

The Parish of Lane End



Parish Plan

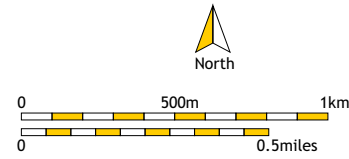
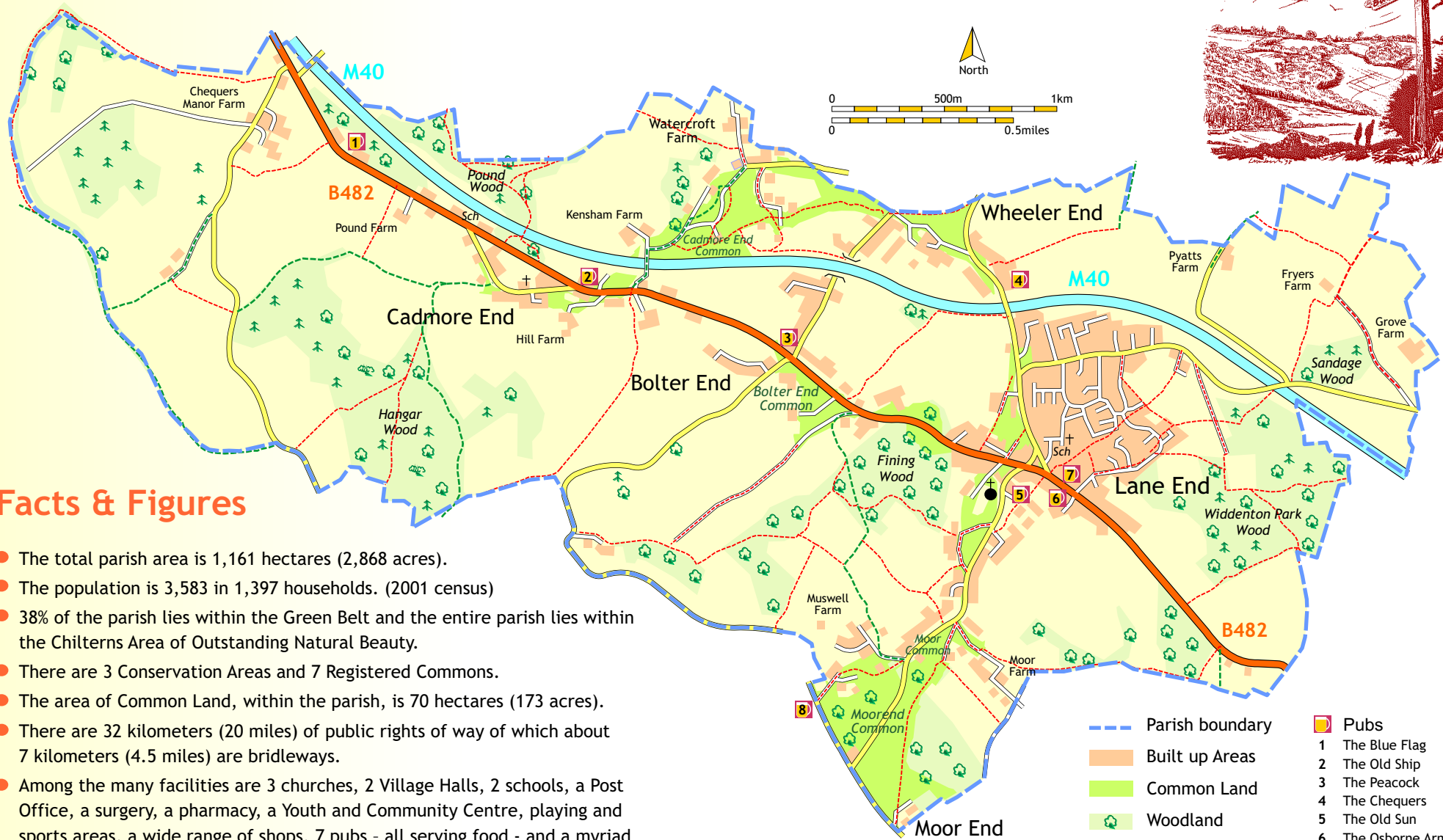
September 2008

a sense of community

supported by:



