



WESTON TURVILLE

NEIGHBOURHOOD PLAN SURVEY RESULTS

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EXECUTIVE SUMMARY

**Please refer to Page 8 for the definition of respondents*

DEMOGRAPHICS

Older respondents

- ❖ 46% of respondents are older than 65.
- ❖ Over half of those providing information on their current employment situation were retired.
- ❖ 39% of those providing information on the length of time they had lived in the parish stated this was more than 25 years.

FUTURE HOUSING

General concern over future housing development

- ❖ 93% reported that they were ‘concerned a lot’ about development in Aylesbury encroaching on the parish.
- ❖ Overall, there was large scale concern over future housing development within the parish which emerged from both qualitative and quantitative feedback. In terms of the former this centred on the loss of village identity. In regards to the latter, 95% stated that with respect to future housing development in the parish, access problems due to increased traffic and congestion ‘concerned them a lot’, whilst 93% stated the impact on the rural nature of the parish, such as the countryside and open spaces ‘concerned them a lot’.

Areas of protection

- ❖ Weston Turville Reservoir (91%), Memorial Playing Fields (86%), Allotments, Church Lane (77%) and opposite end of Bates Lane, in Church Lane to canal (75%) are considered to be ‘very important’ in protecting from future development.
- ❖ 70% indicated that they ‘strongly disagreed’ with ‘greenfield’ sites as areas to accommodate more housing development in the parish.
- ❖ 61% ‘strongly agreed’ with ‘brownfield’ sites as being appropriate when considering sites to accommodate more housing development.

Views to protect

- ❖ Landscape around Weston Turville Reservoir (88%), existing conservation areas (85%) and the view from St Mary's church towards Chiltern Hills/ canal (84%) are considered 'very important' in protecting from any form of development.

Historic buildings to protect

- ❖ St Mary the Virgin Church (89%) and Cottages adjacent to and including, Chequers Public House, Church Lane (80%) are considered to be 'very important' in protecting from any form of development.

New housing should pay for local infrastructure

- ❖ 41% of respondents felt that it was 'very important' that new housing should help pay for local infrastructure such as roads and other services and facilities, whilst 29% provided a rating of 'quite important'.

New housing should benefit young people

- ❖ 37% felt that it was 'very important' that new housing should enable local young people to move to, or remain living in, the parish with 46% providing a rating of 'quite important'.

Smaller family homes

- ❖ In terms of the new type of housing that should be built in the parish, small starter homes/ homes for older people (1-2 bedroom(s)) (33%) and small family homes (2-3 bedrooms) (33%) were classed as first priority.

New housing fits in visually

- ❖ It was classed as 'very important' that with any new development the houses fit in visually with existing streetscapes within the parish. (75%)

EXISTING HOUSING

Lack of affordable housing

- ❖ From those respondents who indicated that they, or a family member, had recently had problems or anticipated there being a problem in finding suitable living accommodation in the parish, 51% stated that the problem was lack of homes to buy at an affordable price.
- ❖ 84% of those who felt that there should be affordable housing in the parish stated that this should be for local people or those with a connection to the parish.

TRANSPORT/ TRAFFIC

Existing use of personal vehicles

- ❖ Over half (55%) of the respondents reported that their household had two vehicles.
- ❖ In regards to those using the public roads daily, just over half (52%) used a car/ van.

Lack of use of public transport

- ❖ 61% of respondents rarely or never used public transport in the parish. The key reasons being high levels of car ownership and the current provision is inconvenient.

Traffic concerns

- ❖ Qualitative comments highlighted than in regards to new housing development there are concerns in regards to the associated increases in traffic.
- ❖ Quantitative analysis highlighted that volume of traffic (97%), speed of traffic (95%) and large vans and lorries passing through the parish (89%) were the main causes for concern when travelling in and around the parish.
- ❖ In regards to the future development of road safety the issue of HGV's and speeding traffic is addressed with 75% indicating that it is very important that weight restrictions should be encouraged and 74% stating improvements to speed restrictions.
- ❖ Main Street/ Main Road emerged from the feedback as a problem area in terms of traffic concerns.

Cycleways

- ❖ A third of respondents indicated that they would like to see new cycleways established in the Parish.

Parking

- ❖ Quantitative feedback highlighted that it was ‘very important’ that with any new development in the parish the houses that have off street parking (83%).
- ❖ Over half (51%) of respondents wanted to see more parking in the village centre.

ENVIRONMENT

Access to green space

- ❖ Three quarters of respondents did not have any difficulties accessing community facilities and/or the countryside using the current network of cycleways and footpaths.
- ❖ Over half (51%) of respondents could walk into the countryside from their home in less than 5 minutes.

Importance of green space

- ❖ 93% of respondents used the countryside for walking/ rambling.
- ❖ 84% of respondents reported that it was ‘very important’ for them to be able to walk to gain access to the countryside.
- ❖ 53% used bridleways and country footpaths more than once a week.

Environmental improvements

- ❖ 78% of respondents indicated that they would like more recreation of wildlife meadows and corridors, 77% ditch maintenance and 70% landscaping of public areas.
- ❖ Respondents indicated that stiles and gates in good state of repair (71%) and footpaths to the countryside clear of obstacles (66%) would help improve access to the countryside.
- ❖ 80% stated that they would like to see less litter, no fly tipping within the parish.

LOCAL SERVICES

Importance of a local school

- ❖ 99% of respondents felt that it is important that there should always be adequate provision of school places within the parish to accommodate children living in Weston Turville. When asked to provide a reason for this response the key theme was that it helped create a sense of community.

Booking appointments with health services

- ❖ 45% reported that it was 'difficult' to book an appointment with the doctor. Qualitative comments highlighted that it was difficult to book an appointment due to the length of time you have to wait from booking to see the doctor. 49% stated it was 'quite easy' to book with the dentist, whilst 44% reported it was 'quite easy' to book with the optician and 43% stating it was 'very easy'.

Community facilities

- ❖ In regards to future development community facilities that are designed to include safe integrated open spaces (67%) and community facilities are designed to be easily accessible for all, supporting all modes of transport, including the use of footpaths and cycle routes were classed as very important (65%).

Increased business activity

- ❖ Two thirds (66%) of respondents wanted to see the increased business activity in the pubs, cafes, restaurants sector whilst over half (57%) wanted to see the encouragement of retail businesses within the Parish.

INFORMATION TECHNOLOGY

Broadband problems

- ❖ 54% indicated that they or their family experience a problem with the speed of their broadband connection at home.
- ❖ Nearly three quarters (72%) of those who experienced a problem with the speed of their broadband connection reported that this was slow web page loading times. 65% of respondents has inconsistent internet performance dependent on the time of the day.

KEY FINDINGS

Notes

In total, **246** surveys were submitted via both the online system and hard copies. In some surveys, not all the individual questions or components to the question were completed as respondents skipped through certain elements, so the total number of respondents to each question is designated by an N figure. The percentage figures for each question refer to those respondents who answered that question or rated that particular option within the questions=.

The Key Findings follow the structure of the survey.

All qualitative comments, copied verbatim thus including grammatical errors, have been broken down per question and are included in the Appendix.

Objective 1: To meet local housing need without overburdening the stretched local infrastructure, including roads.

1a. How important do you feel new housing development is in the parish to each of the following? Please tick one box in each row:

	Very important %	Quite important %	Not important %	No strong opinion	N=
To meet general housing need	23	44	28	5	230
To provide affordable housing	31	41	23	4	230
To enable local young people to move to, or remain living in, the parish	37	46	13	4	238
To enable older people to move into more suitable accommodation for their needs	32	49	16	3	235
To support local businesses and community groups and facilities	16	40	33	11	228
To help pay for local infrastructure such as roads and other services and facilities *	41	29	26	5	228
To enhance village culture and social mix	13	30	45	12	228
Other	38	5	19	38	37

41% of those who provided a rating felt that it was very important that new housing should help pay for local infrastructure such as roads and other services and facilities, whilst 29% provided a rating of quite important. 37% felt that it was very important that new housing should enable local young people to move to, or remain living in, the parish with 46% providing a rating of quite important.

Is there any other reason why you feel new housing is important, or is not important, in the parish?

The key theme to emerge from the qualitative comments was that new housing development was not needed. Examples include;

- ❖ *Not important- we don't want it*
- ❖ *No more development*
- ❖ *As we will lose our village status and just become another part of Aylesbury*
- ❖ *To be fair new housing is not important. There are enough houses*
- ❖ *New housing to be solely for young people at affordable prices, not rental. Houses to purchase encourages commitment to stay in parish where rental too transient*
- ❖ *The parish has been developed to capacity*
- ❖ *New housing is not important. We moved to Weston Turville as its a village- lets keep it that way.*
- ❖ *I note there is no box to tick if we OBJECT to housing development! We do object to any further housing development in Weston Turville.*
- ❖ *The needs of the Parish do not require up to 6000 houses. The locals services and infrastructure is already under great pressure. Roads, Doctors, Schools, Environment et.al.*
- ❖ *The Parish does not need 6000 houses and the serious adverse effect they would have on the environment, Social Services and the infrastructure et.al. How many house are really required to meet local needs?*
- ❖ **NO FURTHER DEVELOPMENT SHOULD TAKE PLACE ON GREEN FIELD SPACE**
- ❖ *totally disagree with any further development linking Aylesbury, Wendover, Halton and Aston Clinton on green belt land*

1b. With respect to future housing development in the parish, how concerned would you be about each of the following? Please tick one box in each row:

	Concerns me a lot	Concerns me a little	Does not concern me	N=
Impact on the rural nature of the parish, such as the countryside and open spaces	93	6	1	243
Pressure on local infrastructure, both community e.g. shops, community halls and services	81	16	2	243
Access problems due to increased traffic and congestion	95	5	0	242
Increased parking needs	70	24	6	242
Impact on the environment (flooding, drainage, sewerage etc)	86	12	2	243
Impact on the views of the entrances and exists to and from the parish	69	26	5	242
Pressure on school places	74	16	9	243
Pressure on GP and Health Services	89	9	2	243
Other	77	4	19	48

Overall, there was large scale concern over future housing development within the parish. 95% of those who provided a rating stated that with respect to future housing development in the parish, access problems due to increased traffic and congestion concerned them a lot, whilst 93% stated the impact on the rural nature of the parish, such as the countryside and open spaces concerned them a lot.

Do you have any other concerns?

The key theme to emerge was the loss of village identity. Examples included;

- ❖ *Absorbed into Aylesbury, loss of village character- Concerns me a lot*
- ❖ *We are going to lose our identity and peace and quiet- Concerns me a lot*
- ❖ *Concerns me a lot- Loss of character and urbanisation of the village*
- ❖ *Loss of character and urbanisation of the village*
- ❖ *Loss of village identity and atmosphere*
- ❖ *The impact on village life and crime*
- ❖ *Lost of local identity*
- ❖ *want to retain Weston Turville as a village, separated from Aylesbury, Stoke Mandeville and Wendover*
- ❖ *Will become a city & not a nice/ quiet place to live & why I moved here*
- ❖ *The identity of our beautiful village is being lost and swallowed up by the outward expansion of Aylesbury.*
- ❖ **LOSS OF VILLAGE IDENTITY**

1c. Have you or any member of your family (even if they don't live with you now) recently had a problem finding suitable living accommodation in the parish? Please tick one box

	%
Yes, currently	5
Yes, in the last year or so	7
No, but I anticipate this being a problem within the next few years	14
No	74
N=	235

Nearly three quarters (74%) of respondents to the question had not had a problem finding suitable living accommodation in the parish.

1d. What is the exact nature of the problem? Please tick all that apply:

	%
Prefer not to answer	5
Lack of homes to <i>buy</i> at a price I/they could afford	51
Lack of homes to <i>rent</i> at a price I/they could afford	14
Lack of homes big enough	4
Lack of homes small enough	12
Lack of homes suitable for specialist personal needs (e.g. limited mobility)	7
Other	7
N=	57

From those respondents who indicated that they, or a family member, had recently had problems or anticipated there being a problem in finding suitable living accommodation in the parish, 51% stated that the problem was lack of homes to buy at an affordable price.

1e. What kind of housing is needed for new housing in the parish? Please tick all that apply and add a comment if you wish.

	%
Homes for sale on the open market	54
Private rented homes	16
Affordable homes for sale provided through a Housing Association (e.g. shared ownership or part buy, part rent)	44
Affordable rented homes provided through a housing association	29
No particular opinion	24
N=	219

54% of those responding to the question stated that homes for sale on the open market is needed for new housing in the parish, with 44% stating affordable homes for sale provided through a housing association.

1f. If you think there should be affordable housing in the parish, for sale or to rent, who should this be for? Please tick those that apply.

	%
Affordable homes for local people or those with a connection to the parish	84
Affordable homes for anyone who needs this type of housing	27
N=	190

84% of those who felt that there should be affordable housing in the parish stated that this should be for local people or those with a connection to the parish.

1g. What type of new housing should be built in the parish? Please tick up to 3 types of housing by order of priority. Please note that 1=highest priority and 3=lowest priority

	Priority 1	Priority 2	Priority 3
Bungalows	14	15	14
Small starter homes/ homes for older people (1-2 bedroom(s))	33	23	9
Small family homes (2-3 bedrooms)	33	25	9
Large family homes (4+ bedrooms)	7	7	19
Homes for people with specific housing needs (e.g. for those with disabilities or sheltered complexes for older people)	9	20	15
Homes with designated office or workshop space (live/ work units)	4	6	15
Flats	1	3	19
N=	301	267	323

In terms of the new type of housing that should be built in the parish over the next, 33% of those choosing a first priority stated small starter homes/ homes for older people (1-2 bedroom(s)) whilst the same figure stated small family homes (2-3 bedrooms).

Objective 2: To preserve the character of the parish through influencing the design of future development.

2a. Thinking about any new development in the parish, how important to you is each of the following? Please tick one box in each row:

	Very important	Quite important	Not important	No strong opinion	N=
Houses fit in visually with existing streetscapes within the parish	75	21	4	0	224
Houses are designed to be innovative and non-traditional	7	18	65	10	208
Houses have gardens	57	36	5	1	220
Houses have off street parking	83	14	2	1	219
Businesses are innovative in their built design, and of high quality	28	30	23	18	211
Businesses are designed to be easily accessible for all, supporting all modes of transport, and making use of footpaths and cycle routes	42	34	12	12	213
Businesses are designed to include safe, integrated open spaces	40	31	17	12	211
Community facilities are innovative in their build design and of high quality	47	34	13	7	214
Community facilities are designed to be easily accessible for all, supporting all modes of transport,	65	27	6	2	218

including the use of footpaths and cycle routes					
Community facilities are designed to include safe, integrated open spaces	67	26	3	3	218

In terms of any new development in the parish, houses that have off street parking (83%) and houses that fit in visually with existing streetscapes within the parish (75%) were classed as very important. Community facilities that are designed to include safe integrated open spaces (67%) and community facilities are designed to be easily accessible for all, supporting all modes of transport, including the use of footpaths and cycle routes were also classed as very important.

Objective 3: To maintain significant green spaces between the historic village of Weston Turville and the growth of Aylesbury.

3a. Are you concerned about development in Aylesbury encroaching on the parish? Please tick one box.

	%
Concerns me a lot	93
Concerns me a little	4
Does not concern me	3
No strong opinion	0
N=	227

93% of those responding to the question reported that they were concerned a lot about development in Aylesbury encroaching on the parish.

3b. In considering sites to accommodate more housing development in the parish, which of the following do you feel are appropriate? Please tick one box in each row.

	Strongly Agree	Agree	No partic. opinion	Disagree	Strongly Disagree	N=
Next to existing housing	23	41	15	10	11	214
Next to businesses	8	22	49	13	8	209
On 'brownfield' sites (land which has been previously built on)	61	30	4	1	4	223
On 'greenfield' sites (land that has never been built on before)	2	5	5	19	70	220
On 'greenfield' sites only if there are no 'brownfield' sites available	6	18	5	20	51	222

70% indicated that they strongly disagreed with 'greenfield' sites as areas to accommodate more housing development in the parish. 61% strongly agreed with 'brownfield' sites as being appropriate when considering sites to accommodate more housing development.

3c. Is there anything else regarding location that you feel is important when it comes to new housing development in the parish?

Issues with traffic and transport were cited. Examples include;

- ❖ *Wherever possible new developments access should be onto main roads rather than adding to the huge weight of traffic already snarling up villages*
- ❖ *Ensuring traffic flow and adequate parking is absolutely key. There is already too much traffic in the village, and it is essential that the safety of pedestrians is considered.*
- ❖ *Important to maintain a cohesive centre to the village.*
- ❖ *suitable speeding signs/traps/silent policemen.*
- ❖ *Traffic should be addressed urgently, we moved to a village from a town assuming it would be safer for our children and we were so wrong, church lane especially is a fatal accident waiting to happen. My children and I have nearly been hit by cars twice while passing the chequers as the speeding aggressive drivers have no consideration. We DO NOT need to widen any roads, we need speed bumps at least and that is before the extra traffic we will get.*
- ❖ *As more and more development takes place roads will become gridlocked long before any useful new roads are built.*
- ❖ *I think that more eco builds should be included as this seems to always be overlooked in projects, i.e. straw bale built housing, more energy efficient homes.*
- ❖ *Traffic congestion*
- ❖ *there is a strong need for improved public transportation, for example, both local train service and improved connections with London*
- ❖ *There doesn't seem to be any plan to ease current traffic congestion.*

Another theme to emerge was that no new housing development was needed. Examples include;

- ❖ *No largescale developments should be permitted. Aylesbury has sufficient. The priority should be to have an appropriate infrastructure to support the current over development and obliteration of the green pastures of Aylesbury*
- ❖ *We don't want any more housing development in the village and it certainly shouldn't be on greenfield sites.*
- ❖ *Green field sites must NOT be developed.*
- ❖ *that land which AVDC have sited as unsuitable for housing or economic development should be protected from being built on*
- ❖ *in general as expressed already I do not support housing development in the parish except on brownfield sites that need redevelopment. The only concession i might give is that if there was then real need/demand developments should be kept to the surround of the village not the centre where roads, facilities etc. re already at breaking point and the core values of the community, green space, etc is integral to the culture of the village and parish*
- ❖ *No more new housing development - our quota has been met- the parish as we know it will be decimated*
- ❖ *No development within the historic centre of the village*

Objective 4: To protect green spaces and important views of the countryside and to help maintain the rural and historic character of the parish.

4a. Below are some examples of public green spaces that you might consider important to protect from future development. To help us understand which green spaces matter to you, please tick one box in each row.

