are committed to introducing environmentally and sustainable transport modes and infrastructure. This includes effective traffic management solutions to improve traffic flows and reduce congestion, improving demand responsive transport services, promoting sustainable travel options such as walking, cycling and bus use; and using flat glass light fittings to reduce light pollution and improve safety.

ENVIRONMENT		
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High Wycombe Society	Alarm over the dangers of global warming has led to a cross party consensus. CO <sub>2</sub> emissions need to be reduced. We are pleased about School Travel Plans, etc. but demand responsive transport (DRT) needs to be more mainstream. Increased road space proposals will increase CO <sub>2</sub> emissions; there are 51,000 journeys a day between Thames Valley and High Wycombe because there is no effective public transport. Increased congestion increases pollution. High Wycombe / Aylesbury need links to the Thames Valley that needs to: be energy efficient, not require road space and be popular with locals. We need the former Bourne End to High Wycombe Rail Link.	If the role of High Wycombe as a regional transport hub is retained in the South East Plan, the County Council is confident that funding can be secured to support the completion of a wide-ranging transport study into north-south links. This would not only consider road links but also rail and other public transport connections. The authority leads a consortium of Councils pressing for the implementation of East West Rail, linking Oxford to Milton Keynes and Bedford with a spur to Aylesbury. It is clear that such a route would increase the importance of rail links between Aylesbury and other southern destinations.
C Woodman, The High Wycombe Society	There are too many road humps in High Wycombe that have a negative impact on air quality. In Cressex Road their removal has been welcomed by residents and has not, so far as known, resulted in any increase in accident rate or speed.	A balance needs to be struck between improving safety and improving air quality and our environment. We will continue to monitor the effects of our schemes to ensure a better quality of life for Buckinghamshire residents.
C Woodman, The High Wycombe Society	In our view, the Hughenden Corridor spine road is no longer necessary, now that the proposals for Buckinghamshire Chilterns University College (BCUC) to occupy the Compair and De La Rue sites have been dropped. Any new roads on these sites should fulfil a local service function only. Furthermore, the proposals for a new through road to regain the A4128 alignment in the Coates Lane area were very damaging environmentally.	There are other development proposals for these sites that could reinforce the need for the Hughenden spine road. It is possible that a new route could enable bus priority measures to be provided on Hughenden Road to promote public transport use to the town centre.

ROAD SAFETY		
<i>Name</i>	<i>Comment</i>	<i>Response</i>
	Please proceed at all pace with the rollout of speed-limit reductions on the roads in Bucks. I sense there has been a dragging of feet on this issue.	The Speed Limit Review has been developed as quickly as resources will allow. It should be recognised that to reflect and meet the needs of local people there is a detailed and lengthy consultation process that must be undertaken.
	Cycle lanes and safe cycling routes are important factors in encouraging cycling, by ameliorating cyclists' perceived hazards and dangers when having to share space with fast-moving traffic, heavy lorries, or congested urban roads. More focus on improvements for cyclists and pedestrians is needed.	We are seeking to implement safe cycling routes across the County to encourage more people to cycle for regular journeys. We are working with the District Council to progress improvements to the existing network, but resources are limited. Shared space facilities not only affect roads but also cycle / footpaths and we are consulting with Living Streets and the Association for the Blind to ensure that all needs are reflected.
Bucks Association for Blind and Partially Sighted People (BAB)	There is an ongoing problem with school areas at drop off and pick up times, schools should be more proactive in educating parents about safe practices. Build dedicated drop off reservation where possible.	The Travel planning team works with schools that wish to develop travel plans. Safety is an important part of the travel planning process, and schools welcome partners and local residents on to their working group. Our experience is that designated drop off areas only increase, rather than reduce, car use.

ROAD SAFETY		
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Bucks Association for Blind and Partially Sighted People (BAB)	The road passing Hughenden Church is an accident blackspot. The right hand turn back to Wycombe has limited vision and cars coming out of Wycombe are often speeding. One suggestion is to make the exit from Hughenden Church a left turn only.	A safety scheme begins on 10 April 2006 to reduce the number of casualties on the A4128, visit <a href="http://www.buckscc.gov.uk/Iss">www.buckscc.gov.uk/Iss</a> for more information. A ban on right turns out of Hughenden Manor was proposed but not progressed since TVP would not have supported or enforced it. The Speed Limit Review has recently set a revised limit of 40mph.

MAINTENANCE		
<i>Name</i>	<i>Comment</i>	<i>Response</i>
C Woodman, The High Wycombe Society	In many Wycombe streets, grass verges are used for parking with the resultant churning up of the ground. This problem needs to be confronted and permanent solutions implemented. Consideration might be given, for example, to converting them to cycle tracks or even widening the roads to allow for an improved flow of traffic. It is questionable whether the expense of maintaining these verges (cutting, reseeding, and trimming) is justified if they are not being respected and the law is not enforced.	Verges are not necessarily covered within highway boundaries. Without double yellow lines parking cannot be enforced. Where verges are constantly abused we can look at other solutions such as physical obstructions to remove cars. Area technicians will be able to advise on these measures.
Bucks Association for Blind and Partially Sighted People (BAB)	Strong support for protecting and maintaining footpaths and rights of way.	We welcome the support for protecting and maintaining footpaths and rights of way. The Rights of Way Improvement Plan is an integral part of the Local Transport Plan, and improvements are planned in 2006/07 using transport resources.