The Parish of Lane End



Facts & Figures

- The total parish area is 1,161 hectares (2,868 acres).
- The population is 3,583 in 1,397 households. (2001 census)
- 38% of the parish lies within the Green Belt and the entire parish lies within the Chilterns Area of Outstanding Natural Beauty.
- There are 3 Conservation Areas and 7 Registered Commons.
- The area of Common Land, within the parish, is 70 hectares (173 acres).
- There are 32 kilometers (20 miles) of public rights of way of which about 7 kilometers (4.5 miles) are bridleways.
- Among the many facilities are 3 churches, 2 Village Halls, 2 schools, a Post Office, a surgery, a pharmacy, a Youth and Community Centre, playing and sports areas, a wide range of shops, 7 pubs - all serving food - and a myriad of businesses, social organisations and clubs.

- Parish boundary
- Built up Areas
- Common Land
- Woodland
- Footpaths
- Bridleways
- Pubs
 - 1 The Blue Flag
 - 2 The Old Ship
 - 3 The Peacock
 - 4 The Chequers
 - 5 The Old Sun
 - 6 The Osborne Arms
 - 7 The Grouse & Ale
 - 8 The Prince Albert

© Crown copyright. All rights reserved
Licence Number 100023306 - 2008

Foreword

Welcome to the second Lane End Parish Plan - our plan to further improve our vibrant, attractive and active community.

Many people, including personnel from Wycombe District Council and Buckinghamshire Community Action, have been involved in the planning, preparation, analysis and writing of this Plan and to all of you - A BIG Thank You. 38.1% of households, representing a good cross-section of our community, completed and returned the questionnaire in the summer of 2007 - an unprecedented response rate - in fact, a greater percentage than turned out to vote in the last local elections!

The questionnaire answers produced some very illuminating insights:

On the positive side, many felt that Lane End parish is generally a good, well served and broadly safe place in which to live and work despite the poor public transport links, M40 noise, the increasing nuisance and division of the B482 and some anti-social behaviour. Indeed, many of the 'lesser' problems in actual terms - dog-fouling, street lighting, parking on pavements and litter - can be easily resolved if each of us was prepared to 'take responsibility' for improving our parish rather than expecting somebody else to do it.

On the down side, it has become very clear that communications - in all its forms - between the Parish Council and the community as a whole must be greatly improved. The Parish Council has clearly identified that it has not been nearly 'pro-active' enough in explaining its plans, actions and decisions as changing demands have required. This Plan marks a 'step change' in how, with your help and active involvement, your concerns and aspirations can be addressed.

In the résumé that follows, we have concentrated on the issues rather than purely the statistics. However, a very limited number of copies of the full, raw data, analysis - all 53 pages of it - will be available from the Parish Clerk in the fullness of time.

Susan Wright,
Chairman, Lane End Parish Council

September 2008



Introduction

To plan the future, it is necessary to understand the past. The Parish of Lane End, a cluster of five 'Ends' - Bolter, Cadmore, Lane, Moor and Wheeler, each with their distinct appearance, appeal and heritage - is a diverse but coherent parish, linked not just by road but by footpaths, a sense of belonging and a thousand years of history. Today the Parish thrives but, like so many rural areas, is under threat.

Do we understand, value and appreciate the strengths that are the foundation of this remarkable Parish when so many others, countrywide, have become dormitories for larger towns often many miles away? It is important that we do for they are our 'attractors' which draw new people, with fresh ideas and energy, to contribute to our future.

One of the earlier 'attractors' may well have been the presence of water so high in the Chiltern Hills; the clay that enabled an early factory industry of brick making; the 'bodging' and piece work tradition of out-working that required transportation. All three - and there were many others - encouraged a tradition of non-agricultural employment, in manufacture and in services to travellers and residents alike, to complement an agricultural tradition.