	Very important	Quite important	Not important	No strong opinion	N=
Glebe Fields (between Bates Lane and Barley Close)	67	21	2	7	224
Allotments, Church Lane	77	16	4	3	223
Old Allotments, West End	53	29	8	10	219
Memorial Playing Fields, School Approach	86	13	0	2	223
Weston Turville Reservoir	91	8	0	1	225
Dark Alley Bridleway	64	19	7	11	215
Opposite end of Bates Lane, in Church Lane, to canal	75	19	1	4	222

Weston Turville Reservoir (91%), Memorial Playing Fields (86%), Allotments, Church Lane (77%) and opposite end of Bates Lane, in Church Lane to canal (75%) are considered to be very important in protecting from future development.

Please specify any other green spaces you would like to see protected here and why.

One of the themes to emerge was that all green spaces need to be protected, comments include.

- ❖ *I strongly disagree with any of the green spaces in our village being developed*
- ❖ *All green spaces are of equal high importance and must be protected and preserved*
- ❖ *All our green spaces are essential to the character of the village.*
- ❖ *Any current green-field site within the whole parish boundary*
- ❖ *All green spaces are VERY important to me and my family.*
- ❖ *ALL of them - The more green spaces the better.....*
- ❖ *All within curtilage of the village. Housing is too condensed already*

- ❖ All green spaces should be out of bounds for development and should only be used on small scale builds.
- ❖ Green space should be maintained between Weston Turville and neighbouring villages, or simply acknowledge being part of Greater Aylesbury.
- ❖ ALL GREEN SPACES NEED PROTECTION!

In terms of specific locations, Hampden Fields was cited;

- ❖ Hampden Fields- already over built with loss of wildlife
- ❖ Hampden Fields as it potentially joins us with Bedgrove/ Aylesbury. This would also create tremendous pressure on local infrastructure
- ❖ Important to leave a significant green buffer between the larger developments such as Hampden Fields and the traditional part of the village, to preserve the character of what we have.
- ❖ The area known as Hampden Fields as its accessible valuable large open space, farmland, nature sanctuary, delineates the parish from Aylesbury.
- ❖ I would like to see all the green spaces protected. Land in new road between Weston Turville and Aston Clinton, Hampden fields, the land behind walnut cottage, and more. This green space is what makes our village rural. If we wanted to live in at own we would have moved there.
- ❖ Hampden Fields as it is an important strategic gap that separates Aylesbury from Weston Turville

Mill Lane was referred to;

- ❖ Land on Mill Lane if developed would lose one of the very few historic lanes left in the village
- ❖ Sheep Field behind Brookside/ Mill Lane. Brookside amenity land, sign gone. Fields between school lane and bates lane. Lovely spaces used by community esp dog walkers. Mill Pond and Land to Halton
- ❖ Land behind 14 Mill Lane. Another green lung of the village valued by local residents
- ❖ Field between Mill Lane and Brookside- rural footpath route
- ❖ Fields off Mill Lane. This is a well planted, attractive, quiet and valuable green space regularly frequented by walkers and dog walkers.
- ❖ Warings field between Brookside and Mill lane. Medieval ridge and furrow and popular for walks
- ❖ Land at the back of Bye Green and land down Mill Lane

Worlds End Lane was cited;

- ❖ All footpaths through village. Land west of Worlds End Lane and between Reservoir and Church Farm
- ❖ Pony Field behind Worlds End Lane, unless for starter homes/ sheltered housing
- ❖ Fields next to reservoir, top of Worlds End Lane should remain agricultural land. Will impact negatively on protected AONB reservoir
- ❖ The 'Manor Farm' field bordered by Worlds End Lane, Barley Close, Glebe Fields and Main Street. This is a historic space defining Weston Turville, widely used by walkers, and providing a hay crop each year.
- ❖ The fields in the centre of the village, Widow Turpin's Field off New Road The fields to the right of World's End Lane (towards Wendover) until the Flower nursery
- ❖ Space between Pony Fields and Worlds End Lane. Greenfield, encroachment of Aylesbury, hemming in, pedestrian access to West End Place, increased traffic etc., etc.

4b. Below are some examples of views and landscapes, including views of historic buildings, that you might consider important to protect from any form of development. To help us understand which views matter to you, please tick one box in each row.

	Very important	Quite important	Not important	No strong opinion	N=
View from St Mary's church towards Chiltern Hills/ canal	84	12	2	2	221
Views from Brook End towards Chiltern Hills	61	27	4	8	223
Landscape around Weston Turville Reservoir	88	9	2	1	223
Existing conservation areas: (i) Manor Farm Meadow, (ii) War memorial, Worlds End Lane (iii) Church Lane	85	13	0	1	221
Behind The Five Bells to School Lane	66	20	8	6	220
View from Marroway towards the Chilterns	60	30	8	2	222

Landscape around Weston Turville Reservoir (88%), existing conservation areas (85%) and the view from St Mary's church towards Chiltern Hills/ canal (84%) are considered very important in protecting from any form of development.

Please specify any other views you would like to see protected.

A number of comments centred on the need to protect all views and landscapes;

- ❖ *Please protect all we have left. We are losing everything so fast*
- ❖ *All views of surrounding countryside regardless of location within the WHOLE parish*
- ❖ *All the beautiful views from this beautiful place.*
- ❖ *ALL of them!*
- ❖ *All across open countryside*
- ❖ *All views we currently have should be protected to maintain the village as a village*

The Chiltern Hills were specifically referred too;

- ❖ *Wendover Road to Chilterns*
- ❖ *From the A413 towards the Chilterns-across Weston Turville*
- ❖ *Views across to the Chiltern Hills from North of New Road around Rectory Farm*
- ❖ *Worlds End Lane looking to the reservoir and Chiltern Hills and from the reservoir back into the village*
- ❖ *All views of Chiltern Hills and other surrounding countryside regardless of location within the WHOLE parish*
- ❖ *The views from Hampden Hall Estate towards Ivinghoe Beacon and the Chiltern Hills*
- ❖ *View from Weston Turville reservoir to Chilterns, the view from new allotments to Chilterns, the paths along the Wendover canal, the paths from Church to Wendover canal and from it to the reservoir.*
- ❖ *Vies and vistas across to the Chiltern Hills from North of New Road around Rectory Farm*

4c. Below are some examples of historic buildings that you might consider important to protect you from any form of development. To help us understand which historic buildings matter to you, please tick one box in each row.

	Very important	Quite important	Not important	No strong opinion	N=
Manor Farm, Worlds End Lane	71	21	4	4	224
The Mill, Mill Lane	66	21	5	7	220
Cottages adjacent to, and including, Chequers Public House, Church Lane	80	15	2	3	223
Chapel	72	18	8	2	223
St Mary the Virgin Church	89	7	2	2	223
West End Cottages	70	24	2	4	221

St Mary the Virgin Church (89%) and Cottages adjacent to and including, Chequers Public House, Church Lane (80%) are considered to be very important in protecting from any form of development.

Please specify any other historic buildings you would like to see protected.

Comments cited the need to protect all historic buildings from any form of development;

- ❖ *As many as possible they are beautiful*
- ❖ *All historic buildings within the WHOLE parish*
- ❖ *all of the old buildings that keep this village as it is, interesting and historical*
- ❖ *all the old, historic homes in Weston Turville*
- ❖ *ALL of them!*
- ❖ *All buildings of historic value to the village*

In regards to specific locations, Walnut Cottage were referred too;

- ❖ *Walnut Cottage*
- ❖ *Walnut Cottage and the space around it*
- ❖ *Fir Farm. Walnut Cottage. The Brills.*
- ❖ *69, 71,41 and 43 Aston Clinton Road (1872 properties)*
- ❖ *The Old Rectory Church Lane, Walnut Cottage Brook End, The Brills Brook End*
- ❖ *Walnut cottage, the brills, all our listed buildings and their settings which includes their gardens, orchards and outbuildings*
- ❖ *Those in Brook End including Walnut Cottage, The Laurels, Old Bakery .*
- ❖ *Walnut cottage*

4e. Thinking about your surrounding rural environment and public green spaces within the parish, which of the following would you like to see more of? Please tick all that apply.

	%
Landscaping of public areas (e.g. bulbs, hedges, trees)	70
Recreation of wildlife meadows and corridors	78
Picnic areas	20
Allotments	27
Less litter, no fly tipping	80
Ditch maintenance	77
Play areas for children	40
Other	12
N=	224

80% stated that they would like to see less litter, no fly tipping within the parish. 78% indicated that they would like more recreation of wildlife meadows and corridors, 77% ditch maintenance and 70% landscaping of public areas.

Objective 5: To work with the Highways Authority to improve road safety and ease traffic congestion in the parish.

5a. How many vehicles does your household have? Please tick one box.

	%
None	5
One	22
Two	55
Three	8
More than three	9
N=	223

Over half (55%) of the respondents reported that their household had two vehicles.

5b. Presently what forms of transport do you typically use on public roads within the parish? Please tick all that apply:

	Daily	Weekly	Monthly
Car/ Van	52	12	3
Motorcycle	1	2	7
Public transport	4	19	51
Bicycle	3	31	33
Walking	37	34	2
Mobility scooter/ wheelchair	1	2	5
N=	381	128	61

In regards to those using the public roads daily, just over half (52%) used a car/ van with 37% walking.

5c. How often do you use public transport in the parish? Please tick one box.

	%
Daily	5
A few times a week	4
Once a week	8
A few times a month	5
Monthly	6
Every few months	11
Rarely	35
Never	26
N=	225

61% of those who responded to the question rarely or never used public transport in the parish.

If you rarely or never use public transport, please give your reasons

One theme to emerge was that respondents did not use public transport as they used their own vehicle;

- ❖ *Own car*
- ❖ *Convenience of the car*
- ❖ *No need as I have a car*
- ❖ *Have the use of a car, or can walk locally.*
- ❖ *We have a car!*
- ❖ *We are able to use own cars or bikes, which are more convenient.*
- ❖ *because we have a car*
- ❖ *Use own car as more convenient*
- ❖ *I have a car and a bike*
- ❖ *Have car and children*
- ❖ *I use the car or cycle or walk*

Lack of convenience was also cited;

- ❖ *Not convenient time or bus stops*
- ❖ *Convenience of the car*
- ❖ *No service meeting needs*
- ❖ *More convenient to use car or walk*
- ❖ *Buses infrequent, do not seem to run at night, plus expensive*
- ❖ *Last bus from Wendover Station is 6.15pm. Times unsuitable for journeys we need to make*
- ❖ *Inconvenient times and not enough of it*
- ❖ *Inflexibility, limited destinations- service to Tring/ Tring Station needed*
- ❖ *Neither routes nor times are convenient.*

- ❖ *Public transport not available late evening*
- ❖ *convenience and cost*
- ❖ *inconvenient times and destinations. High cost and the amount of time it takes to get things done.*
- ❖ *Inconvenient and impractical. No routes going to where I need to go when I need to go*
- ❖ *Inconvenient, inaccessible and expensive; for example, does not conveniently link village to railway.*
- ❖ *Not convenient enough, not enough services, expensive. There should be a regular service from Weston Turville to Stoke Mandeville station*
- ❖ *not convenient times*
- ❖ *Too far to bus stop and lack of direct routings which do not take for ever to get from A to B*

5d. Are you concerned about any of the following when travelling in and around the parish?

Tick all that apply:

	%
Speed of traffic	95
Volume of traffic	97
School run traffic	61
Narrowness/ lack of pavements	42
Obstructions to visibility on roads and pavements	37
Lack of safe places to cross	34
Large vans and lorries passing through the village	89
Location of bus stops	16
Visibility at road junctions	25
Inadequate supply of off-road parking	37
Lack of cycle routes	35
HGV's parking at the side of the roads	28
N=	203

Volume of traffic (97%), speed of traffic (95%) and large vans and lorries passing through the parish (89%) were the main causes for concern when travelling in and around the parish.

Speed of traffic comments

42% of those who provided a comment in terms of speed of traffic being a concern stated that this was in Main Street/ Main Road, 26% Worlds End Lane and 21% Marroway.

Volume of traffic comments

51% of those who commented on the volume of traffic referred to Main Street/ Main Road. In terms of time of day, 23% cited rush hour.

School run traffic comments

55% of those commenting on concerns in regards to school run traffic cited Main Street/ Main Road.

Narrowness/ lack of pavements comments

30% of those who provided a comment in terms of narrowness/ lack of pavements referred to Church Lane.

Large vans and lorries passing through the village comments

54% of comments concerning large vans and lorries passing through the village referred to Main St/ Main Road and 20% Marroway.

Do you have any other safety concerns when travelling around the parish?

Speeding traffic was a theme to emerge when respondents were asked to express other safety concerns when travelling around the parish.

- ❖ *The car whizz round the back route of Bates Lane etc when Main Road is busy*
- ❖ *Extremely dangerous getting in and out of New Road at A41 junction*
- ❖ *I would like to emphasize a safety concern with the excessive and frequent speeding on the 30mph zone on Worlds End Lane*
- ❖ *Speed limit of 40mph on the Marroway is far too high given that this road has been downgraded from a B road and is now maintained as such. New traffic light system in Aylesbury is considered to have turned the Marroway into a "rat run"*
- ❖ *Volume and speed of traffic*
- ❖ *Mainly speed of traffic*
- ❖ *Drivers too fast, aggressive and lacking respect for the speed limit. I think a speed camera should be installed to deter and fine this criminal behaviour.*
- ❖ *Speeding, volume and aggression of traffic, mainly at peak times.*
- ❖ *Speed of traffic on World's End Lane. Narrow section of Church Lane.*

Traffic calming, often related to the speed of traffic was the other key theme to emerge from the qualitative comments.

- ❖ *Yes the road calming measures have the opposite effect and encourage speeding and risk taking to get around them before oncoming traffic*
- ❖ *Traffic calming does not work through WT causes more delays and road rage*
- ❖ *Yes the chicanes increase the danger by blocking flow and resulting in drivers actually speeding up between them. Get rid*
- ❖ *The use of chicanes is an insufficient method of traffic calming, resulting in the gridlock at peak times and danger to children and parents crossing the road*
- ❖ *Traffic calming should be addressed. Very dangerous. Cars race to beat one another at bollards. Large speed humps would work better*
- ❖ *Cars speed to go through traffic calming on Main Street.*
- ❖ *The traffic calming on Main Street works when there is a lot of traffic but when the traffic is flowing freely the amount of times cars don't wait and pull out so the car with the right of way has to break has increased a lot recently.*
- ❖ *The traffic calming islands in Main Street should be removed as they bring the area to gridlock especially during rush hours*

- ❖ *the traffic islands down Main street, do not slow the traffic, they trap traffic, but if you can see the road is clear in front car's do not really need to slow down. With increase in traffic this will get worse.*

5e. Thinking about things that could be done to encourage road safety in the parish (bearing in mind future traffic growth due to new developments) which of the following do you feel would be important? Please tick one box in each row.

	Very important	Quite important	Not important	No strong opinion	N=
Additional road calming measures	49	26	20	5	201
Speed restrictions	74	19	6	2	209
Weight restrictions	75	18	4	3	215
Junction improvements	39	35	10	15	183
Additional pavements	32	34	19	15	186
Safer crossings for pedestrians	49	32	8	11	199
Improved/ additional bus stops	21	25	26	27	182
Designated cycle routes	41	25	18	15	195

Three quarters of those who felt that weight restrictions should be encouraged to improve road safety in the parish rated this as very important. 74% rated improvements to speed restrictions as very important.

Objective 6: To introduce new cycleways in and around the parish, and to maintain the existing footpath network, to improve connection to community facilities and the countryside.

6a. Presently do you have any difficulties accessing community facilities and/or the countryside using the current network of cycleways and footpaths?

	%
Yes	25
No	75
N=	221

Three quarters of respondents did not have any difficulties accessing community facilities and/or the countryside using the current network of cycleways and footpaths.

If yes, please specify here what your difficulties are and where you experience them?

6b. If you use cycleways in the parish, how important are these to you?

	%
Very important	30
Quite important	28
Not important	15
No strong opinion	27
N=	165

30% of respondents stated that the use of cycleways in the parish were very important to them.

6b. Thinking about accessing community facilities and the countryside, both now and into the future, would you like to see new cycleways established?

	%
Yes	65
No	35
N=	140

A third of those responding to the question indicated that they would like to see new cycleways established.

In terms of the routes of the new cycleways, the most often cited route was Weston Turville to Wendover. Comments included;

- ❖ *Village to Wendover. Wendover to Bedgrove*
- ❖ *Church Lane to Wendover*
- ❖ *Weston Turville to Wendover, Aylesbury and Aston Clinton*
- ❖ *Wendover Road to Aston Clinton & Wendover Road to Wendover & Aylesbury (The one that's there now is a joke)*
- ❖ *WT to Wendover*
- ❖ *From the village south to Aston Clinton. From the village to Wendover via the resevoir and canal. Also some circular routes for laisure cycling, maybe some off road tracks for those with mountain bikes.*
- ❖ *There should be cycle paths alongside all the main roads, including Main Street through Weston Turville.*
- ❖ *Weston Turville to Aston Clinton, Wendover and Stoke Mandeville, additional countryside route to Aylesbury*
- ❖ *Wendover to Weston Turville*
- ❖ *Through village of Weston Turville*

Objective 7: To promote healthy living by making the most of our countryside and to encourage social interaction between different members of the community through access to our community facilities for all ages.

7a. How important is it for you to be able to walk to gain access to the countryside?

	%
Very important	84
Quite important	14
Not important	1
No strong opinion	1
N=	225

84% reported that it was very important for them to be able to walk to gain access to the countryside.

7b. How long does it take you to walk to the countryside from your home?

	%
Under 5 minutes	51
5-10 minutes	35
10-15 minutes	7
15 -30 minutes	2
More than 30 minutes	4
N=	223

Over half (51%) of respondents could walk into the countryside from their home in less than 5 minutes.

7c. Please tell us what you use the countryside for? Please tick all that apply.

	%
Walking/ rambling	93
Horse riding	1
Walking dogs	38
Jogging	21
Sketching/ painting	5
Country pursuits e.g. fishing, shooting, hunting	4
Bird Watching	29
Other	16
N=	223

93% of respondents used the countryside for walking/ rambling.

From those respondents who stated that they used the countryside for other reasons, 36% reported cycling/ biking.

7d. Please tell us what would improve your access to the countryside? Please tick all that apply.