Whatever the reasons, Lane End Parish is a going concern. It is located in an Area of Outstanding Natural Beauty, which attracts new residents, businesses and leisure opportunities. Those who live here can work

locally or in the Thames Valley, fly from Heathrow or Birmingham on business or pleasure and commute to High Wycombe, London or just about anywhere on our nearby motorway system. The attraction of new residents is critical to our continued success, borne out by the new ventures - Internet and craft based industries - which have joined the existing and successful enterprises as diverse as farming and steel construction.

Without these 'attractors', would the Parish continue to be sustainable - with doctors, schools, a post office, butchers, mini market, Community Centre, pubs, churches and an astonishing breadth of facilities and activities from play groups to drama, adult learning to outdoor pursuits and groups for many ages and interests to allotments - when so many other communities, around us, have lost theirs?

The Parish Plan is a perfect opportunity to further develop our strengths and to reinforce our sense of place. Is it so strange that this landlocked 'island' should have an island twin in France or that, in Japan, Lane End is almost as well known as London through its cultural links?

We should be proud to live here. Yes, some areas need improvement but with a bit of work, and a lot of enthusiasm, the rough diamond that is Lane End Parish can be made a gem.

Methodology

From the outset, it was felt essential that the widest cross-section of the parish needed to be involved in the Plan's creation to make it relevant to the whole community. It was decided that the new Plan would be developed, written and presented under the auspices of the Parish Council, with a Parish Councillor chairing a steering group of residents, and that a residential questionnaire would be prepared using the Stokenchurch Parish Plan questionnaire as a template. A separate questionnaire was prepared for the business community.

To test the validity of the residential questionnaire, a series of road shows were held which resulted in some amendments and refinements. A number of general questions were added to gauge interest in becoming Parish Councillors, in setting up Neighbourhood Watch schemes and becoming involved with the Youth and Community Centre. To encourage residents to respond, a number of prizes were offered at the 2007 Annual Parish Meeting, where questions about the Plan's future role were raised and answered.

The final questionnaire of 12 pages and 59 questions was hand delivered to 1398 households in the parish together with a pre-addressed and stamped envelope for return to Wycombe District Council, who then carried out the first stage analysis of responses.

From the raw data, it became apparent that there was too much information for any one group to assimilate and report upon. It was decided to sub-divide the data into four sections - Business, Community, Environment and Transport and Traffic - and to create four working groups to carry out their own analysis. It is their recommendations that follow below. Equally apparent was the need for a fifth section to be included - that of Communications which was deemed to be generally very poor

In a perfect world, each recommendation could be easily pigeon-holed and solved but the world is an imperfect place and that luxury does not exist. Many of the recommendations that follow have shared priorities and interface with other recommendations making the final solution somewhat longer, in time terms, than many of us would like but that, unfortunately, is the nature of the beast. What we have, is a blue print for the future which, with effort, is achievable albeit over a number of years.

Business

The parish is an attractive area in which to live and work with good road links and with reasonable business rents and housing costs. Poor public transport is seen as a great concern in attracting new, and maintaining the existing, workforce - other than from Lane End itself - while the lack of a bus service to Cadmore End and Stokenchurch inhibits expanding the workforce base. It is felt that there is a possible lack of awareness of employment opportunities and skills range in the parish. More 'local' employees would decrease dependency upon transport, would require little extra car parking, could reduce traffic on

the B482 and other roads and would, potentially, stimulate the local business economy which is imperative for future parish sustainability. Retaining staff is felt to be relatively easy but obtaining new staff very difficult. Businesses want to stay in the area but a lack of suitable premises, particularly for start-up operations, is proving counter-productive.

The overall objective is to ensure on-going business viability.

| Action | Objective | Time-line |
|--|---|---------------------------------|
| The Parish Council will, in conjunction with local businesses, hold a parish 'business fair' during 2008. | <ul style="list-style-type: none"> ● To link job opportunities with job seekers. ● To encourage companies/business, in all areas of business and commerce, to 'showcase' their services. ● To link the event to a Trades Fair and/or Farmers Market. ● To 'sell' Lane End Parish to a wider business community. | End 2008. Regularly thereafter. |
| The Parish Council will develop active links with the local business community. | <ul style="list-style-type: none"> ● To encourage active participation in parish development. i.e. sponsorship, job placement, apprenticeships etc. ● To support local training initiatives - e.g. Community Forum/Oasis Project. | 2008 onwards |
| The Parish Council will actively engage with WDC Planning Department and play a positive role in the redevelopment process for the larger sites within the parish. | <ul style="list-style-type: none"> ● To ensure that the parish's concerns, views and requirements are taken into consideration during the planning process. ● To facilitate availability of 'start-up' units to attract new employers/ employees. | 2008 onwards |

Communications

Two main issues were highlighted both in the 'road shows' and from the questionnaire responses:

The Parish Council - was seen as largely invisible, its Councillors and actions largely unknown to the wider parish.