	%
Footpaths to the countryside clear of obstacles	66
Stiles and gates in good state of repair	71
Paths suitable for wheelchair access	18
Good signage	45
Accessible bridleways	28
Availability of information e.g. maps and footpath information	52
Guided walks	18
N=	142

Stiles and gates in good state of repair (71%) and footpaths to the countryside clear of obstacles (66%) would help improve access to the countryside.

7e. How often do you use the following recreational facilities in the parish? Please tick one box in each row.

	More than once a week	More than once a month	Occas.	Rarely/ Never	N=
Playground	8	8	24	60	191
Tennis Court	0	3	19	78	182
Playing Field	21	10	31	39	196
Village Hall	8	9	68	15	207
Bridleways and country footpaths	53	27	16	5	218

53% used bridleways and country footpaths more than once a week. 68% occasionally used the village hall, whilst 78% rarely/ never used the tennis court.

Objective 8: To improve and maintain leisure facilities.

8a. Do you feel any of the facilities should be improved, or expanded?

	%
Playground	42
Tennis Court	37
Playing Field	18
Village Hall	20
Bridleways and country footpaths	28
Other	12
N=	65

42% of those respondents who felt that existing facilities should be improved or expanded stated the playground and 37% the tennis court. In regards to the tennis court the comments centred on repairing, comments included;

- ❖ *Tennis Court- in a really poor state of repair- needs a refurbishment*
- ❖ *Tennis Court- requires new fencing around and refurbishment*
Still waiting for repairs!"
- ❖ *Fix the fence damaged a few months ago, putting one of the two courts out of use*
- ❖ *resurface damaged court*
- ❖ *Fixed would be good*
- ❖ *in need of repair*

8b. Are there any other recreational facilities not included in 7e above that you think should be provided in the parish over the next 17 years? If so, please say what they are and roughly how often you think you would use them.

A few comments mentioned the need for a skate park;

- ❖ *Skate Park- Rarely/Never, young people would*
- ❖ *Skate Park- More than once a week*
- ❖ *Skate park close to play area for older children*
- ❖ *Skate park in rec.*
- ❖ *Skate park - my son would use daily*
- ❖ *skate park at existing playing fields/ playgrounds*
- ❖ *Skate Park- more than once a week*

Objective 9: To improve access to health services for the parish.

9a. Thinking about healthcare services and facilities generally, how easy is it for you/ other members of your household to travel to each of the following?

	Very Easy	Quite Easy	Difficult	Not applicable	N=
Doctor	44	45	9	2	218
Dentist	30	45	18	7	217
Pharmacy	41	47	9	4	217
Optician	32	48	12	8	217

In terms of ease in travelling to healthcare services and facilities in the parish, 48% reported it was quite easy to get to an optician, 47% pharmacy, 45% dentist and the same figure for doctor.

9b. How easy is it for you, and members of your family, to book an appointment with each of the following? Please tick one box in each row.

	Very Easy	Quite Easy	Difficult	Not applicable	N=
Doctor	13	40	45	2	219
Dentist	36	49	10	5	219
Pharmacy	32	31	3	35	213
Optician	43	44	4	9	219

45% reported that it was difficult to book an appointment with the doctor, with 40% indicating it was quite easy. 49% stated it was quite easy to book with the dentist, whilst 44% reported it was easy to book with the optician and 43% stating it was very easy.

9c. If you answered 'difficult' please tell us why this is the case, and at what times of the day and night you experience greatest difficulties.

The overriding theme in terms of there being a difficulty to book an appointment with the Doctor was due to the length of time patients had to wait. Comments included;

- ❖ *Any time, my wife was told last time she contacted our GP surgery (Wendover) that they were booking appointments a month ahead! What's the use of that - you'd either be healed or dead by then!*
- ❖ *Appointments generally take around two weeks to arrange, unless its an emergency or I am willing to see someone else*
- ❖ *It can be a longish wait time but there if it's really urgent then the doctors do prioritise. I am concerned that it may get worse with further development.*
- ❖ *Have to wait 8-10 days sometimes to see your doctor of choice*
- ❖ *Making an appointment for any time in the future. Long wait.*
- ❖ *Min 3 weeks to see GP - longer if prefer to see specific Dr*
- ❖ *Routine appointment with own GP, have to wait several weeks*
- ❖ *Some times are just impossible others are just difficult*
- ❖ *Long wait for routine appointments (2-3 weeks)*

Objective 10: To ensure sufficient capacity for children living in the parish to access primary and junior education within the parish.

10a. If you have children of primary school age, have you experienced difficulties securing a place at Weston Turville Combined School? Please tick one box.

	%
Yes	2
No	10
Not Applicable	88
N=	190

10% of those with children of primary and junior school age indicated that they had not experience any difficulties in securing a place at Weston Turville Combined School.

10c. Regardless of whether or not you have children of primary school age, do you think it is important that there should always be adequate provision of school places within the parish to accommodate children living in Weston Turville?

	%
Yes	99
No	1
N=	220

99% of respondents felt that it is important that there should always be adequate provision of school places within the parish to accommodate children living in Weston Turville.

When asked to provide a reason for this response the key theme was that is helped create a sense of community, comments included;

- ❖ *Children should be able to walk to school and a school is a core part of the community*
- ❖ *Children who learn together play together*
- ❖ *Children (4-11 years) should have the opportunity to go to school with other children rhat live within their community*
- ❖ *Community begins with friendships at school and the proximity of your mates to play with out of school*
- ❖ *The school has not exanded to cope with the number of chidren in the village*
- ❖ *To encourage community feeling*
- ❖ *Excess travelling is not good for the children or community*
- ❖ *This is part of community bonding*
- ❖ *Encourage local children to meet outside school hours*
- ❖ *Children should attend local schools. Less travel, less traffic, better community*
- ❖ *Essential in maintaining the village community*

- ❖ *so children can mix with other children in the village*
- ❖ *local children a priority*
- ❖ *Children should have the opportunity to walk to school establish friendships groups and experience the benefits of community life*
- ❖ *It is so important to encourage families to live in WT and so to create and sustain an identity and community spirit*

Objective 11: To encourage new businesses and facilities for community use, through the enhancement of the village centre.

11a. What sort of business or activity do you think should be encouraged within the Parish?

Please tick all that apply:

	%
Tourism and Leisure	28
Office-based businesses (consultancies etc)	21
Retail (shops etc)	57
Small scale industrial (manufacturing, skilled artisan etc)	27
Agriculture/ food production	44
Service trades (e.g. plumbers and electricians)	47
Pubs, cafes and restaurants	66
Other	11
N=	202

Two thirds (66%) of respondents wanted to see the increased business activity in the pubs, cafes, restaurants sector whilst over half (57%) wanted to see the encouragement of retail businesses within the Parish.

11b. In what ways should the village centre be enhanced?

	%
More parking	51
Innovatively designed business premises of a high quality	22
More suitable business premises available to rent within the village centre	32
More suitable business premises available to buy within the village centre	18
Access to office facilities within the village centre (e.g. an IT environment, meeting rooms and desk space) for community and business use	34
Other	26
N=	136

Over half (51%) of respondents wanted to see more parking in the village centre. From the 26% who provided an 'other' option, the comments were wide ranging but a number questioned the meaning of the term 'village centre'.

- ❖ *If the centre of the village is the existing shops, how do you intend to provide any of the above*
- ❖ *The village should be residential only- no businesses*
- ❖ *Very leading question, what if we dont want a village centre*
- ❖ *What village centre?*

- ❖ *The above questions are just lifted from a developers proposal. Its a residential area. It doesnt need business premises*
- ❖ *Where do you mean? By shops? Village hall? Limited possibilities for parking at either location*
- ❖ *No village centre exists, so difficult to enhance. Question too generic*
- ❖ *Where is the centre? By the church or by the shop? Who knows I'd like the grass areas cut better. I'm always impressed by that in Mentmore as you drive through. I know we are different but it would make the village look much better*

Objective 12: To provide all resident and local businesses with access to high quality, cost-effective superfast broadband.

12a. Do you or your family currently experience a problem with the speed of your broadband connection? Please tick all that apply.

	At home	At work (if within the Parish)	Not applicable
Yes	54	63	43
No	46	38	57
N=	200	16	21

54% indicated that they or their family experience a problem with the speed of their broadband connection at home.

q12b. If you answered yes, which of the following problems do you experience? Please tick all that apply.

	%
Buffering and stuttering when playing video files e.g. iPlayer, Netflix, Youtube	53
Intermittent drop outs when using video or audio communications e.g. Skype, Face Time	55
Significant delay in web pages starting to load	53
Slow web page loading times	72
Internet based services not functioning due to reported insufficient bandwidth or other problems	25
Inconsistent internet performance with regard to any of the above symptoms that is dependent on the time of day.	65
N=	118

Nearly three quarters (72%) of those who experienced a problem with the speed of their broadband connection reported that this was slow web page loading times. 65% of respondents has inconsistent internet performance dependent on the time of the day.

DEMOGRAPHICS

How would you describe the current make-up of your household?

	%
Male living alone	5
Female living alone	9
Couple (with no children)	17
Family with young children (pre-school or primary school age)	9
Family with older children (secondary school age)	11
Family with grown up children living at home	8
Couple with grown up children living away	38
Prefer not to say	3
N=	209

38% of those answering the question described their household make-up as a couple with grown up children living away.

How old are you?

	%
<18 years old	0
18-35 years old	1
36-50 years old	17
51-65 years old	32
66-70 years old	20
71-75 years old	12
76-80 years old	7
>80 years old	7
Prefer not to say	4
N=	212

The age group providing the most respondents was 51-65 years old. 46% of those who answered the question in regards to age are older than 65.

What is your current employment situation?

	%
Employed or self-employed full time	26
Employed or self employed part time	15
Temporary or seasonal employment	0
Unemployed/ unable to work	3
Retired	52
Looking after the home/carer	2
Student	0
Prefer not to say	2
N=	209

Over half of those providing information on their current employment situation were retired.

How long have you lived in the parish?

	%
Less than a year	1
1-5 years	14
6-10 years	17
11-25 years	29
More than 25 years	39
N=	217

39% of those providing information on the length of time they had lived in the parish stated this was more than 25 years.

APPENDIX

1a. Is there any other reason why you feel new housing is important, or is not important, in the parish? Please specify:

- ❖ I fear coalescence between communities and the kind of jumbled-ill thought out house development evident in Broughton. I believe that this kind of growth will be the death knoll of our village.
- ❖ To help the public with jobs particularly local type jobs and with voluntary support activities
- ❖ Do we have a housing need? It looks like we are given a fait accompli. We don't have the infrastructure to cope with this
- ❖ If the Parish Plan hasn't a plan housing may be forced upon us
- ❖ Over population of the entire UK is a National issue and we have to do our bit to address this
- ❖ There is too much- we are soon going to lose Weston Turville it will be part of Aylesbury
- ❖ The parish is too small to meet the housing needs of the vale. The development of individual dwellings is welcome, but large scale developments must be restricted
- ❖ I think the gaps should be left between towns and villages
- ❖ Too much congestion on all village roads already including street parking
- ❖ New housing should bewith the needs of the existing community- not to encourage migration into the village
- ❖ We agree that infill housing but not large developments on open space
- ❖ I feel that the village is quaint and old and that is its charm, there are plenty of new buildings in surrounding Aylesbury
- ❖ Not important- we don't want it
- ❖ This is a village not a town
- ❖ The infrastructure cannot cope i.e. water, roads, schools etc
- ❖ Any more houses the village will be grid locked all day instead of certain times
- ❖ We are a village, would be unique these days to stay that way
- ❖ No more development
- ❖ In the light of the housing already approved as being built in the area , there is no requirement for additional housing in the parish at present
- ❖ My daughter was born here and lived with us until her late 20's. She could not afford to buy a house here and had to move to Aylesbury
- ❖ As we will lose our village status and just become another part of Aylesbury
- ❖ To be fair new housing is not important. There are enough houses
- ❖ There are not any starter homes currently in Weston Turville
- ❖ New housing is very important so that our 32 year old son can leave home and remain in the village he was brought up in, and our daughter and family can come back here
- ❖ The draft map is just that- a proposal. Weston Turville is not required to take any housing at all unless and until the map is approved

- ❖ Housing should be provided by identified needs from local plan. Subject to local objections being taken into consideration. The NPPF was released after the inspectors report into Hampden Fields. Therefore Mr Saters comments no longer apply
- ❖ We must not lose village identity. Do not output vehicles onto the Marroway from any new development.
- ❖ This is a loaded question. I dispute the need to build so many houses in the area such that Aylesbury and surrounding area will double in population
- ❖ To consider the safety and enjoyment of current residents
- ❖ Objective 'without overburdening stretched local infrastructure' will stretch existing infrastructure in the village with 200 plus houses. School full, surgeries full, hospital full to bursting. Roads clogged at present! Not feasible, forgot 'not important'. AVDC aware of our opinion. Contribution undefined terminology. Restructuring of existing roads would be necessary- village roads already clogged and used as a rat run
- ❖ Roads already clogged through the village. Not important
- ❖ We need housing but must still retain our village status and not lose the green spaces
- ❖ New housing to be solely for young people at affordable prices, not rental. Houses to purchase encourages commitment to stay in parish where rental too transient
- ❖ The parish has been developed to capacity
- ❖ Whatever housing is built it needs to ensure that the current character of the village is maintained
- ❖ I fully understand the need for housing, we all do, but not to the extent that is trying to be pushed onto a small village
- ❖ New housing is not important. We moved to Weston Turville as its a village- lets keep it that way.
- ❖ Don't think the parish needs changes! In my opinion all they seem to do (e.g. Asda) is provide traffic lights which constantly tops traffic from moving causing traffic jams.
- ❖ To enhance communications into and within the parish.
- ❖ Planned housing needs to be driven by demand and clear thinking. At present, we are overwhelmingly subject to supplier pressure (developers, aided by AVDC short-sighted thinking).
- ❖ It is very important to not destroy the character of the village by allowing inappropriate development.
- ❖ New housing to be solely for young people to purchase (not rental) so as to encourage commitment to parish through ownership. Purchase via buy to let to be prohibited through legal agreements with house builder.
- ❖ Given the dire shortage of housing in this country, it is unrealistic to suppose we should restrict development in the parish to its own requirements. However, there needs to be a balance between the wishes of present residents and national needs.
- ❖ The Draft Vale of Aylesbury Local Plan (VALP) already includes Hampden Fields and other developements which this Neighbourhood Plan should reflect, therefore there should be no further developement in the Parish of Weston Turville. Weston Turville currently has approximately 1,200 houses, a further 6,000 houses would be a 500% increase. Whilst this is

totally unacceptable it is included in the Draft VALP. My responses reflect this as no further development in addition to the Draft VALP will apply. If the VALP is not agreed / does not go forward then presumably the Neighbourhood Plan will need to be carried out again as the circumstances will change.

- ❖ To maintain semi-rural nature of the WHOLE parish
- ❖ The VALP states that Weston Turville should take no additional housing as the Hampden Fields is being considered as an extension of Aylesbury even though it is within the Parish of Weston Turville. We already have >200 new houses approved along New Road which constitutes almost 20% increase in WT's housing. The Parish Council should listen to the people of WT who are against such increase in housing in the Parish as the traffic through WT is already a nightmare and traffic into Aylesbury is frequently gridlocked. Enough is enough.
- ❖ the level and style of housing fits in with the local community to enhance what Weston Turville already has.
- ❖ More housing in the Parish is not important as there are so many planning permissions have already been granted but not necessarily built. The Draft District Plan is still a draft and includes a major development on our doorstep in Hampden Fields which was rejected last year after a considerable public campaign although a new application has been made. This area has already done more than its bit
- ❖ Very important : To provide OFF ROAD cycling facilities
- ❖ Housing should be provided for identified needs within the local plan, and measured against local objections. Should not be provided for overspill for larger towns in the County e.g. Milton Keynes or High Wycombe.
- ❖ I would like to see more considerate building that gives young families the scope to stay and grow into the area, i.e. make plots larger so that families can extend and improve their homes as the family grows. Allow for more considerate parking areas. Have developments that give space and a sense of well being.
- ❖ There are always a variety of houses for sale or rent available in the Village.
- ❖ I feel very strongly that we have to solve the existing traffic problem before further houses are considered.
- ❖ I note there is no box to tick if we OBJECT to housing development! We do object to any further housing development in Weston Turville.
- ❖ The needs of the Parish do not require up to 6000 houses. The locals services and infrastructure is already under great pressure. Roads, Doctors, Schools, Environment et.al.
- ❖ The Parish does not need 6000 houses and the serious adverse effect they would have on the environment, Social Services and the infrastructure et.al. How many house are really required to meet local needs?
- ❖ NO FURTHER DEVELOPMENT SHOULD TAKE PLACE ON GREEN FIELD SPACE
- ❖ totally disagree with any further development linking Aylesbury, Wendover, Halton and Aston Clinton on green belt land

1b With respect to future housing development in the parish, how concerned would you be about each of the following?

- ❖ Quality of Life, Noise and Pollution, Loss of Local Heritage, Exploitation of the Land for profit- Concerns me a lot
- ❖ Absorbed into Aylesbury, loss of village character- Concerns me a lot
- ❖ That it will stop being a village. Concerns me a lot.
- ❖ Maintenance business of property and ground and streets not to be hindered or obstructed
- ❖ The nightmare which is the traffic on Wendover Road
- ❖ The speed of the traffic throughout the whole village is of great concern
- ❖ Coalescence between parishes/ settlements must be avoided at all costs. Concerns me a lot
- ❖ Water pressure to existing homes- concerns me a lot
- ❖ Concerns me a lot. Loss of distinct village identity separate from Aylesbury
- ❖ New houses require a minimum of off road parking for 3 vehicles
- ❖ Does anyone think about impact, we are struggling already
- ❖ We are going to lose our identity and peace and quiet- Concerns me a lot
- ❖ Roads you cant build houses unless you build a properly planed road system first
- ❖ Concerns me a lot- Loss of character and urbanisation of the village
- ❖ Loss of character and urbanisation of the village
- ❖ Stoke Mandeville Hospital is overstretched already. Needs expanding, more beds, funding etc
- ❖ Coalescence with Aylesbury and Stoke mandeville and Wendover- Concerns me a lot
- ❖ Loss of green spaces
- ❖ Concerns me a lot, Jobs, Loss of open space, availability of train service and parking for commuters
- ❖ Preservation of history and conservation of local biodiversity
- ❖ Electricity supply and telephone services
- ❖ Where are all the jobs for all the people in the proposed developments, once built?
- ❖ Loss of village identity and atmoSphere
- ❖ pressure on local amenities and services in general and the general culture of the village and parish.
- ❖ The impact on village life and crime
- ❖ Increased work communt times as A413 already overcrowded out past Wendover. Increased use of Weston Turville as a rat run. This will spread to back roads (Bates Lane, Worlds End Lane) as housing increases
- ❖ Loss of our village identity
- ❖ New houses are built, but loads are still too narrow to cope with the extra traffic and insufficeint parking provided meaning cars to be parked on road making it more hazardous.
- ❖ The traditions and character of the village and parish.
- ❖ With increasingly densely populated areas comes the potential increase in crime. Commensurate law enforcement provision will be essential.
- ❖ The open spaces and countryside around WT must be preserved. The school is already operating at capacity and the health services are overloaded.
- ❖ Lost of local identity
- ❖ want to retain Weston Turville as a village,separated from Aylesbury, Stoke Mandeville and Wendover
- ❖ Need social housing to replace the housing stock that has been sold off, not more four bedroom executive plots.
- ❖ Will become a city & not a nice/ quiet place to live & why I moved here

- ❖ Even more speeding traffic were side roads like Church Lane and Bates lane are used to avoid the traffic on Main Street. My children are unable to walk to school alone which we thought would be a possibility moving to a small village.
- ❖ Our public services in the locality are suffering immensely already and further developments will only see this increase. Stoke Mandeville Hospital can barely manage with the numbers that it has already and the local (TVP) police service is under immense struggles to save money and this is meaning reduced numbers of officers on the streets. Again, these developments will only make these matters worse. There appears to be no consideration of these matters, along with how the county roads are going to fare with the increase in vehicle movements.
- ❖ Parking issues remain high in the Weston Turville especially at school run times. The lack of parking in the centre of the village is a huge problem
- ❖ There does not seem to be a strategy to offer infrastructure to cope with all the new builds. New schemes seem to be incredibly overcrowded.
- ❖ The identity of our beautiful village is being lost and swallowed up by the outward expansion of Aylesbury.
- ❖ With BREXIT there should be less demand for housing for immigrants . Just go into Aylesbury Town Centre to see how many there are already,
- ❖ The need should become less with Brexit because there should be less housing demands resulting from Immigration.
- ❖ LOSS OF VILLAGE IDENTITY
- ❖ loss of village identity

1d. What is the exact nature of the problem? Other

- ❖ Downsizing to bungalow very limited
- ❖ I wouldn't have thought there were any of the above problems within the village as there seem to be a variety of houses and villagers
- ❖ Lack of 'senior' accommodation. Specifically single floor accommodation (Bungalows)
- ❖ Lack of suitable affordable places for young people to buy or rent

1h. If you own land which does not appear on the Map and which you wish to be considered as part of identifying site preferences for development through this Neighbourhood Plan process, please indicate where the site is.

- ❖ 190A Wendover Road
- ❖ 254a Wendover Road
- ❖ Wtv010 There is actually a restrictive covenant on this land against development of the orchard and limiting 2 houses and garages to the land in front containing High Trees and Kintail, 13 and 15 Brook End.
- ❖ Land at rear of Springlands, Wendover Rd
- ❖ Joining Weston Turville to Aylesbury would detract from the 'village feel' and affect traffic.
- ❖ regret this section too difficult to do
- ❖ Why is WTV001 and WTV002 designated unsuitable for development ? WTV001 used to have chicken buildings erected on it. Additionally there has never been any surface water or flooding on either.
- ❖ I think that Hampden fields scale is massive and decimates the reasons why I choose to live in a village. However I feel that smaller infill sites with compassionate plans is and should be the route for growth. However by definition Weston Turville is a village and so building should

capped for a set time frame to keep its village status, otherwise it will simply be absorbed into Aylesbury and will lose its identity!

- ❖ I OBJECT TO ALL OF THEM
- ❖ WTV008 should NOT be permitted to build. It is arable farming land. Your questions regarding the map are very confusing! I'm not sure what we supposed to do.

3c. Is there anything else regarding location that you feel is important when it comes to new housing development on the parish?

- ❖ I cant imagine where in the parish there are more existing Brownfield Sites- and business. Do you mean the shops in the centre of the village? The key for Weston Turville is to keep all its existing greenfield sites intact or it will be doom for the village
- ❖ Very small groups of houses, 6-10 maximum
- ❖ The houses due to be built in New Road need better access To A41 or they will have to come into our village to get out in the rush hours
- ❖ Traditionally a number of businesses or services have had homes on or nearby the place of work. Temporary labour may stay nearby for the period, engineering type things are necessary
- ❖ We should aim to keep our village status. I have made my feelings known to AVDC on this ridiculous amount of hosing being proposed. Infrastructure, health, hospitals, road systems etc must be looked at in more detail.
- ❖ No large scale developments should be permitted. Aylesbury has sufficient. The priority should be to have an appropriate infrastructure to support the current over development and obliteration of the green pastures of Aylesbury
- ❖ Any new development should be limited to very small areas as so not to impact on the nature of the countryside
- ❖ Road congestion. Utilities. Land drainage
- ❖ Cannot develop beyond the existing built boundaries...extending into green fields or back land
- ❖ No major infill in village centre of the already open spaces
- ❖ only small development- only if required
- ❖ Do not wish to become suburb of Aylesbury
- ❖ To preserve all historic connections within the parish and its wider.....new classifications of historic protection should take place before other new planning developments take place
- ❖ It would be nice if any new houses blended in with existing houses and plenty of green spaces
- ❖ New housing should only be built on Greenfield sites etc as a very last resort
- ❖ Maintaining Weston Turvilles borders so that it is still clearly a village separated from both Aylesbury and Wendover
- ❖ Need to consider road, access, current traffic, gridlocks that will be made worse by more housing
- ❖ Environmental including light and pollution impact on existing dwellings and the local wildlife which includes owls, woodpeckers ad ospreys
- ❖ Not to build commercial buildings such as hotel, pub, restaurant next to existing Victorian homes (e.g. Aston Clinton Road MDA)
- ❖ Not opposed to garden infills
- ❖ That the impact on the roads and the local school is considered as very important

- ❖ There must be a meaningful green gap between any existing settlement and any major new build
- ❖ No development within the historic centre of the village
- ❖ No development within the historic centre of the village
- ❖ There must be greenfield sites left undisturbed
- ❖ Recent development has created a shortage of employment opportunities locally. To increase housing number will exacerbate this situation on Aylesbury Vale until new dual carriageway roads are delivered to allow transport for business use.
- ❖ Green fields should be retained and not built on between Aylesbury and Weston Turville and Wendover and Weston Turville so that the village can retain its identity and not become an urban sprawl.
- ❖ We need to maintain WT as a village and not be joined to mass building. Any village has its own way of life which needs to be preserved.
- ❖ Location also relates to size of location and therefore number of houses. By omitting these aspects in your questions you are being dishonest and I have expectation that answers given in one context, e.g. number of small houses, will be used to argue for hundreds of houses.
- ❖ Conservation of biodiversity needs to be real, not token efforts to get around planning. Flooding issues need to be taken seriously, there are a lot of culverts that need protecting and maintaining. Pollution, noise, light and traffic need to be minimised. Road safety and speed limiting measures needed, we have children on horses, bikes and children trying to cross very dangerous roads with minimal safe crossing places. This could be a better village to live in with some simple effective safety measures
- ❖ No more new housing development- our quota has been met- the parish as we know it will be decimated
- ❖ The parish extends well beyond the current built environment, such new housing in the parish needs to be restricted to the built environment not into standalone greenfield development
- ❖ Making use of land adjacent to existing housing
- ❖ Wherever possible new developments access should be onto main roads rather than adding to the huge weight of traffic already snarling up villages
- ❖ Wherever possible new developments access should be onto main roads rather than adding to the huge weight of traffic already snarling up villages
- ❖ It must maintain the existing character of the village
- ❖ in general as expressed already i do not support housing development in the parish except on brownfield sites that need redevelopment. The only concession i might give is that if there was then real need/demand development should be kept to the surround of the village not the centre where roads, facilities etc. are already at breaking point and the core values of the community, green space, etc., is integral to the culture of the village and parish.
- ❖ We are a village, we don't want to be connected to others. People bought/ moved here to live in the village not to live in Aylesbury. If they wanted to live in a town they would have moved to one
- ❖ The location in no way should extend the village towards Aylesbury
- ❖ Don't want any new houses to be built particularly near where I live as it will spoil the village.
- ❖ Needs to maintain the character of the village and surroundings
- ❖ We always tend to build down to a price rather than up to a standard. And the size of houses in this part of the UK is smaller than it should be. Personal, family and community pressures build up when people do not have big enough spaces to live in.

- ❖ Re-iterate: HGV's taking short cut through village SPEED along Worlds End Lane HEAVY commuter traffic along Worlds End Lane
- ❖ Weston Turville should remain a village, not become a "new town".
- ❖ The parish extends well beyond the current built environment of the village, such new housing needs to be restricted to the built environment, not standalone greenfield sites outside the village envelope.
- ❖ Deal with empty houses, one house in Bates Lane empty 30 years.
- ❖ Avoid poorly drained areas. Avoid too much uniformity in appearance. Avoid excessive hard surfaces as in Fairford Lees - more trees. Ensure all roads have pavements.
- ❖ Semi-rural nature of WHOLE parish must be maintained
- ❖ traffic congestion in the village. I would like to see a weight restriction on vehicles using Marroway/Main Street as a cut through from A413 to A41
- ❖ The present character and appearance of the village should be maintained at all costs.
- ❖ that land which AVDC have sited as unsuitable for housing or economic development should be protected from being built on
- ❖ There should not be any additional housing we have already exceeded our quota.
- ❖ that any new development is integrated in to the parish. (ie Hampden Hall development is not integrated)
- ❖ To reiterate concern over traffic volumes on low class narrow roads and parking on the roads during the day and at night (e.g. Church Lane)
- ❖ Ensuring that there is little or no increase in light pollution from street lighting and security lighting. Local astronomers will certainly agree with this.
- ❖ keeping our village boundaries big enough to keep the village identity
- ❖ keep the identity of WT as a village. Green sites should be sacrosanct as promised by the Government
- ❖ Green field sites must NOT be developed. Brown field MUST be utilised fully, effectively and efficiently
- ❖ Road access and also considering the impact any new development has on the existing infrastructure.
- ❖ This parish location is attractive to developers because of the profit to be made for them . It needs to be protected from these greedy developers.
- ❖ Small developments, not huge estates.
- ❖ Strong emphasis on sustainability (low energy housing, no building on flood plains, etc)
- ❖ Adequate street lighting and parking
- ❖ We must protect the countryside and green spaces around and within our village. It is important that Weston Turville remains a separate village and does not get sucked into Aylesbury.
- ❖ Ensuring traffic flow and adequate parking is absolutely key. There is already too much traffic in the village, and it is essential that the safety of pedestrians is considered.
- ❖ Important to maintain a cohesive centre to the village.
- ❖ suitable speeding signs/traps/silent policemen.
- ❖ Homes designed by developers will always look too similar and lacking in character. I suggest to let people self-build so a range of styles with individual character could better integrate with the surrounding pre-existing building diversity.
- ❖ No housing is the best design
- ❖ Adequate street lighting and parking
- ❖ Houses should not be crammed together i.e.: not to repeat the design of Wheelrights.
- ❖ Should be sympathetic to existing/neighbouring styles

- ❖ Traffic should be addressed urgently, we moved to a village from a town assuming it would be safer for our children and we were so wrong, church lane especially is a fatal accident waiting to happen. My children and I have nearly been hit by cars twice while passing the chequers as the speeding aggressive drivers have no consideration. We DO NOT need to widen any roads, we need speed bumps at least and that is before the extra traffic we will get.
- ❖ There is insufficient employment to sustain the amount of growth (from lack of work positions created) of housing being produced. More emphasis should be put on defer the start dates to years in the future. Out commuting has increased. The houses are being located in and around Aylesbury which does not have the infrastructure to cope with such an increase of this magnitude. As more and more development takes place roads will become gridlocked long before any useful new roads are built.
- ❖ I think that more eco builds should be included as this seems to always be overlooked in projects, i.e. straw bale built housing, more energy efficient homes.
- ❖ Traffic congestion
- ❖ Maintain Weston Turville's borders so that it is still clearly a village separated both from Aylesbury and Wendover
- ❖ no taking up of green fields particularly between w Weston and Aylesbury and Wendover
- ❖ We don't want any more housing development in the village and it certainly shouldn't be on greenfield sites.
- ❖ there is a strong need for improved public transportation, for example, both local train service and improved connections with London
- ❖ I want Weston Turville to remain a village and not be attached to Aylesbury, or Wendover
- ❖ Depends on the number of houses to be built. 6000 is ridiculous!
- ❖ Ensuring a suitable infrastructure is designed around the housing to support the additional traffic in the area (and not lead to additional congestion).
- ❖ When designing new housing developments the health and wellbeing needs of those people living their should be considered, including promoting active travel, safe play spaces and shared community spaces. consideration also needs to be given to the look of new developments in years to come, e.g. when families grow up and get more cars where will these be kept? what will happen on bin days if there is limited path space, where will people walk?
- ❖ MAINTENANCE OF VILLAGE IDENTITY
- ❖ There doesn't seem to be any plan to ease current traffic congestion.

4a. Please specify any other green spaces you would like to see protected here and why.

- ❖ Land (now privately owned) backing on 1-2-3- School Lane. Back of Barley Close and Main St- in other words- the beating heart of the village
- ❖ All footpaths through village. Land west of Worlds End Lane and between Reservoir and Church Farm
- ❖ I strongly disagree with any of the green spaces in our village being developed
- ❖ Nature studies by the public and groups and whatever type of growing to be considered in places
- ❖ Hampden Fields- already over built with loss of wildlife
- ❖ All the green fields in the middle of Weston Turville. Kids play on them in the summer safely, green lung of village. Lots of dog walking use. Heart of the village
- ❖ Hampden Fields as it potentially joins us with Bedgrove/ Aylesbury. This would also create tremendous pressure on local infrastructure
- ❖ All land to NE and NW of immediate village boundaries- proper rural views and agricultural and amenity uses preserved. Separate WT from Aylesbury and Aston Clinton
- ❖ Land on Mill Lane if developed would lose one of the very few historic lanes left in the village
- ❖ Sheep Field behind Brookside/ Mill Lane. Brookside amenity land, sign gone. Fields between school lane and bates lane. Lovely spaces used by community esp dog walkers. Mill Pond and Land to Halton
- ❖ All open spaces protected
- ❖ Where are they- a map would help for future plans please
- ❖ Land behind 14 Mill Lane. Another green lung of the village valued by local residents
- ❖ Division between Weston Turville and other large developments. Weston Turville to retain village ethos
- ❖ Pony Field behind Worlds End Lane, unless for starter homes/ sheltered housing
- ❖ Glebe Fields are protected and cant be built upon
- ❖ To keep a green buffer zone to determine the identity of the village
- ❖ To keep a green buffer zone to determine the identity of the village
- ❖ The area between Brook End and Aerodrome Road should not be built upon due to access to village roads. This comment applies to all other areas mentioned above
- ❖ All our designated conservation and historical areas as they are being encroached upon. Walnut Cottage orchard is under threat, Plough Orchards has destroyed a seasonal pond, both important areas for historical reasons and breeding grounds for newts, frogs, bats and numerous birds and wildlife.
- ❖ Field between Mill Lane and Brookside- rural footpath route
- ❖ Fields next to reservoir, top of Worlds End Lane should remain agricultural land. Will impact negatively on protected AONB reservoir
- ❖ Land at end of Plough Orchards and adjoining field with old field system
- ❖ All open space in Church Lane to preserve approach and ambience to Church
- ❖ anything central to the village/parish as expressed. areas demarcated on AVDC Draft Housing and Economic Land Availability Assessment May 2016 map as: WTV005, WTV006, WTV002,WTV004, and WTV028. otherwise I do not agree with developments on other demarcated area on this plan, but if it is necessary then these other areas should be the areas considered not the ones i list that are key and integral to the essence, culture and core of the village/parish.
- ❖ All green spaces are of equal high importance and must be protected and preserved

- ❖ The field bordered by Main Street, Barley Close and Worlds End Lane must never be built on as it has been left in trust to the village to be used as a public amenity.
- ❖ All of the land next to the glebe land as it provides for the local wildlife and habitat.
- ❖ The 'Manor Farm' field bordered by Worlds End Lane, Barley Close, Glebe Fields and Main Street. This is a historic space defining Weston Turville, widely used by walkers, and providing a hay crop each year.
- ❖ All our green spaces are essential to the character of the village.
- ❖ All open space in Church Walk to preserve the approach and ambience leading to the Church
- ❖ Important to leave a significant green buffer between the larger developments such as Hampden Fields and the traditional part of the village, to preserve the character of what we have.
- ❖ protect what is left of the conservation area behind the Laurels and Plough Orchards and Quakers Mead to protect the open rural character of this end of the village. Protect from coalescence with Aston Clinton
- ❖ Fields off Mill Lane. This is a well planted, attractive, quiet and valuable green space regularly frequented by walkers and dog walkers.
- ❖ Any current green-field site within the whole parish boundary
- ❖ space around the war memorial at the top of School Lane - to show respect to those that lost their lives
- ❖ None.
- ❖ Any green spaces which make the village any bigger so that Weston Turville loses its identity and status as a village
- ❖ The area known as Hampden Fields as its accessible valuable large open space, farmland, nature sanctuary, delineates the parish from Aylesbury.
- ❖ Warings field between Brookside and Mill lane. Medieval ridge and furrow and popular for walks
- ❖ Fields opposite Church Lane junction with Worlds End Lane
- ❖ green spaces that surround the village
- ❖ All of our green spaces, eg the Golf Course for one, again keeping our village identity
- ❖ Golf Course and any surrounding designated green spaces
- ❖ I would like to see all the green spaces protected. Land in new road between Weston Turville and Aston Clinton, Hampden fields, the land behind walnut cottage, and more. This green space is what makes our village rural. If we wanted to live in at own we would have moved there.
- ❖ Agricultural land abutting Marroway, it has always been farmland and should remain so as too much land has been/will be built on in the parish.
- ❖ All green spaces from Church Walk, south-east towards parish boundary to preserve historic area around Church and farmland and to prevent further flood risk. Preferable most of the green space around the main village of Weston Turville so that it does not become swallowed up by Aylesbury.
- ❖ All green spaces are VERY important to me and my family.
- ❖ To prevent encroachment and maintain "Countryside" 1. South East Marroway - West of West End Place 2. Any land surrounding reservoir and associated woodland
- ❖ The fields in the centre of the village, Widow Turpin's Field off New Road The fields to the right of World's End Lane (towards Wendover) until the Flower nursery
- ❖ ALL of them - The more green spaces the better.....
- ❖ Land at the back of Bye Green and land down Mill Lane
- ❖ All within curtilage of the village. Housing is too condensed already

- ❖ All the green space surrounding the Church should be protected so it can remain a peaceful, respectful place.
- ❖ West End fields - good dog walking; mature hedgerows Hampden Fields - buffer between village and Aylesbury
- ❖ Hampden Fields as it is an important strategic gap that separates Aylesbury from Weston Turville
- ❖ All green spaces should be out of bounds for development and should only be used on small scale builds.
- ❖ Fields by reservoir/Halton
- ❖ large green fields bounded by School Lane and Main Street and 5 Bells
- ❖ The fields to the east of new road directly next to the existing village housing should not be developed to preserve our beautiful views and village character.
- ❖ Green space should be maintained between Weston Turville and neighbouring villages, or simply acknowledge being part of Greater Aylesbury.
- ❖ The fields behind Hampden Hall for the hedgerows and wildlife in the area.
- ❖ ALL GREEN SPACES NEED PROTECTION!
- ❖ Space between Pony Fields and Worlds End Lane. Greenfield, encroachment of Aylesbury, hemming in, pedestrian access to West End Place, increased traffic etc., etc.