Communications - although the Clarion is delivered to the whole parish, is read by the vast majority and is considered an important communications tool, there was a general feeling that it could be improved and expanded to suit the changing needs of the parish. The lack of a web site was also highlighted.

| Action | Objective | Time-line |
|--|--|---------------------|
| <p>The Parish Council will take action to improve its visibility and communications to the parish as a whole.</p> | <ul style="list-style-type: none"> ● To establish greater use of the Clarion and the noticeboards (see below). ● To re-establish a regular presence in the Bucks Free Press. ● To hold some Parish Council meetings in locations other than the Lane End Village Hall. | <p>Immediate.</p> |
| <p>The Parish Council will actively seek members from all parts of the parish, and all sections of the community, to serve on the Council.</p> | <ul style="list-style-type: none"> ● To place advertisements in the Clarion, in the Bucks Free Press, and on community noticeboards as/when vacancies arise. | <p>Continuous.</p> |
| <p>The Parish Council will review the Clarion - its contents, timing, editorship and finance.</p> | <ul style="list-style-type: none"> ● To consider the potential inclusion of: <ul style="list-style-type: none"> ● links with the Lane End/Stokenchurch Directory. ● a short synopsis of WDC/BCC information with contact telephone numbers and details. ● a short synopsis of Police information with contact telephone numbers and details. ● a 3 - 6 month parish 'Diary of Events' and community/special interest groups reports. ● a re-cycling quick reference guide of locations and availability. ● frequently asked questions. ● occasional articles on new legislation and its implications, good neighbourliness, fly tipping and penalties, dog-fouling, litter etc. | <p>By end 2008.</p> |

| Action | Objective | Time-line |
|--|---|---------------------|
| <p>The Parish Council will review the location, and use, of all its noticeboards within the parish.</p> | <ul style="list-style-type: none"> ● To potentially include: <ul style="list-style-type: none"> ● Parish Council minutes and decisions, Councillor names, responsibilities and contact details. ● dates and venues of all Parish Council meetings for the full year. ● community maps showing footpaths, bridleways and community facilities including recycling sites. ● bus and train timetables. ● important WDC/BCC contact details. ● community 'Diary of Events'. | <p>By end 2008.</p> |
| <p>The Parish Council will investigate establishing a web site with links to other parish organisations.</p> | <ul style="list-style-type: none"> ● To develop a 'set-up' programme including an operating strategy and executive responsibility. ● To research existing parish-wide web sites and establish gaps in coverage. | <p>By mid 2009</p> |

Community

Without people, there is no Community. The population of Lane End Parish - the five 'Ends' of Bolter, Cadmore, Lane, Moor and Wheeler - has a great diversity of people with as great a range of aspirations and requirements which have to be understood and addressed. Some of the issues raised are included in other sections - Communications, Environment and Transport. This section covers those areas in which the community, at large, can become actively involved and, by taking responsibility for action and involvement, can change and benefit all our lives.

Neighbourhood Action Groups (NAGs) is a country-wide police initiative for partnership between Parish Councils, District and County Councils as well as other local groups and, most importantly, all areas and ages of the community

at large. The current priorities for this parish are anti-social behaviour in all its forms - petty crime, noise, vandalism, speeding and parking. Some issues will be on-going while others may be resolved more quickly and, as soon as the next issue is identified, so it too will be addressed. Some issues, however, will not be ones where the police can take definitive action but the aim will be to facilitate a way forward which will lead to the best result for everyone.