4b. Please specify any other views you would like to see protected

- ❖ View from Worlds End Lane towards Coombe Hill
- ❖ I think you must by now getting to know I strongly disagree with any development in our village changing what makes our village a village
- ❖ Views to Aylesbury. Flat and level and low lying
- ❖ Wendover Road to Chilterns
- ❖ Please protect all we have left. We are losing everything so fast
- ❖ From the A413 towards the Chilterns-across Weston Turville
- ❖ Views to the NE from New Rd and Brook End- clear open fields and areas where flooding/ high water table exists seasonally
- ❖ West End
- ❖ From Wendover Road to the monument Wendover Hill
- ❖ Worlds End Lanes view towards the Monument on Combe Hill
- ❖ Views over the Hampden Fields site
- ❖ Views across to the Chiltern Hills from North of New Road around Rectory Farm
- ❖ Street scenes along Brook End, local trees need protection measures as developers damage them.
- ❖ View from field adjacent to St Marys Churchyard towards the Church
- ❖ Cannot think of any currently.
- ❖ Worlds End Lane looking to the reservoir and Chiltern Hills and from the reservoir back into the village
- ❖ The area along and around Mill Lane
- ❖ All views of Chiltern Hills and other surrounding countryside regardless of location within the WHOLE parish
- ❖ None.
- ❖ The views from Hampden Hall Estate towards Ivinghoe Beacon and the Chiltern Hills
- ❖ The rear view from my house which is green and not overlooked despite being so close to the School and Golf Course

- ❖ The view from my own back windows is green and should stay that way. I live in a quiet village and I want it to remain that way to enhance village identity
- ❖ All the beautiful views from this beautiful place.
- ❖ View to St Mary's Church from Marroway
- ❖ View from Worlds End Lane towards Coombe Hill
- ❖ From back of Church Lane (Dark Alley) view towards Halton and Wendover Woods across fields and footpath areas.
- ❖ View from Weston Turville reservoir to Chilterns, the view from new allotments to Chilterns, the paths along the Wendover canal, the paths from Church to Wendover canal and from it to the reservoir.
- ❖ View to West of village
- ❖ ALL of them!
- ❖ All across open countryside
- ❖ All views we currently have should be protected to maintain the village as a village
- ❖ Views across Golf Course Views to Mentmore and Ivinghoe across New Road
- ❖ Views and vistas across to the Chiltern Hills from North of New Road around Rectory Farm
- ❖ The village status should be respected and all green spaces should be included in that.
- ❖ World's End Lane's view towards the monument on Coombe Hill, Else the boundary of WT will migrate outwards out of planning controls.
- ❖ Protect the views over the beautiful meadows immediately adjacent to existing housing to the east of New Road.
- ❖ The view across the fields behind Hampden Hall

4c. Please specify any other historic buildings you would like to see protected

- ❖ Scott House, Burnside House, The Manor House and Lodge House, 1-2 School Lane, Cadel House, Sannie Cottage, Scott House
- ❖ Walnut Cottage, S....Cottage, Apple Cottage, The Brills
- ❖ Meeting halls. Landlord type homes
- ❖ As many as possible they are beautiful
- ❖ Walnut Cottage and the space around it
- ❖ All thatched properties
- ❖ Fir Farm. Walnut Cottage. The Brills.
- ❖ The older properties in general in Church Lane
- ❖ Main Street
- ❖ 69, 71,41 and 43 Aston Clinton Road (1872 properties)
- ❖ The Old Rectory Church Lane, Walnut Cottage Brook End, The Brills Brook End
- ❖ Walnut cottage, the brills, all our listed buildings and their settings which includes their gardens, orchards and outbuildings
- ❖ The Brills, Brook End
- ❖ Some houses down school lane and off bates lane. green end?
- ❖ Chandos Pub and adjacent thatched cottages
- ❖ not sure what is already listed or not!!! in fact think this element of the surveyt very badly done... where's the map that helps identify these and the lovely photos of them?!
- ❖ Nothing to add.
- ❖ Perch Cottage, Halton Lane. Difficult to think of any which haven't already been swamped by new development

- ❖ Those in Brook End including Walnut Cottage, The Laurels, Old Bakery .
- ❖ All historic buildings within the WHOLE parish
- ❖ None.
- ❖ all of the old buildings that keep this village as it is, interesting and historical
- ❖ all the old, historic homes in Weston Turville
- ❖ Walnut cottage
- ❖ The Chequers inn, Church Lane
- ❖ continuation of Listed buildings status where currently applicable
- ❖ Walton Place council house estate built in 1949. An example of welfare state provision.
- ❖ 5 bells pub Vicarage
- ❖ ALL of them!
- ❖ All buildings of historic value to the village
- ❖ The older properties in general in Church Lane
- ❖ QUAKERS

4e. Thinking about your surrounding rural environment and public green spaces within the parish, which of the following would you like to see more of? Other

- ❖ Pond Farm bus shelter needs to be refurbished as it sits on the edge of an observation area
- ❖ More signs to point out areas of historical or biodiversity interest ie educate more to appreciate what we have that needs appreciation and protection
- ❖ Householders to trim hedges, bushes and trees alongsoide public rights of way
- ❖ cared for walkways and better signage
- ❖ More benches around the rec
- ❖ Kerb gutters need to be cleaned more regularly
- ❖ Nature reserves and wildlife refuges
- ❖ Provision of more off-road areas to walk
- ❖ Ponds
- ❖ Positive managment of all current green spaces within the WHOLE parish
- ❖ Clear village gutters of grass and weeds
- ❖ replacement of Rowen tree opposite my home which had to be taken down because it`s branches had become unsafe and showed signs of rot
- ❖ replacement of Rowen tree opposite my home which was taken down because it had become unsafe
- ❖ Cyclepaths, no UKIP shop (very offensive)
- ❖ OFF ROAD cycle paths
- ❖ Pond Farm bus shelter is in desperate need of refurbishment as it sits on the edge of a conservation area of Brook end.
- ❖ Dog waste bins
- ❖ Benches
- ❖ These are well provided for already

**5b. Presently what forms of transport do you typically use on public roads within the parish?
Other**

- ❖ Occasional taxi
- ❖ We would cycle more if safer for children. We walk a lot but have to have high vigilance for safety

5c. If you rarely or never use public transport, please give your reasons.

- ❖ Not convenient time or bus stops
- ❖ Nearly a mile to bus stop which only goes to Wendover/ Aylesbury. e.g. cannot get to Stoke Mandeville Hospital. Own cars
- ❖ All the time I can drive I will. It allows me freedom of choice
- ❖ Ease of using car for my interests/ hobbies makes public transport a no goer
- ❖ Own car
- ❖ Convenience of the car
- ❖ No service meeting needs
- ❖ More convenient to use car or walk
- ❖ I drive, my son uses the bus daily to go to school
- ❖ Own transport
- ❖ No need to
- ❖ No idea of bus schedule
- ❖ I have a car
- ❖ Either walk or use the car
- ❖ No need to use car to Wendover Station. No good local food shop
- ❖ Buses infrequent, do not seem to run at night, plus expensive
- ❖ Own car is more convenient and always available
- ❖ No bus to where I work
- ❖ When unable to drive due to my age I would like a bus stop at the junction of the Church Lane and Worlds End
- ❖ Only goes to Aylesbury town centre, a place I don't like and finished early
- ❖ Routes do not coincide with journeys I wish to make e.g. Weston Turville to Stoke Mandeville Hospital
- ❖ Less than reliable and too expensive
- ❖ Last bus from Wendover Station is 6.15pm. Times unsuitable for journeys we need to make
- ❖ Last bus from Wendover Station is 6.15 pm. Times unsuitable for journeys we need to make
- ❖ Have own transport, but if the buses ran from the shops to Aylesbury would use more often
- ❖ Bus stops at the other end (Marroway) and is too far away for residents of Walton Place (New Road/ Brook End)
- ❖ Know nothing about it
- ❖ Unable to walk to bus stop
- ❖ When the vehicle is in use (or in service) public transport is used.
- ❖ Infrequent services (despite the rubbish planning applications contain) but imminent transport to secondary school will change this answer for our household to daily from sept 17
- ❖ Flexibility of car

- ❖ Inconvenient times and not enough of it
- ❖ Inflexibility, limited destinations- service to Tring/ Tring Station needed
- ❖ We have a car
- ❖ I need to travel to places with equipment
- ❖ I need to travel to places with equipment
- ❖ Use of motor car and mainly because a long walk to Worlds End to catch the bus
- ❖ lack of need, times and stops don't suit, busy lifestyle, have a car, have a family, use taxi or car to get to train ... by public transport you mean bus?! where to and why? i can walk everywhere within the village, or cycle to rugby club or other nearby places, even walk or cycle into wendover. i drive or taxi to train station. i drive into aylesbury or otehr further afield destinations
- ❖ Too expensive
- ❖ Like car as public transport does not run at convenient times for my needs
- ❖ Use car instead
- ❖ Car ownership, more flexibility and independence
- ❖ Need the car for work; no railway station in the village.
- ❖ Mainly because timewise, it is more convenient to use the car plus if I have heavy shopping to carry
- ❖ I have legs, a bicycle and a car which currently meet all my transport needs. However, public transport is essential for those that are unable to use one or more of these.
- ❖ (1) Inflexibility (2) Limited direct destinations e.g. a direct service through the village to Tring/Tring Station so avoiding a bus into Aylesbury and change at bus station.
- ❖ To be honest the car is more convenient.
- ❖ I have a car and 2 kids
- ❖ Inconvenient - own a car.
- ❖ Distance from Brook end/New Road to Chandos Bus stop
- ❖ Inconvenient, irregular and long journey times.
- ❖ Nowhere within the parish, per last question requires use of public transport
- ❖ Like freedom of own vehicle
- ❖ not convenient
- ❖ buses are infrequent and don't continue in the evening.
- ❖ Prefer to walk/use car.
- ❖ Use a car as am not organised enough to use public transport although I do car share whenever I can
- ❖ Neither routes nor times are convenient.
- ❖ I am still able to drive and prefer the convenience of using my own car.
- ❖ Because the nearest bus stop is at the other end of the village and a long walk, particularly during wet weather
- ❖ Car is easier
- ❖ because it is more convenient to use my car
- ❖ because I cannot carry heavy bags from bus stop to my home. If it's raining I don't want to get wet. My car is more convenient for now
- ❖ I use my own car or walk
- ❖ because I can't manage the walk home from the bus stops with heavy shopping
- ❖ No need as I have a car
- ❖ Have the use of a car, or can walk locally.
- ❖ We have a car!
- ❖ No need.

- ❖ Where we go is not on bus routes. Might consider using them to go into town.
- ❖ Not available for the route I am taking.
- ❖ Because in some of the areas that I would need to use public transport It doesn't exist. And it would take me hours of travel by public transport see to the care of my very elderly mother.
- ❖ We are normally too busy to have to wait for a bus
- ❖ We are able to use own cars or bikes, which are more convenient.
- ❖ Not needed.
- ❖ Because I live outside the village and drive into work at the school. Parents drive, walk or cycle when dropping children off and I haven't heard of any using public transport, although I do know that secondary school children take the bus to school.
- ❖ because we have a car
- ❖ Mobility problems. Usually get lifts from family or friends.
- ❖ Not enough service, high costs and not convenient.
- ❖ Usually cycle during day Public transport not available late evening
- ❖ convenience and cost
- ❖ Prefer to use the car as the bus service at this end of the village is virtually non existent
- ❖ Not convenient. Use train but pick it up at Berkhamsted
- ❖ Use own car as more convenient
- ❖ It does not fulfill my needs
- ❖ I have a car and a bike
- ❖ lack of regular timetabling plus cost. Took a two adult trip from Weston Turville to Aylesbury town centre on the bus, it cost more than a taxi home!
- ❖ Does not go anywhere I want to go at the times I want to go.
- ❖ Bus stop at other end of village, too far for limited walking ability.
- ❖ Does not suit my needs for getting to work, doctors' surgery , dentist or hospital
- ❖ Have car and children; buses perceived as too slow/unreliable
- ❖ inconvenient times and destinations. High cost and the amount of time it takes to get things done.
- ❖ Inconvenient and impractical. No routes going to where I need to go when I need to go
- ❖ I use the car or cycle or walk
- ❖ Inconvenient, inaccessible and expensive; for example, does not conveniently link village to railway.
- ❖ Not convenient enough, not enough services, expensive. There should be a regular service from Weston Turville to Stoke Mandeville station
- ❖ not convenient times
- ❖ At the moment I drive a car but as I get older public transport will become very important to me.
- ❖ Too far to bus stop and lack of direct routings which do not take for ever to get from A to B
- ❖ Because we walk around the parish, and our work takes us out of the parish, however some of our relatives rely on public transport when visiting us.
- ❖ AVAILABILITY AT SUITABLE TIMES
- ❖ Destinations rarely on bus route. Timing not practical Usually carrying loads unsuitable for a bus
- ❖ Sometimes it's quicker to walk to Aylesbury than be on the bus.

5d. Are you concerned about any of the following when travelling in and around the parish?

Speed of traffic. Please say where, and approximately when this is

- ❖ Brook End, New Road, Marroways
- ❖ Worlds End Lane- All Day
- ❖ Brook End
- ❖ Church Lane
- ❖ Wendover Road
- ❖ Brook End. Daily speeding
- ❖ on A413 between Stoke Mandeville and Marroway
- ❖ Wendover Road
- ❖ Main St- all the time
- ❖ Through village
- ❖ Main Road. Anytime
- ❖ A413 Top of Marroway- constant
- ❖ Marroway
- ❖ Along main road and by traffic claming
- ❖ All areas of the village. Anytime
- ❖ Worlds End Lane any time of day. Little or no notice is taken of the 40-30mph limits
- ❖ Marroway, Worlds End Lane, Main Street
- ❖ Marroway
- ❖ Everywhere- rush hour
- ❖ New Road and Worlds End Lane, Anytime
- ❖ School Lane
- ❖ Marroway- day time
- ❖ Marroway
- ❖ Main St- out of rush hour
- ❖ Main St/ Wend Lane
- ❖ Along Main St and Marroway
- ❖ Main St- Worlds End Lane throughtout the day.
- ❖ Wendover Rd
- ❖ Worlds End Lane
- ❖ All the time
- ❖ Along Main St
- ❖ Worlds End, Marroway- Peak Times
- ❖ Main Street, am & pm school drop off/pick up times
- ❖ Main St- Brookend
- ❖ a413
- ❖ Worlds End Lane- Always
- ❖ New Road- rush hour and early morning 7-8 am, Weston Road to Aston Clinton anytime
- ❖ Worlds End Lane in general
- ❖ Worlds End Lane. All the time

- ❖ Main St, Church Lane
- ❖ At all times
- ❖ Aston Clinton Road
- ❖ Main St
- ❖ Brook End- morning and afternoon
- ❖ Speed limits ignored especially on New Road
- ❖ Main St, rush hour
- ❖ Main St, rush hours
- ❖ coming into Brook End from Aston Clinton
- ❖ Worlds End Lane, most local roads
- ❖ Coming through the village at peak times
- ❖ New Road/ Main St everyday
- ❖ Brook End and Weston Road
- ❖ Main St everyday
- ❖ Brook end both directions all hours of day and night. Besides general safety of all road users there are often children on horses here and it is terrifying to think of what could happen
- ❖ Brook End
- ❖ Main Street, New Road, Worlds End Lane am -pm and evening
- ❖ New Road, Brook End, Main St, Worlds End Lane
- ❖ All th time and everywhere
- ❖ Main St any time
- ❖ Church Lane at al times
- ❖ Church Lane, rush hour
- ❖ Marroway
- ❖ Worlds End Lane 30 limit
- ❖ Worlds End- Daily
- ❖ Worlds End Lane all the time
- ❖ On A413 Wendover Road
- ❖ Wendover Road
- ❖ young drivers, male, speeding
- ❖ Main St
- ❖ Main Street, New Road, Rush Hour
- ❖ Main Street traffic claming areas
- ❖ Marroway/ Main Street
- ❖ Along Main Street outside of rush hour
- ❖ Main Street
- ❖ Worlds End Lane, Main Street, School Lane am and pm
- ❖ New Road
- ❖ Any of the 'through routes' running through the village.
- ❖ Main Street, any time of day; World's End Lane ditto.
- ❖ Worlds End Lane mainly during the day

- ❖ Not generally a problem apart from occasional abuses of the speed limit in Worlds End Lane.
- ❖ Church Lane & Worlds End Lane at all times
- ❖ Main St, in evenings & night
- ❖ Mid-evening in Worlds End Lane, Main Street, Bates Lane & New Road
- ❖ Worlds End Lane in Particular at all times.
- ❖ new road in the mornings
- ❖ Brook End. Early morning and late afternoon.
- ❖ Mini Round about when the rush hour traffic has eased- evenings and week ends
- ❖ Brook End. Early morning and late afternoon.
- ❖ Marroway, most of the day
- ❖ Main Street/Marrowway
- ❖ Marroway/Main Street
- ❖ accelerating around the speed calming! and coming into the village along Worlds End Lane
- ❖ Main Street in the village, all day.
- ❖ Marroway, worlds end lane, new road at all times of the day when the volume of traffic doesn't inhibit it
- ❖ Main Street - at all times
- ❖ Wendover Road, Weston Turville
- ❖ All times
- ❖ Main Street, World's End Lane, Marrowway, New Road, Bates Lane, Church Lane
- ❖ Worlds end Lane - rush hour
- ❖ Marroway, New Road, Worlds End Lane
- ❖ Along Main Street, Worlds End Lane, New Road, and also the "rat-run" along Bates Lane and Church Lane into Worlds End Lane
- ❖ Evening after rush 'hour' has past because traffic calming has little effect
- ❖ speed in worlds end lane and the fact that people do not realise there is a roundabout at the junction of marrowway/main street/worlds end lane and often come straight across from main street to marrow or vice versa without stopping
- ❖ Constant speed limit breakers on Worlds End Lane coming in and leaving
- ❖ Bend on New Road by Walton Place. Main Street
- ❖ On Main Street, especially at night and outside of peak times
- ❖ New Road bend near entrance to Walton Place and Main Street
- ❖ Marroway
- ❖ Any road that leads into the village and Marroway & Main Street in particular
- ❖ Church lane, bates lane, Main Street. The village is used as a rat run to avoid tring road congestion. Cars speed up church lane for the type of road. The traffic calming in Main Street just leads to drivers trying to beat the car coming the other way. My son was run off the road onto the pavement by a driver who didn't want to give him room.
- ❖ Marroway, all day but more so, early morning and evening
- ❖ Worlds End Lane
- ❖ New road to Tring Road. And traffic exiting and entering the village on this road rushing to get past the parked cars our side the houses. Many of these cars parked so that it is impossible to have clear vision of oncoming traffic when exiting the village.