Neighbourhood Watch (NW) is one of the most successful crime prevention initiatives there has been - its motto is "A better place to live, work and play". NW is not just about reducing crime - in active partnership with the police - it's about creating communities who care; it's about developing a community's ability to tackle problems and feel secure.

| Action | Objective | Time-line |
|--|---|---------------------|
| <p>The Parish Council will do everything within its power to ensure that the parish retains its key community facilities, e.g the Post Office, Doctors Surgery and range of shops.</p> | <ul style="list-style-type: none"> ● To monitor threats to existing facilities and make appropriate representations to the relevant authorities. ● To investigate the potential for a shared Parish Council/Police 'drop-in' facility, within the parish, either permanently sited or mobile. | <p>Continuous.</p> |
| <p>The Parish Council will actively encourage support for, and participation in, the work of the local Neighbourhood Action Group (NAG).</p> | <ul style="list-style-type: none"> ● To develop awareness of the NAG throughout the parish. Attend meetings and action initiatives, where relevant, on speeding, illegal parking and anti-social behaviour ● To actively liaise with all agencies - Police/WDC/BCC to reduce these problems. | <p>Continuous.</p> |
| <p>The Parish Council will actively encourage residents to set up Neighbourhood Watch groups.</p> | <ul style="list-style-type: none"> ● To organise an initial meeting with the Wycombe District Neighbourhood Watch Association for all those who earlier expressed an interest. ● To encourage awareness of NW and its extension throughout the parish. | <p>During 2008.</p> |

| Action | Objective | Time-line |
|--|--|--------------------|
| <p>The Parish Council will actively ensure that its subsidies to community organisations, e.g. Lane End Sports Association, Lane End Youth & Community Centre etc., provide 'value for money'.</p> | <ul style="list-style-type: none"> ● To encourage community organisations to provide annual plans, and quantifiable objectives, in support of their subsidy applications. ● To explore funding initiatives from WDC/BCC for future expansion or development of new community facilities. | <p>Regularly.</p> |
| <p>The Parish Council will actively support organisations and agencies committed to reducing the problems of noise within the parish.</p> | <ul style="list-style-type: none"> ● To investigate and assess noise 'black spots' and times. ● To encourage facility owners, e.g. LEYCC and Village Hall, to enforce noise regulation requirements where applicable. ● To mount a 'noise education' programme and law enforcement programme. (Clarion/Noticeboards). | <p>Continuous.</p> |

Environment & Planning

Planning: there is a perception that the WDC Planning Department does not listen to the views of local communities nor their concerns. Right or wrong, the perception exists and needs to be addressed. With the demand for new housing and infrastructure improvements ever increasing, the Parish Council is obligated to take a very pro-active interest in whatever new development or redevelopment is proposed whether it be the T&L, Elga, Sidney House or SMR/Culver sites or merely in-filling. In order to be able to 'materially' affect planning decisions, it may become necessary to prepare a Village Design Statement which, once written, has to be taken seriously by the planning agencies since it will clearly state the wishes of the community.

Energy conservation: a meeting with Thames Valley Energy, who specialise in this activity and have carried out an assessment at the Conference Centre, suggests that a potential exists for reducing Parish Council heating and lighting costs where the 'public housing' stock is concerned.

Street and footpath lighting: lighting to some is a matter of feeling safe; to others it is an intrusion. It is a sensitive issue that requires considerable thought on an area by area basis rather than taken parish-wide. Does the parish want, or need, more lighting or are the current provisions adequate if some re-positioning was carried out? This area partly falls outside the remit of the Parish Council though representations to both BCC and WDC can be made and are encouraged. To that end, the Parish Council will embark on a programme of investigation and consultation to find acceptable solutions.

Litter, dog-fouling and recycling: litter is an emotive issue but one that can be easily resolved by community action. Litter bins, unless very regularly emptied, often attract litter dumping and are targets for vandalism. However, a clearer policy on who has responsibility for what (and, indeed, who owns what) is required before a programme of desired improvements can be planned and implemented. The same applies to the provision of dog-fouling bins which is an even more sensitive issue and one where the boundaries between Parish

and District Council are even more blurred. Nonetheless, there is a strong desire for improvements in this area that will be closely assessed.