- ❖ Church lane is used as a rat run, and only speeding through it would save the motorists 30 seconds. Have nearly be run over several times where the pavement runs out.
- ❖ main road
- ❖ Main street, Marroway, Worlds End Lane
- ❖ Main Street and World's End Lane
- ❖ Main Street
- ❖ Church Lane, Bates Lane
- ❖ Marroway, Main St, Brookend - Principally rush hours but also throughout the day on weekdays.
- ❖ Along Church Lane. Along Bates Lane. at varying times
- ❖ Marroway all day, Main St in rush hour
- ❖ Traffic too fast on road entering the village, the calming traffic system in Main street is not effective, increasing pollution and aggressivity of drivers.
- ❖ worlds end lane all times of day. (Buses, Lorries...)
- ❖ Marroway, Main Street, Brookend, Weston Road all day
- ❖ ALL of the time !
- ❖ Brook End, cars travelling from Aston Clinton
- ❖ Main Street especially the roundabout near to the shops can be dangerous at peak times. Also the traffic calming close to The Five Bells has created a chicken run at peak times.
- ❖ Marroway - Speed and manner of driving
- ❖ Wendover Road, marroway/Main Street and worlds end lane
- ❖ Church Lane is very dangerous due to speed and having a bad impact on my children and their ability to be independent. We need speed bumps urgently. Main Street is also very dangerous due to speed and aggression from drivers.
- ❖ All main roads particularly new road
- ❖ THE traffic calming on main street doesnt calm - it encourages speeding between the pinch points. also the speed coming in via new road from the holiday inn is too high - a speed bump at the 30 mph sign would drop it down much quicker.
- ❖ School Lane
- ❖ on the surrounding approach roads, Marroway, Worlds End Lane and thorough the traffic calming measures within the village.
- ❖ New Road - total length from Main Street to Derestricted signs, speedsw well in excess of 40-50mph regularly witnessed.
- ❖ New Road and Main Street every day. Walton Place during school run periods like a race track.
- ❖ Main Street, Brook End, New Road and The Marroway
- ❖ Worlds End Lane, rush hour
- ❖ the whole village
- ❖ Worlds End Lane at all times of day and night
- ❖ main st
- ❖ it has become most all the day but especially rush hours.
- ❖ Speed of traffic in Main Street is is often well over the limit, traffic calming measures do not work effectively. Traffic congestion in Main Street during rush hour must me addressed and reduced. We have become a rat run since upgrade of Tring Road
- ❖ Main Road and sometimes in Church Lane

- ❖ New road
- ❖ brook end
- ❖ WORLDS END LANE. All Day long. Previous complaints have not resulted in solutions. Put in Cameras
- ❖ Worlds End Lane - at all times of the day. The Main Street - at all times of the day.
- ❖ Marrow way/Main St/Brook End - Worlds End Lane - East end of New Road
- ❖ Congestion

Volume of traffic. Please say where and when this is.

- ❖ Brook End, Rush hours and school times
- ❖ Worlds End Lane All Day- Generation of traffic now starts at 6am
- ❖ Main St and New Road/ A41
- ❖ Main Street during afternoons
- ❖ Wendover Road
- ❖ Increasing every week
- ❖ Main St- rush hour particularly
- ❖ Throgh village
- ❖ Main Road. Anytime
- ❖ A413 top of Marrowway constant
- ❖ Centre of Weston Turville
- ❖ Main St 8am-9am and 3pm to 5pm
- ❖ Marrowway, Worlds End Lane, Main St
- ❖ Marrowway
- ❖ All day, lenght of village
- ❖ Marrowway- day time
- ❖ Main St
- ❖ Man St- constantly
- ❖ A413 to Aylesbury most of the day
- ❖ Main Street, Worlds End Lane. Throughout the Day
- ❖ Marrowway- Main St- Brook End
- ❖ Wendover Road
- ❖ World End Lane
- ❖ All the time
- ❖ Along Main St
- ❖ everywhere, particularly morning and evening
- ❖ Main Street/ Marrow Hall. Rush Hour
- ❖ Rush hours during the week along Worlds End Lane
- ❖ Main St
- ❖ Daytime, bypassing Aylesbury
- ❖ Aston Clinton Road
- ❖ Main St
- ❖ Through Main Street 7.30-830am, 5-6.15pm

- ❖ All the time
- ❖ All around and getting worse
- ❖ Main Street, rush hour
- ❖ Main Street- rush hours
- ❖ Coming into Brook End from Aston Clinton
- ❖ in to and out of Aylesbury, mornings and afternoons
- ❖ a413 7am to 9am, 3am to 6pm
- ❖ Main Street, everyday
- ❖ Hold ups getting past the chicane in Main Street, blocking access to Bates Lane. Evenings.
- ❖ Through Brook end all hours of day and night. Heavy goods vehicles also come through late at night and early mornings. Our house SHAKES and VIBRATES with the traffic movements
- ❖ Brook End
- ❖ Main St, New St, Worlds End Lane am-pm evening
- ❖ Brook End, Main St, New Road
- ❖ All the time and everywhere
- ❖ Main St anytime
- ❖ Church Lane at all times
- ❖ Church Lane, Rush hour
- ❖ Marroway and Aylesbury to Wendover
- ❖ Marroway to Aston Clinton
- ❖ On routes into Aylesbury
- ❖ High St
- ❖ High St,
- ❖ Morning and Evenings
- ❖ Marroway
- ❖ Through village Marroway
- ❖ Village and Wendover Road
- ❖ a.m. particularly
- ❖ everywhere... along the main street, as a rat run, even down church lane as a rat run. particularly down school lane due to width of road, no pavements and cars parked.
- ❖ Main St
- ❖ Rush hour mornings and afternoons is horrendous throughout Weston Turville
- ❖ Main Street, New Road, Rush Hour
- ❖ Marroway/ Main Street
- ❖ Main Street traffic is gridlocked
- ❖ New Road
- ❖ Main Street
- ❖ A41,A43 most of the time
- ❖ New Road and Main St and Weston Road
- ❖ Mainly week days.
- ❖ Main Street at rush hour (which lasts quite a long time these days).

- ❖ Main Street & Worlds End Lane
- ❖ Main Street, doesn't help that signs are missing to indicate right of way
- ❖ Main street is inevitably used as a rat run but the existing traffic calming measures alleviate this.
- ❖ Main Street, Bates Lane, Church Lane at peak hours morning and evening. Bates Lane/Church Lane has become a "rat-run" to avoid so called traffic calming measures in Main Street. Urgent need to review Main Street and replace traffic islands with speed humps. Reduce speed limit throughout village to 20 mph and with average speed cameras around the village to enforce. Remove all white lines so motorists have to take more care in driving
- ❖ Main Street during rush hours - removing chicanes would encourage considerably more traffic and greater speeds.
- ❖ Marroway, Mainstreet, Worlds End Lane, Brookend , New Road, A413, A41 particularly morning and evening.
- ❖ main street mornings
- ❖ Brook End. Morning and afternoon rush hours.
- ❖ Rush hour and school pick up/drop off times
- ❖ Brook End. Early morning and late afternoon.
- ❖ Marroway, most of the day
- ❖ Main Street/Marroway
- ❖ Marroway/Main Street
- ❖ main street particularly in morning rush hour
- ❖ Main street in the village, all day.
- ❖ Same as previous question and Main Street and Brook End. All modes of transport use it as a thoroughfare
- ❖ Main Street - morning and end of school
- ❖ Increasing all the time, village is at a standstill at peak travel times, commuting and school
- ❖ Rush hour & School times
- ❖ Heavy vehicles using WT as a rat run from the A413 to the A41
- ❖ main road - rush hour/school run
- ❖ Marroway, New Road, Worlds End Lane, Church Lane
- ❖ Main Street during the rush hour
- ❖ Morning & evening rush 'hours'
- ❖ the amount of traffic using marroway and main street as a rat run
- ❖ Main Street
- ❖ Main Street traffic is often so heavy leaving the house takes a long time
- ❖ at peak times in Main Street
- ❖ Main Street - particularly at peak times/ school opening/ closing etc
- ❖ Church lane, Main Street.
- ❖ Not at present, but if Hampden Fields goes ahead it will impact on Marroway.
- ❖ Main Street in rush hours and school run time
- ❖ Using the village as a rat run. Main Street.
- ❖ main road

- ❖ Main street
- ❖ Main Street
- ❖ Rush hours - the existing chicanes in Main Street exacerbate the problem rather than help, at those times
- ❖ Main Street
- ❖ Main Street
- ❖ Main St - School start, finish and lunchtimes.
- ❖ Bates Lane. Church Lane. During peak traffic hours
- ❖ Marroway & Main St
- ❖ Bates Lane/ Main Street junction
- ❖ Many commuters using Weston Turville as bypass between A41 and A413. Hence too many locals using cars for school runs as walking and cycling too dangerous.
- ❖ Main Street, Rush hours
- ❖ Marroway, Main Street, Brookend, Weston Road all day
- ❖ ALL of the time !
- ❖ The 'rat run' through the village
- ❖ Along main street and Marroway as the village is linking the A40 to A41
- ❖ Marroway
- ❖ Rat running through village, all roads into/out of Aylesbury in peak hours
- ❖ Main Street is utter madness at peak times and therefore has a bad impact on the side roads, ie Bates Lane and Church Lane when drivers try to escape the hold ups and at speed
- ❖ All main roads peak times particularly evening
- ❖ main street is very heavy and then there is overflow into church lane
- ❖ Marrow way
- ❖ Weston Turville has always been used as a 'rat run' between the A41 and the A413. This has got a lot worse since the introduction of the traffic lights on the A41, which I understand are due to increase in number with the Woodlands development, which in turn will encourage more people to travel through the village.
- ❖ Early mornings along Main Street
- ❖ Rush our periods A41, A413, A418. Main Street, New Road.
- ❖ Main Street at 8a.m. and 6 p.m.
- ❖ Worlds End Lane, rush hour
- ❖ whole village
- ❖ Rush hours during the week along Worlds End Lane
- ❖ main st
- ❖ YES, WESTON TURVILLE HAS BECOME THE COMMUTER QUICK BETWEEN A41 AND A413
- ❖ rush hours. New Road, Marrow Way, Aston Clinton road into the villiage
- ❖ Main Street during rush hour is unacceptable, and is destroying the village
- ❖ Main Street morning and evening rush hours
- ❖ New Road has had a large increase in traffic since the opening of the A41 dual carriageway
- ❖ Main street during "rush hours". Likewise New Road

- ❖ Congestion through the chicanes in Weston Turville at rush hours
- ❖ During the rush hours Main Street becomes almost gridlocked, due to the traffic calming islands
- ❖ Main Street and Marroway RAT RUN which spreads into Worlds End Lane etc. Ban all lorries except for proven local deliveries.
- ❖ Unable to leave Hampden Hall in the rush hour until someone lets us out on the Wendover Road
- ❖ The traffic islands down the main street really show the volume of traffic in the parish at rush hours, as they trap the traffic.
- ❖ SCHOOL TIMES, ALL DAY THROUGH MARROWAY
- ❖ Marrow Way/Main St/Brook End - Rush hour rat run
- ❖ During rush hours on Wendover Road and Marroway
- ❖ Too many cars travelling at snail pace before 9:30 am and after 16:00

School run traffic. Please say where and when this is.

- ❖ 3-4pm, everywhere
- ❖ 8am-9am, 3pm-4pm
- ❖ Again, Main street is an area of congestion
- ❖ All around the parish
- ❖ ALL of the time there will be TRAFFIC !
- ❖ All the time
- ❖ All the time and everywhere
- ❖ Along Main St
- ❖ Along the Wendover Road, Bedgrove and through Weston Turville
- ❖ am/pm
- ❖ Around the primary school, not enough is done to encourage walking to school when the majority live within a mile
- ❖ Around the school during school times
- ❖ As before
- ❖ Aston Clinton Road
- ❖ At school run times
- ❖ Bates Lane/Church Lane has become a short cut to get to John Colet School
- ❖ Brook End, Main St, New Road
- ❖ Cannot cross the road or leave on drive during school run time
- ❖ Church Lane morning
- ❖ everywhere between Weston Turville and Aylesbury
- ❖ In centre of village at school times
- ❖ In my day, we always walked or cycled to school and I believe a large proportion of school children could and should still do so.
- ❖ It causes a bottleneck in Main Street.
- ❖ Main high street
- ❖ main road - school run times
- ❖ Main Road. Anytime

- ❖ Main St
- ❖ Main St
- ❖ Main St
- ❖ Main St
- ❖ Main St anytime
- ❖ Main st, due to the traffic calming measures, from 8am to 9am
- ❖ Main St, everyday
- ❖ Main St. Mornings
- ❖ Main Street
- ❖ Main Street - School start, finish & lunch times
- ❖ Main Street 8am to 9am and 3pm to 5pm
- ❖ Main Street am and pm
- ❖ Main Street and Marroway
- ❖ Main Street and School approach. Dropping off/picking up children.
- ❖ Main Street before and after school
- ❖ main street in morning
- ❖ Main street is a problem area
- ❖ Main Street, am & pm school drop off/pick up times
- ❖ Main Street, sign missing to indicate right of way and cars often chance driving through
- ❖ Mainstreet, Marroway, Worlds End Lane, Brookend, New Road, A413, A41
- ❖ Marroway Main St- Brook End
- ❖ Marroway, Main Street, Brookend, Weston Road all day
- ❖ Marroway, Worlds End Lane
- ❖ Marroway/ Main Street
- ❖ Marroway/Main Street
- ❖ New Road and Main St
- ❖ On routes into Aylesbury
- ❖ Poor driving of those turning into and out of Walton Place on way to park in Walton Place.
- ❖ School Approach
- ❖ school traffic on main street
- ❖ See previous.
- ❖ Some of the cars entering Walton Place, from New Road, especially if they are late for school do so too fast and with little regard for other cars or pedestrians
- ❖ THE MAIN ROAD IN WESTON TURVILLE HAS BECOME UNSAFE AND POOR MAINTENANCE OF THE ROAD
- ❖ The traffic often queues back past plough orchards up to the traffic calming
- ❖ This contributes to the volume of the traffic in Main Street

- ❖ Traffic at school time- most children living locally walk/ bus to school but will change if catchment expands
- ❖ Vehicles park in Walton Place on verges and on pavements when leaving and collecting children, damaging both
- ❖ vehicles parking on pavements and verges despite bigger car park
- ❖ Volume through village
- ❖ Walton place
- ❖ Walton Place every school day
- ❖ Walton Place every school day
- ❖ Walton Place/New Rd/Main St
- ❖ We have to drive to school in the village as walking along many streets is dangerous and crossing Main Street is awful . If this was addressed less people would drive their children to school.
- ❖ Wendover Road
- ❖ Wendover Road into Aylesbury
- ❖ Worlds End Lane
- ❖ x2 a day. Main St
- ❖ Yes but this is a consequence of commuters traffic and lack of safe alternatives such as pavements and cycle paths and a much needed zebra crossing on Main street.

Narrowness/ lack of pavements. Please say where and when this is.