Lane End and Bolter End already have well used recycling sites though neither offer the full range of facilities; Cadmore End and Wheeler End have no such facilities, a situation that requires remedial action. Where business general waste collection is concerned, WDC has no statutory obligation in the matter, or money, and it appears unlikely that there will be a policy change to rectify this anomaly.

Country footpaths, cycleways and bridleways: the recreational needs for these are unquestionable. The network of public footpaths is extensive, well used and generally in good repair though there are a few gaps caused by the B482. Wheelchair access is limited with no linked-up circuit round either Lane End or the parish as a whole; some surfaces being up-graded and some pavements being widened or introduced could alleviate this. The cycleway network is almost wholly non-existent and is an area that needs consideration as cycling becomes ever more popular and the local lanes ever more dangerous. The problem of cyclist, walker and horse rider interface needs also to be addressed. The current bridleway network is very fragmented and, although the BCC Rights of Way Improvement Plan alludes to it, it offers no solution. Like walking and cycling, horse riding is expanding but the absence of an integrated bridleway network, within the parish and its neighbours, requires addressing.

Noise reduction: helicopter noise, from Wycombe Air Park, and traffic noise from the M40 will, inevitably increase making our parish a less attractive location in which to live and work. The Wycombe Air Park Joint Consultative Committee (JCC) and M40 Chiltern Environment Group (M40CEG) are both well established groups and are leading on their respective issues but will require continued pro-active Parish Council support to achieve their aims of overall noise reduction.

| Action | Objective | Time-line |
|--|---|--|
| <p>The Parish Council will pro-actively monitor and engage with WDC Planning Department, and other agencies, to ensure that the best interests of the parish are taken into account when any major development or redevelopment takes place within the parish.</p> | <ul style="list-style-type: none"> ● To include: <ul style="list-style-type: none"> ● the redevelopment of T&L, Elga, Sidney House and SMR/Culver Graphics sites and other potential new development sites, including in-fill and brown field, and necessary infrastructure improvements. ● the need for shared equity housing to meet the broad spectrum of accommodation demands within the community, and ‘retirement’ accommodation for those wishing to ‘downsize’ but stay within the parish. ● the need for a new footpath to replace LE25 via the Elga site. ● the need to re-establish the pedestrian link between Edmonds Road Parade and Post Office etc via the trading estate. ● the provision of a new surgery location and Parish Council/Police shared office. ● the preparation of a Village Design Statement (VDS) to influence planning decisions. ● the enforcement of Conservation Areas/Green Belt/AONB status in all planning applications wherever possible. | <p>Continuous.</p> |
| <p>The Parish Council will actively promote the use of combined heat & power (CHP), where appropriate, within the parish.</p> | <ul style="list-style-type: none"> ● To investigate potential/cost saving benefits of introducing CHP techniques to reduce Parish Council heating/lighting costs. Possible locations for assessment could include: T&L units, Elga site, LEYCC, LE Primary School, Grays Dormer and the Elim Christian Centre. | <p>Continuous.</p> |
| <p>The Parish Council will, with the relevant agencies, identify the need for, investigate the cost of, and assess the practicalities of installing additional lighting where appropriate.</p> | <ul style="list-style-type: none"> ● To identify lighting 'black spots' i.e. LE 25 from Simmons Way to the Grouse & Ale PH, High Street & Foundry Pond to the Post Office (as part of possible improved route through the trading estate). ● To identify where existing lights can be removed or relocated and establish reasons. ● To explore, with WDC, possible solutions and associated costs. ● To review, with BCC, B482 lighting requirements and locations. ● To investigate the possibility of using solar lights wherever practical. | <p>By end 2008, then review regularly.</p> |
| <p>The Parish Council will establish WDC provision policy for litter and dog-fouling bins.</p> | <ul style="list-style-type: none"> ● To establish who owns what, where and who carries financial responsibility. ● To review existing facilities & assess further requirements and implications. | <p>End 2008. Re-assess regularly.</p> |

| Action | Objective | Time-line |
|---|---|-----------------------------------|
| The Parish Council will request WDC to provide comprehensive recycling facilities throughout the parish. | <ul style="list-style-type: none"> ● To upgrade facilities at all existing sites to include: bottles, cans, aluminium, plastic, paper/card and clothing and new recycling opportunities as they appear. ● To investigate need for new facilities and possible locations at Cadmore and Wheeler Ends. | Mid 2009. Re-assess regularly. |
| The Parish Council will, with BCC Highways Department, actively seek to create safer, more-user friendly, walking and wheelchair/ 'buggy' routes throughout the parish. | <ul style="list-style-type: none"> ● To monitor, with other agencies, the use and state of repair of all footpaths. ● To seek to improve the Wheeler End Common track for wheelchair and 'buggy' use. ● To investigate options to re-route 'dead-end' footpaths on the B482, at Fingest Lane and Piccadilly and implement them where applicable. | Annually. By 2010. |
| The Parish Council will, with BCC Highways Department, actively seek to improve pavement conditions and links throughout the parish. | <ul style="list-style-type: none"> ● To investigate costs and viability of improving: <ul style="list-style-type: none"> ● the corner near the Pharmacy, Bolter End Lane near the village limit sign, Church Road (The Old Sun), Pusey Way to the village limits, Culver Graphics/Finings Road, Peacock PH to Cadmore End, Wheeler End Common near the Chequers PH. ● the state of repair of all pavements. | By 2011. |
| The Parish Council will, with BCC Highways Department, actively seek to increase the provision of extra pedestrian crossings. | <ul style="list-style-type: none"> ● Assess cost and viability of introducing new pedestrian crossings: <ul style="list-style-type: none"> ● opposite a redeveloped Elga site, across The Row and High Street to link with the T&L footpath to the Post Office, Church Road to link the Village Hall to the shops and Park Lane near the bus stops. | By 2010/11. |
| The Parish Council will actively support the creation of a series of linked/safe cycleways throughout the parish. | <ul style="list-style-type: none"> ● To investigate and assess, with BCC (Rights of Way Improvement Plan), the needs, routes and methods of introduction including a country lane priority change. | By end 2010. |
| The Parish Council will actively support improvements to the parish bridleway network. | <ul style="list-style-type: none"> ● To assess, with other agencies and riders, the current network. ● To devise and implement an improvement policy where feasible. ● To help develop a circular Chilterns ride. | By end 2009. |

| Action | Objective | Time-line |
|---|---|--|
| The Parish Council will actively manage its own land. | <ul style="list-style-type: none"> ● To implement, with Natural England, the current 10 year management plan for Moorend Common. ● To develop, with local residents, management plans for Oakshaw Wood and the Slayter Road pond area. ● To maintain, and improve on, the current level of grass cutting throughout the parish. ● To develop, and implement, a strategy on scramble bike usage. | <p>2007-2017.</p> <p>End 2008.</p> <p>Annually.</p> <p>End 2009.</p> |
| The Parish Council will maintain its representative on the Wycombe Air Park Joint Consultative Committee. | <ul style="list-style-type: none"> ● To initiate a local noise-monitoring programme, at agreed locations, with reports direct to WDC and/or the Wycombe Air Park in order to identify the main 'noise problem areas'. ● To encourage development of an improved 'good neighbour' policy to parish residents. ● To monitor all new developments and discuss with the relevant authorities. | <p>Continuous.</p> |
| The Parish Council will actively support the M40 CEG in its aims of noise and light reduction. | <ul style="list-style-type: none"> ● To assist in design studies for noise fencing along LE33 (Four Field) footpath on community and environmental grounds. ● To encourage the installation of noise fencing along footpaths LE34, LE61, LE40a. ● To encourage M40 lighting switch-off along the Handy Cross/ Stokenchurch section. | <p>Continuous.</p> |

Traffic & Transport

The B482 is well used both as a necessary link between Stokenchurch and Cadmore End with Lane End and Marlow, as a rat run and as an alternative to the M40 when that motorway is blocked. The volume of traffic, particularly heavy lorries and coaches, is increasing and will inevitably increase further unless serious preventative measures are put in place. In some locations, the B482 is becoming ever more dangerous to both drivers and pedestrians alike. Although BCC Highways have already implemented a general decrease in speed limits along the whole length of the B482 from Stokenchurch to Marlow, it is an accepted fact that speed restrictions, on their own, do not work unless further traffic calming methods are allied to them. To that end, it is proposed to:

- To create a Lane End 'inner core' where pedestrian priority is on a par with vehicular traffic (see Environment section).
- To create an 'outer core' with speed and weight restrictions, traffic 'choke points', roundabouts, cameras and Speed Indicator Devices (SIDs) to slow through traffic.