- ❖ All over difficult to travel on a Mobility scooter on VERY BADLY MAINTAINED OR NON EXISTANT FOOTPATHS
- ❖ All the time
- ❖ Along the road near the Chequers it is quite tricky walking the children to the church.
- ❖ Bates Lane/ Church Lane
- ❖ because of overhanging hedges etc. Pavement needed along New Road
- ❖ Brook End pavement on one side, street lights on othr, traffic too fast for a safe crossing
- ❖ Church and School Lane
- ❖ Church Lane and School Lane
- ❖ Church Lane at top end between WELane and William Burt Close. Hedge so wide almost impassible in footpath.
- ❖ Church Lane has no pavement near the Chequers and cars travel at speed there
- ❖ Church lane in particular as it has got busier is quite dangerous to walk on at certain times. probably wouldnt fit a path - but less traffic would help
- ❖ Church lane in particular as it has got busier is quite dangerous to walk on at certain times. probably wouldnt fit a path - but less traffic would help
- ❖ Church Lane- Main St only on 1 side
- ❖ Dangerous

- ❖ everywhere
- ❖ from the wendover road along Marrowway into Weston Turville is very narrow, poorly lit and has an uneven pathway. Very dangerous.
- ❖ Generally for us but particularly when meeting other people coming the other way.
- ❖ Generally this is due to hedging encroaching
- ❖ grass/weeds have grown over edges, narrowing the paths many being uneven with bad surfaces and badly patched
- ❖ Have to cross busy Brook End pavement.....
- ❖ Having narrow roads and no pavements is part of the village character. The problem is the volume and speed of traffic. Widening roads would encourage speed and turn some beautiful lanes into main roads
- ❖ HEAVY VEHICLES ARE COMING THROUGH, SO NOT SAFE
- ❖ It is actually a good thing as it encourages most vehicles to drive responsibly and courteously in these areas.
- ❖ Lack of contiguous pavement in Church Lane and Church Walk
- ❖ Main St only on one side only
- ❖ Main Street
- ❖ Mainly the number of cars half-parked on the pavement. It must be a problem for buggies, wheelchairs etc
- ❖ Marrow road
- ❖ Marroway
- ❖ Marroway - should be a better cycle path
- ❖ Marroway from Chandos up to Travellers site
- ❖ Marroway, Worlds End Lane, Church Lane, New Road
- ❖ Marrows Way- Worlds End- Church Lane
- ❖ MMarroway, Main Street, Brookend, Weston Road all day
- ❖ Near the Chequers
- ❖ Needs to be maintained
- ❖ New Road
- ❖ New Road
- ❖ New Road and Halton Lane
- ❖ New Road Marroway School Lane Church Lane - particularly when out with daughter who uses a wheelchair
- ❖ New Road to Weston Turville Golf Club
- ❖ One side of Brook End, down school lane, along by Chequers inn, Five Bells
- ❖ particularly in School Lane, but also up Church Lane
- ❖ Parts of Church Lane
- ❖ Parts of school lane
- ❖ Parts of school lane, church lane, school approach
- ❖ Pavement is disgraceful state with cars parking across the road all day

- ❖ Pavements do not have a good enough draining system so when raining the adjacent traffic splashes bystanders and walkers. The lack of zebra crossing is not helping to calm traffic down.
- ❖ Pavements have become narrow where grass has been allowed to spread. Main Street and narrow because of unevenness and broken surface, (from Walton Place to School)
- ❖ Pavements mostly uneven in Main St
- ❖ places where the pavement ends on the main street
- ❖ Poor pavements on the road past the rugby club.
- ❖ School Lane
- ❖ School Lane, Church Lane
- ❖ School Lane, war memorial end
- ❖ School Lane/ Church Lane
- ❖ There needs to be a pavement from Mill Lane to the entrance to Wheelwrights
- ❖ Village
- ❖ Worlds End Lane, Marroway, road to Halton

Obstructions to visibility on roads and pavements. Please say where and when this is.

- ❖ (1) Yellow box required at Bates Lane / Main Street junction (2) Restricted visibility from Worlds End Lane to Wendover road due to low tree branches - keep tree but remove lower branches.
- ❖ All the time
- ❖ As described previously. Exiting the village by New Road trying to pass parked cars
- ❖ At bend in road at Brook End. First transport coming from Aston Clinton and view from traffic from shops
- ❖ Bates Lanw, where at any yime you can find at least one learner driving blocking the road
- ❖ Because of parkinf cannot see traffic coming from Aylesbury. V dangerous
- ❖ bend going from Walton Place into New Road
- ❖ Car parked on New Road
- ❖ Cars half on pavements, no use of garages. Too many cars for driveways. Several roads
- ❖ Cars parked on New Road just before the edge of the main village
- ❖ Cars parking on grass verges along Brook End which already has limited visibility, parked cars along New Rd, I've seen near misses of pedestrians with cars reversing out onto main road around parked vans. Cars exiting 6-12 New Rd often encounter cars on wrong side of road
- ❖ Cars sometimes park on pavements on Main Road- hard to get by
- ❖ Cars/lorries for sale on grass verges on busy roads obstructing neighbours view to get in and out of properties
- ❖ cars/vans parked on Main Street
- ❖ Chandos roundabout
- ❖ Chandos Roundabout. Marroway through traffic frequently ignores roundabout
- ❖ Dangerous
- ❖ Extra lights needed
- ❖ General
- ❖ hedgerows on Marroway and New Rd often obscure signs

- ❖ hedges and verges can obstruct visibility especially down new road
- ❖ Junction of Bridleway and Church Lane due to parked cars and vans. Visibility from bridleway is dreadful and likely to cause an accident to us occupiers
- ❖ Leaving Bye Green into Brook End
- ❖ Leaving the village on new road has restricted visibility due to parked cars
- ❖ Main entrance to Hampden Hall estate, parking on road and low hanging trees creates obstruction that has already contributed towards a multi vehicle accident.
- ❖ Main St
- ❖ Mainly at the roundabout at the bottom of Worlds End Lane.
- ❖ Many road signs are obscured by hedges and trees.
- ❖ Marroway, Worlds End Lane, Church Lane, New Road. Morning and evening rush hours particularly but the traffic is busy throughout the day
- ❖ New Road, Worlds End Lane, Bates Lane
- ❖ Parked cars - New Road
- ❖ Parking of vans on grass verges e.g.Wendover Road
- ❖ Parking School Lane
- ❖ Particularly cars parked fully over the pavement on New Road.
- ❖ pavement on Marroway and pavement on Main street on opposite side to the Chandos
- ❖ Paving to the rugby club, and bad paving upto Stoke Mandeville
- ❖ Poorly maintained hedgerows on Halton to tring road
- ❖ See previous.
- ❖ Sightline from Marroway into World End Lane at mini-roundabout.
- ❖ Some over growing hedges blocking clear vision at junctions
- ❖ Street lighting- Bakers Walk is abysmal. It is not fit for purpose
- ❖ Street lighting is poor and traffic calming measures too when damaged
- ❖ T junction from Bates Lane into Church Lane. Cannot see STOP sign clearly due to trees
- ❖ THE AMOUNT OF CONSTRUCTION LORRIES IN THE VILLAGE IS APPALLING
- ❖ The first bend on New Road on leaving Main St
- ❖ The first bend on New Road on leaving Main Street due to parked cars on the near side of the road. ie the inside of the bend.
- ❖ the traffic calming on main street is very dangerous as if you are in a line of traffic you cannot see if anything is coming the other way. Often people take unsafe risks to get through.
- ❖ the turning out of school lane into church lane.
- ❖ The visibility at the School Lane to Worlds End Lane junction can be very restricted when there are many cars parked near the chapel.
- ❖ thru the curves on Brook End, around parked cars on New Road
- ❖ Usually due to contractors vehicles parked on pavements.
- ❖ War memorial junction when chapel in use - parked cars
- ❖ Wendover Rd
- ❖ Wheelwrights-cars park half on pavements
- ❖ World's End Lane in Winter
- ❖ Zebra crossing replacement of calming traffic system on Main street would slow down traffic. Some visibility issues around corners and especially around Chandos Arms.

Lack of safe places to cross the road. Please say where and when this is.

- ❖ A complete review is required
- ❖ All over the parish especially on the Wendover Road at all times ... asked for a safe crossing between the Marroway & The BYPASS and told no.
- ❖ Although it depends on time of day to volume/ speed of traffic
- ❖ Any of the roads during rush hour trying to get children to school or encouraging walking activities
- ❖ Approaching the Schools on Main St
- ❖ Aston Clinton Road
- ❖ Aylesbury Road
- ❖ Aylesbury Road/Wendover Road when accessing Station Road any time of the day or night.
- ❖ brook end and main street
- ❖ Brook end, New rd, all the places children attempt to cross to get to school, plus the crossing at top of Bates Lane can be terrifying as cars race to get through the traffic calming
- ❖ By shops
- ❖ Chandos Corner and Wendover road at the top of Marroway
- ❖ Chruch Lane, New Road. All day and night
- ❖ Crossing A413 at Stoke Mandeville
- ❖ During school times
- ❖ Entrances to the village from Tring Road, Aston Clinto, Wendover Road (Worlds End Lane and marrow Way
- ❖ even traffic calming on Main Road is not safe place to cross
- ❖ From the Bus shelter to the shops
- ❖ Main Road
- ❖ Main Road- due to speeding drivers
- ❖ Main Road, all day
- ❖ Main St near shops
- ❖ Main St, Brook End
- ❖ Main St. Worlds End Lane
- ❖ Main Street
- ❖ Main Street
- ❖ main street - opposite the 5 bells / school and also the shops
- ❖ main street - opposite the 5 bells / school and also the shops
- ❖ Main Street at school drop off/collection times.
- ❖ Main street can be awkward during rush hours
- ❖ main street most times
- ❖ Main Street, Brook End, Worlds End Lane
- ❖ Main street, morning, motorists trying to beat traffic going through the shacains
- ❖ Marroway- A41 Roundabout to 5 Bells
- ❖ Marroway, Main Street, Brookend, Weston Road all day
- ❖ Near the rugby club

- ❖ No pedestrian crossing to village shops.
- ❖ Opposite shops
- ❖ Particularly on Main Street.
- ❖ Road past rugby club because of volume and speed of traffic
- ❖ School could do with a crossing on Main Road
- ❖ See all previous comment. My fear is that a crossing on Main Street will make bates lane and church lane even busier with speeding traffic when they avoid the new measures. We need all roads addressed for slowing down traffic
- ❖ The lack of zebra crossing on Main street.
- ❖ The traffic calming on main street should allow a place for people to cross but I have stopped at the one near Bates lane a couple of times to let people cross and then been overtaken by an impatient driver
- ❖ To the extent that traffic is often speeding in Main Street, there are no safe crossings
- ❖ Wendover Rd
- ❖ Wendover Road at any time
- ❖ Wendover road, particularly for school children who use the bus
- ❖ When crossing Brook End into the road that passes Babbling Brook
- ❖ When dark, around whole of parish

Large vans and lorries passing through the parish. Please say when and where this is.

- ❖ Main St and Marroway- This is reaching crisis level and planned housing of development will only exacerbate an appalling situation. Speed restriction/ weight restriction vital
- ❖ Extremely Large
- ❖ Far too many HGV's now using Brook End
- ❖ Wendover Road
- ❖ Usually at high speed
- ❖ Main St
- ❖ Main Road due to speedy drivers, especially Dayla and Knowhow Trucks going to the tip
- ❖ Main St at any time
- ❖ Main St
- ❖ Brook End, New Road, Marroway
- ❖ All day long. All roads
- ❖ They should not be allowed
- ❖ Generally in parish. Particularly, Marroway
- ❖ New Road. Main St
- ❖ Main St- constantly
- ❖ Main St
- ❖ Through village, all directions, every day
- ❖ Main St and New Road. All Day
- ❖ Marroway- Main St- Brook End
- ❖ Main Street

- ❖ All the time
- ❖ Along Main St
- ❖ All routes. All Day
- ❖ Main Street and Worlds End Lane
- ❖ Main Street
- ❖ Speed
- ❖ Aston Clinton Road
- ❖ Main St
- ❖ Large numbers use Main St and Brook End as a short cut
- ❖ All the time
- ❖ Main Road/ Marroway- A real problme at morning and evening peak hours
- ❖ Worlds End lane, New Road, Main St. Anytime of the day
- ❖ Worlds End Lane, New Road, Main St. Anytime of day
- ❖ Through village centre
- ❖ not sure they are delivering or have business in the parish
- ❖ New Road, Main Street and Brook End
- ❖ All main roads in and out of Weston Turville
- ❖ Main Street, everyday
- ❖ Along brook end all hours of day and night, new road and especially the roundabout as they regularly mount the curbs and take it at speed. I will not let my children cross anywhere near that roundabout
- ❖ Main St, Aston Clinton Rd, New Road, Church Lane, Worlds End Lane
- ❖ Brook End, Main Street, Marroway using a rat run to avoid lights on Tring Road
- ❖ Main Street- daytimes
- ❖ Generally
- ❖ Marroway
- ❖ Inappropriately large lorries through Weston Turville in early hours of the morning
- ❖ Inappropriately large construction lorries through Weston Turville in early hours of the morning
- ❖ Marroway
- ❖ Worlds End Lane
- ❖ Wendover Road/ Marroway
- ❖ but no more than the large amount of traffic in general, though often large lorries do come through, scrap teh bollards, and go down the narrow back roads, such as church lane and school lane.
- ❖ Very early morning Main St
- ❖ All the time
- ❖ Rush hour
- ❖ Along Main Street- HGV's which stray into the village
- ❖ Marroway/ Main Street
- ❖ Lorries use Main Street which is not designed for HGV's. There is considerable vibration to adjacent housing
- ❖ On New Road
- ❖ Main Street and New Street

- ❖ Main Street at anytime.
- ❖ A great increase in HGVs in the last few years along Main Street and to a lesser extent along World's End Lane. HGV restriction / ban is essential for the future, whether or not the 'Hampden Fields' Southern Link Road ever gets built.
- ❖ HGV's taking a short cut through our village
- ❖ Main Street
- ❖ Most drive responsibly but the lack of traffic calming along Worlds End Lane can lead to problems.
- ❖ Main Street
- ❖ The number of Vans and Lorries passing through the village is increasing all the time.
- ❖ everywhere all times
- ❖ Marroway, Main Street and Brook End. All day.
- ❖ No particular pattern
- ❖ Brook End, Main Street and Marroway. All day.
- ❖ Marroway, most of the day
- ❖ New Road/Main Street/Marroway
- ❖ Main street too narrow for large lorries
- ❖ Main Street/New Road. All day.
- ❖ Areas as before at various times of day
- ❖ Main Street, Marroway, Weston Road and New Road
- ❖ Rush hours and when they are speeding
- ❖ can be at any given time
- ❖ All hours, use it as rat run
- ❖ Through the village from New Road and Aston Clinton Road down Main Street and also down World's End Lane.
- ❖ Church lane - Fedex Van and large 4x4 narrowing the road.
- ❖ Almost everywhere in the village. The roads in the village were not constructed for heavy vehicles.
- ❖ Main Street, especially during rush hour
- ❖ Very much so - our house shakes!!
- ❖ Main Street - can be any time
- ❖ When the lorries travel at speed along Main Street our house shakes! The quantity seems to have increased in the 6 years we've lived here.
- ❖ too big and heavy , damage caused to surface
- ❖ Main Street - early mornings
- ❖ Often see large lorries cutting through the main route through the village.
- ❖ Main Street, Brook End, New Road and Marroway, the main routes through the village, anytime of the day
- ❖ Main street, marrow way, Worlds End lane
- ❖ main road
- ❖ ALL the time
- ❖ Main Street, opposite the shops
- ❖ Marroway, Main St, Brookend - all day weekdays.
- ❖ All roads in the parish

- ❖ Constant stream of van and lorries bypassing between A41 and A413. Too fast too aggressive.
- ❖ Main street, not safe or built for heavy vehicles
- ❖ Worlds End Lane, Main Street, New Road
- ❖ Marroway, Main Street, Brookend, Weston Road all day
- ❖ Dangerous
- ❖ Marroway, Main Street & Brook End, all the time
- ❖ Main Street, Marroway, Worlds End Lane and New Road
- ❖ Marroway
- ❖ Marroway / Main Street
- ❖ higher traffic density means a higher number of large trucks - not good for pollution or safety
- ❖ All over the village
- ❖ New Road - any time
- ❖ New Road, Main Street and Brook End. These roads are not designed for this type of vehicle.
- ❖ Main Street at any time of day
- ❖ Buses on Worlds End Lane too fast
- ❖ Occasional large lorries in main street, possibly following Satnav, clogging up the traffic calming system.
- ❖ Main St
- ❖ From the Marroway to Aston Clinton and New Road
- ❖ We have noted more Arla lorries using Main Street
- ❖ Main Street during the rush hours is the worst time
- ❖ Everywhere and most of the time
- ❖ down Main Street and Worlds End Lane often due to their speed.
- ❖ MANY HGVs PASS THROUGH THE VILLAGE DAILY
- ❖ Marrow Way/Main St/Brook End - Worlds End Lane no particular time, usually at inappropriate speeds
- ❖ Marroway and Main St. Unsuitable for lorries

Location of bus stops. Please say where and when this is.

- ❖ Not enough in Brook End
- ❖ No bus stop at shops
- ❖ Don't seem to be any bus stops for Aylesbury apart from near the Chandos
- ❖ Along Main St
- ❖ Non-existent at Shops
- ❖ When unable to drive due to my age I would like a bus stop at the junction of Church Lane and Worlds End Lane
- ❖ Not enough buses come by
- ❖ Lack of buses from shop end of village
- ❖ Move towards Brook End
- ❖ Too far away in Marroway from Brook End

- ❖ They seem to be located at one end of the village and full buses leave school children behind
- ❖ Only at far end of village by Chandos now
- ❖ None in Brook End
- ❖ Could be improved
- ❖ No buses at New Road End. Making it particularly hard for a lot of people particularly the elderly
- ❖ Bus stops in Worlds End Lane to be between Church Lane & School Lane
- ❖ Need buses to centre of village
- ❖ Aylesbury Service only served by Bus stops near Chandos. No link to Stoke Mandeville station
- ❖ What buses?????
- ❖ Marroway and Worlds End Lane
- ❖ As long as we have busses stopping at them which seems to be reducing.
- ❖ Lack of bus stops at Brook end end
- ❖ I would use the bus to Aylesbury if there were bus stops nearer my house. No stop on New road or the shops.
- ❖ Bus stop by shops would suit
- ❖ Not in particularly useful places for those in the east of the village.
- ❖ Single point bus stops located at the Marroway end of the village. Which does not serve the rest of the village very well.
- ❖ there aren't very many
- ❖ where are they?

Visibility at Road Junctions. Please say where and when this is.

- ❖ Not good
- ❖ School Lane. Barley Close junction
- ❖ New Road at Tring Road End
- ❖ B Lane
- ❖ Tring Road from New Road
- ❖ Small roundabout shops
- ❖ Brook end both directions. Please work to prevent on grass verge parking day or night as visibility is seriously reduced
- ❖ Roundabout at Chandos Arms
- ❖ in particular the junction of school lane and church lane and elm close and school lane
- ❖ School Lane/ Worlds End Lane
- ❖ Worlds End Lane and Marroway
- ❖ Worlds End Lane junction with School Lane when many cars are parked near the chapel.
- ❖ See answer to question 30
- ❖ Turning right onto Aston Clinton Road Nr Holiday Inn
- ❖ Marroway
- ❖ Main entrance of Hampden hall Estate

- ❖ The junction of Bates Lane and Church Lane. People who travel down Bates Lane often do not stop at the junction with the result of many near miss accidents.
- ❖ The roundabouts are not great - people should take more care but they tend not too
- ❖ from Walton Place into New Road
- ❖ Coming into the village from the Marroway it is difficult to see if there is a car approaching from Worlds End Lane at the mini roundabout and often cars don't stop to give way to the car on Worlds End Lane.
- ❖ from Walton Place to New Road
- ❖ The roundabout at The Chandos
- ❖ as above with mini roundabout at Marroway and Worlds End Lane
- ❖ Turning right into Tring rd from new rd ... The roundabouts removed & replaced by traffic lights for the benefit of arla, are not beneficial to many others, and cause jams and chaos
- ❖ Chandos roundabout
- ❖ The roundabout near the shops is really dangerous, no visibility and some driver don't even notice it's there.
- ❖ More lights needed through main streets
- ❖ Bye Green into Brook End at any time
- ❖ Chandos roundabout
- ❖ The mini roundabout at the end of Worlds End Lane, coming on to Main Street Opposite the Chandos pub, is an accident waiting to happen. People on the Marroway coming into the village often do not slow for traffic coming out of Worlds End Lane who have priority if there is nothing coming from the right.
- ❖ New Road onto Tring Road
- ❖ Brook End to Aston Clinton and New Road Roundabout
- ❖ junction of School Lane and West End Lane
- ❖ Walton place/New Road
- ❖ the roundabout at the end of New Road is poor, with car's coming from Aston Clinton not wanting to stop, also the roundabout at the top of Worlds End Lane is difficult.