- Ultimately to downgrade the B482 to a 'white road' by changing the entry to, and exit from, the road at Stokenchurch and Clay Lane and signing the road as 'No through road except for local traffic'. While this, admittedly long-term, approach will not completely stop rat run traffic, the combination of the other suggested methods will make the road less attractive as an alternative to the M40 thus reducing traffic flow and making it more 'resident friendly'.

Public transport: Lane End is currently poorly served; it is, therefore, fortunate, that the majority of respondents have access to a car. Service provision overall is deemed inconvenient, expensive and irregular. The future role of public transport needs to be put into the context of increased parking charges in High Wycombe and the planned parking restrictions in Marlow. The introduction of Crossrail services from Maidenhead to, and through London (via Marlow), and the planned coach interchange at Cressex will all require regular connections due to inadequate car parking facilities at the interchanges - these are all opportunities for public transport from rural areas. Certain elements, like subsidised travel for the elderly and disabled, are not within the remit of the Parish Council and are being addressed by WDC/BCC.

| Action | Objective | Time-line |
|---|--|--------------------|
| <p>The Parish Council will actively take note of residents' concerns on parish parking issues and will bring them to the notice of the appropriate authorities so that action can be taken.</p> | <ul style="list-style-type: none"> ● To assess car park usage and future needs including residents' parking. ● To establish the potential misuse of all car parking areas as day long 'Park and Ride' sites by non-residents. ● To actively, and continually, enforce parking restrictions including on-pavement parking. | <p>Continuous.</p> |

| Action | Objective | Time-line |
|--|---|--------------------|
| <p>The Parish Council will actively support speed monitoring on roads throughout the parish.</p> | <ul style="list-style-type: none"> ● To investigate use of, and introduce (when feasible), Speed Indicator Devices (SIDs) or other mobile speed recording devices. ● To relocate the existing speed camera to the Lammas Way area. | <p>2008/09.</p> |
| <p>The Parish Council will take note of residents' concerns regarding various road junctions within the parish and will, with BCC Highways Department and other relevant agencies, actively seek to have these junctions improved or altered where possible.</p> | <ul style="list-style-type: none"> ● To identify the Inner and Outer 'core' areas for potential traffic calming schemes and to investigate options and costs with the appropriate agencies including: <ul style="list-style-type: none"> ● a reduced speed limit on Bullocks Farm Lane to Denham Farm and from Lane End to Frieth. ● the reconfiguration of the Church Road/B482 and The Row/High Street junctions. ● the introduction of 'choke' points on Finings Road, Marlow Road, Park Lane and Bolter End Road (to link with a the proposed new pavement link). ● the introduction of roundabouts at the Fingest Lane/Bolter End Road/B482 junction and the Clay Lane/B482 junction. ● the introduction of road weight restrictions other than for local delivery traffic. ● the introduction of speed sensitive signs on Park Lane, Marlow Road and Simmons Way. | <p>Long term.</p> |
| <p>The Parish Council will, with the appropriate authorities and agencies, continue to seek improvements to the public transport provision to and from the parish.</p> | <ul style="list-style-type: none"> ● Service improvements for discussion & resolution to include: <ul style="list-style-type: none"> ● better-timed services to and from High Wycombe particularly at 'rush hours'. ● a Lane End to Stokenchurch link to connect with airport, Oxford and London services. ● an extended service to Marlow with longer hours in Marlow. ● better connections to the Handy Cross Park and Ride. ● later evening buses to High Wycombe or the Park and Ride and later Park and Ride services. ● improved weekend services. ● the interchangeability of Arriva and Carousel bus company tickets. | <p>Continuous.</p> |