Inadequate supply of off-road parking. Please say where and when this is.

- ❖ Cars parking across pavements all day. Because of car parking cannot see traffic coming from Aylesbury. Very dangerous
- ❖ Every newly proposed development
- ❖ All roads in village
- ❖ Almost everywhere
- ❖ All over village
- ❖ Doesn't apply at the moment- but will be a concern on any new developments as they never allow for this
- ❖ All the time
- ❖ School Lane, Bates Lane
- ❖ houses built with one parking space
- ❖ People just need to stop being lazy. Park appropriately and walk. More parking spaces doesn't equal better behaviour as we see by the school!
- ❖ Although this makes traffic in New Road slow down at Village End

- ❖ all over but particularly up school lane and church lane, but even recently car parking has been building up outside houses on worlds end lane.
- ❖ On New Road
- ❖ Mainly at the older parts of the village.
- ❖ Church Lane at junction of Bates Lane
- ❖ New road
- ❖ School Lane Church Lane and outside the shops
- ❖ Main Street, Worlds End Lane
- ❖ Hampden Hall Estate
- ❖ Church and Chapel
- ❖ Church Lane particularly. All vehicles parked on the road during the day and at night
- ❖ Most residential roads are clogged with cars parked on pavements
- ❖ Walton Place, each and every day and around School times
- ❖ If a car parks on Main Street that causes traffic problems. Also on West End there isn't enough parking for the pub now it has become more successful and residents are not able to park outside their house sometimes.
- ❖ Walton Place
- ❖ At the parade of shops in the village.
- ❖ Only in that developments haven't been designed with sufficient parking so on road parking is a problem
- ❖ Beyond the Chequers towards Bates Lane to the cul de sac at the end lots and lots of cars in the evening. Difficult to weave through.
- ❖ Many of the residential roads
- ❖ Everywhere around the village
- ❖ Parking should be adequately marked, some people park on pavements and grass edges especially on Walton Place estate which is used as a school drop-off regularly.
- ❖ By Chandos Arms
- ❖ School Lane
- ❖ Near shops
- ❖ As new road has got busier it causes issues towards the roundabout when there are lots of cars parked on the road.
- ❖ But, the parking is available but people are too lazy to access it if they can park outside the fronts of their houses.
- ❖ Hampden Hall
- ❖ I would say that Walton Place can be quite bad at times and there small green areas that could easily be given to parking.
- ❖ All roads
- ❖ New Road as referred to above.
- ❖ Good Question
- ❖ On New Rd, cars park on blind bends, which is dangerous
- ❖ hampden hall, most side roads, new road
- ❖ Cars parked in the Road on Halton Lane make it dangerous
- ❖ SE of Weston Turville e.g. Church lane & School Lane

Lack of cycle routes. Please say where and when this is.

- ❖ New Road
- ❖ Not working when shared with footpath
- ❖ Cyclists do not use the correct side of road making it dangerous for drivers
- ❖ Are there any cycle routes?
- ❖ Marroway dangerous for cyclists
- ❖ Everywhere
- ❖ Difficult I know but very necessary
- ❖ Decent linked cycle routes would benefit all, especially school children
- ❖ Marroway, New Road, Aston Clinton Road
- ❖ Worlds End Lane
- ❖ no but i do think it can be dangerous cycling in the village especially for our young sons, due to traffic levels, narrow roads, unclear speed signs, various visibility hazards etc.
- ❖ Whole village
- ❖ Generally around the village during the daytime.
- ❖ The pavement along the Marroway should be upgraded to a dual purpose pedestrian/cycle route.
- ❖ Marroway, Main Street, New Road, Aston Clinton Road all require dedicated cycle routes to connect to existing cycle routes. Worlds End Lane is a nice to have cycle route, but a marked cycle lane would be of benefit.
- ❖ New Road and Brook End
- ❖ all through the village roads are too narrow for cyclists
- ❖ Because I don't cycle so no knowledge
- ❖ All over
- ❖ WT to SM Station
- ❖ there are great cycle paths on the Wendover road, we just need to get to them safely
- ❖ Apart from the amber route, which runs straight down the A413 from Wendover to Aylesbury, there's no formal routes. Proper routes to follow, around the parish, would get families on their bikes.
- ❖ Very concerned. Cycling routes are non-existent in most of the parish and even the flagship route in Aston Clinton is useless due to cars parked on the kerb. I advise my children to cycle on the path and I will pay any fine because cycling on the roads is too dangerous.
- ❖ Where they exist are poorly designed. They are often parked over eg Bedgrove and lead nowhere eg stop before the town centre. Also there is no secure parking facilities for bikes. If a bike is left chained up in town it is quite likely that assessable parts will be stripped off. District Council pretends to be bike friendly but has not thought through the whole concept. Cycleways have to be useable and have a secured destination.
- ❖ Cyclists appear to avoid the cycle paths preferring to use the roads.
- ❖ new road
- ❖ Would like to have a cycle route into Aylesbury that was not along the Wendover Road
- ❖ Should be more generally and more 'away from roads' cycle routes
- ❖ Most areas in the village
- ❖ Whole parish
- ❖ Main street cycle paths are really not safe and should be better marked. Need of a cycle path along World's End both ways.
- ❖ Through the main streets to the holiday inn and both ends of the village

- ❖ All times, especially rush hour: New Road, Main street, Worlds End Lane. (Combined use of pavement would be OK)
- ❖ Marroway, Main Street, Brookend, Weston Road all day
- ❖ More needed
- ❖ Throughout village - no cycle lanes anywhere :(Road edges in woeful condition
- ❖ None in village or roads in/out of village
- ❖ A lot of secondary school children cycle to and from John Collet school and I think we should look at making this safer
- ❖ All roads leaving the village.
- ❖ There are no designated cycle routes
- ❖ Worlds End Lane
- ❖ Most of the roads are not really wide enough
- ❖ Village generally, might use cycle if I thought it was safe
- ❖ Should be better route to Stoke Mandeville station
- ❖ to wendover via halton, to aylesbury via new road
- ❖ there are no cycle routes in the parish.

HGV's parking at the side of the roads. Please say where and when this is.

- ❖ Varies mostly. Marroway
- ❖ By the shops
- ❖ In Layby A41
- ❖ Main Street by shops
- ❖ Brook end, new road,
- ❖ Stopping by shops near roundabout
- ❖ Generally
- ❖ Anywhere and anytime.
- ❖ Reservoir, Worlds End Land.
- ❖ Out side the Shops
- ❖ Main Street from time to time.
- ❖ Main Street
- ❖ Cars and vans parking on grass verges spoiling the grass verges and obstructing a safe view of the roads
- ❖ The roads are narrow and not built for heavy vehicles
- ❖ any time Walton Place
- ❖ The drivers have deliveries etc to make, phones to answer, so on occasions they have to park
- ❖ all roads
- ❖ Main Street Bus Stop opposite shops
- ❖ Huge Ghastly Vehicles should not park along the road in any village road. They interfere with traffic flow and cause traffic jams.
- ❖ Not enough space
- ❖ Marroway, Main Street, Brookend, Weston Road all day
- ❖ When unloading at 5 Bells

- ❖ HGV's wishing to use the shops will often park on the road making it very difficult for those coming out of the shops/Middle Field and those negotiating the roundabout at New Road.
- ❖ Occasionally on New Road in the early mornings - reduces visibility.
- ❖ Main Street Weston Turville, once a week is far too often.
- ❖ North End of Main Street; early (probably overnight)
- ❖ Not seen any

Do you have any other safety concerns when travelling around the parish?

- ❖ The very large lorries that seem to go past the house every ten minutes e.g. HGV, very large
- ❖ No street lights near the rugby club. Speed limit should also be reduced down there
- ❖ Yes the road calming measures have the opposite effect and encourage speeding and risk taking to get around them before oncoming traffic
- ❖ Traffic calming does not work through WT causes more delays and road rage
- ❖ The car whizz round the back route of Bates Lane etc when Main Road is busy
- ❖ Extremely dangerous getting in and out of New Road at A41 junction
- ❖ People using Church Lane/ Bates Lane as a rat run. The number/ volume of HGV's using Main St/ Marroway
- ❖ HGV's should not come through the village but they continue to do so. A weight limit should be put on Marroway
- ❖ Parking on verges obstructing views of homeowners existing properties. Brook End and New Road.
- ❖ Access to Tring Road from New Road Junction when turning right to Aston Clinton
- ❖ If more houses are built it will be grid locked and drivers will start taking risks
- ❖ Parking on grass verges on Wendover Road, Weston Turville side
- ❖ The stupid 2 way traffic calming with arrows i.e. Main St, Weston Turville
- ❖ Volume of increasing traffic through and speed
- ❖ No buses either
- ❖ Yes the chicanes increase the danger by blocking glow and resulting in drivers actually speeding up between them. Get rid
- ❖ The use of chicanes is an insufficient method of traffic calming, resulting in the gridlock at peak times and danger to children and parents crossing the road
- ❖ Not enough lighting. Having to walk with a torch
- ❖ Foot access to Rugby Club
- ❖ Traffic uses Weston Turville as a rat run when the A41 or A413 is jammed up
- ❖ Traffic calming should be addressed. Very dangerous. Cars race to beat one another at bollards. Large speed humps would work better
- ❖ Cars and wheelie bins parked on pavements. Blocking way for pushchairs and mobility scooters and wheelchairs
- ❖ Remove the constriction in Main Street nearest Bates Lane. These constrictions do not work and often leave traffic in a Mexican Standoff. Two constrictions do work
- ❖ Dog mess left by irresponsible dog owners There is no safe path for children across car park to new play area, needs a fenced (decent enough to stop a car) pathway School approach is cramped so two way traffic has to negotiate getting past, a child was recently

hit here stepping out between cars. The barriers need to extend up the entire length to protect children and stop on pavement parking that is still happening at the entrance, especially Friday evening. Bottom of Bates lane has cars bumping up the curb and bad visibility

- ❖ Car parked on pavements obstructing pedestrian use. Particularly selfish to mums with children in buggies and those with visibility aids forced into road
- ❖ Getting onto A41 from New Road, worse when turning rt roundabout
- ❖ Condition of path in Marroway, from Pony Fields to Main Street
- ❖ I would like to emphasize a safety concern with the excessive and frequent speeding on the 30mph zone on Worlds End Lane
- ❖ kids throwing things at cars as you come down Marroway
- ❖ People parking on pavements. Half in the road on pavements/ grass. More houses = more cars = more traffic. We struggle now
- ❖ At the traffic calming points on Main Street as it is very difficult to cross during morning and evening rush hour periods.
- ❖ School Approach - the road needs to be widened to enable cars to travel in both directions simultaneously without having to drive along the path and endanger the lives of school children
- ❖ The cycle path along Wendover Road requires upgrading to the Stoke Mandeville road.
- ❖ Hedges growing over footpaths
- ❖ My main concern is the lack of pavement and cycleway along the length of New Road
- ❖ Street lighting is very poor
- ❖ Only crossing roads
- ❖ Speed limit of 40mph on the Marroway is far too high given that this road has been downgraded from a B road and is now maintained as such. New traffic light system in Aylesbury is considered to have turned the Marroway into a "rat run"
- ❖ number of lorries and heavy vehicles using Marroway/Main Street
- ❖ No.
- ❖ Cars parked on main roads. Cars speed to go through traffic calming on Main Street.
- ❖ Lack of pavements with dropped kerbs and the appalling state of most pavements in the parish is a danger to the elderly and disabled
- ❖ Any new housing needs to have sufficient OFF ROAD parking, not garages used as a factor as providing off road parking as majority of residents do not use their garages.
- ❖ Cycle paths are not used by the cyclist and therefore cyclists become a road safety problem. They also do not obey right of way at traffic calming
- ❖ Road signs obliterated by hedges. The hedges need to be cut back and regularly pruned
- ❖ No
- ❖ The traffic calming on Main Street works when there is a lot of traffic but when the traffic is flowing freely the amount of times cars don't wait and pull out so the car with the right of way has to break has increased a lot recently.
- ❖ no
- ❖ Some areas very dark in the evenings due to deletion of streetlights. I realise this is the green agenda but LED streetlights don't use a lot of power.
- ❖ Volume and speed of traffic
- ❖ Did I mention the. Lack of safe cycle paths?
- ❖ General selfish attitude of drivers

- ❖ The speed at which drivers go through the village
- ❖ Street lighting poor for pedestrians, off main streets
- ❖ (Seemingly) Drunken drivers exiting the golf club into new road nearly causing serious collisions
- ❖ The speed of traffic is much improved since the chicanes were put in. However, drivers use them very badly because they speed around them in front of oncoming traffic causing near misses. This is dangerous to those travelling in the oncoming cars and also for pedestrians crossing the road at those points.
- ❖ Turning right at end of New Road by Holiday Inn
- ❖ Traffic using Church Lane and Bates Lane is sometimes travelling much too fast
- ❖ Mainly speed of traffic
- ❖ Drivers too fast, aggressive and lacking respect for the speed limit. I think a speed camera should be installed to deter and fine this criminal behaviour. More pavements should be built and better maintained. Zebra crossing on Main street to allow safe walking to and from school. More resident only parking spaces in Walton Place.
- ❖ Off road cycle paths needed a.s.a.p and more lighting
- ❖ NO
- ❖ I would like to see speed bumps or traffic calming along Brook End
- ❖ Road conditions - dreadful. Pothole central :-(-
- ❖ Speeding, volume and aggression of traffic, mainly at peak times. My daughter has been sent upon twice at the park by older girls and I now don't feel it is a safe place for my children to visit. I'm really disappointed since moving to the village at how unsafe it is for children to walk around and socialise
- ❖ The amount of parking on pavements throughout the village is a major problem for walkers. Inconsiderate parking is also hazardous for drivers when it obscures visibility.
- ❖ Speed of traffic on World's End Lane. Narrow section of Church Lane.
- ❖ While the HGVs don't usually park here, these very large vehicles seem to be coming thru at an increasing rate on roads that are not wide enough.
- ❖ Too much traffic along New Road and travelling too fat. New Road needs speed humps or a means of slowing traffic down as vehicles reach the village.
- ❖ The traffic calming islands in Main Street should be removed as they bring the area to gridlock especially during rush hours
- ❖ Kill speed. Cameras not Pussy Footing
- ❖ the traffic islands down Main street, do not slow the traffic, they trap traffic, but if you can see the road is clear in front car's do not really need to slow down. With increase in traffic this will get worse.
- ❖ STREET LIGHTING IS MINIMAL
- ❖ Traffic calming signage/bollards/lighting frequently damaged and left unrepaird (thus dangerous) for many weeks.
- ❖ insufficient dog waste bins - particularly on Wendover Road - there are none.

6a. Presently do you have any difficulties accessing community facilities and/ or the countryside using the current network of cycleways and footpaths. If yes, please specify here what your difficulties are and where you experience them.

- ❖ On Marroway Way and New Road when cycling traffic passes too close and at too great a speed
- ❖ there is no skatepark
- ❖ Wendover Road walkers and cyclists using same path,the elderly trying to walk and upsets the young trying to cycle
- ❖ Cyclists don't use the correct pavement
- ❖ We are not aware of any designated cycle routes within Weston Turville. It is not safe for our children to cycle to school in nearby Wendover
- ❖ Marroway/ Main St to Aston Clinton. New Road is dreadful, not even a path. Road from Brook End to Halton
- ❖ Footpath in Marroway gets very overgrown
- ❖ The traffic calming with cycle routes through them need regular sweeping to avoid punctures from accumulated debris
- ❖ Church Lane and Worlds End Lane too fast for school children to bike to school
- ❖ Would like more shared use paths for cyclists. Pedestrians
- ❖ Some paths/ bridleways v overgrown
- ❖ Feel unsafe to cycle on road if a designated cycle route I would use that
- ❖ Lack of bicycle facilities to feel safe in the village
- ❖ There are none where I live
- ❖ At night. Bates Lane/ Church Lane- need better lighting
- ❖ Not buggy friendly for babies and small children
- ❖ As I am getting older I am finding it more difficult
- ❖ Lack of dropped kerbs and appropriate surfaces for mobility/ wheelchair users, in the area of Pond Farm when crossing from the shops and onward transmission to Bates lane
- ❖ Dropped kerbs blocked by cars at shops. Unsatisfactory dropped kerbs by shops on Main Street. Pavements in a very bad state. Brook End and Main Street.
- ❖ At all the road crossing points that are likewise a safety issue for crossing school children
- ❖ Cyclists travel at speed on footpaths, Main St in particular and Worlds End Lane. Traffic often too heavy for safety of young cyclists
- ❖ Cycling along Marroway and New Road due to volume and speed of traffic (Worlds End Lane being much wider not so hazardous)
- ❖ To keep footpaths clear of undergrowth
- ❖ Surface, width of path in Marroway
- ❖ Getting out of Weston Turville safely by bicycle. After that there is a good cycle network
- ❖ Bike riding from Weston Turville past the golf club to the Post House, also up against to Wendover Road.
- ❖ Generally crossing Main Street.
- ❖ Marroway, Main Street, New Road, Aston Clinton Road and the A41 section in the parish all require designated cycle lanes to separate cars and cycles
- ❖ New Road as previously stated
- ❖ lack of safe cycle paths on Worlds End Lane

- ❖ lack of cycleways all around the village
- ❖ Using a scooter it is impossible to use the footpaths to Weston Turville from the Wendover Road ... down the Marroway. Overgrown bushes, lack of pavement maintenance, lack of dropped kerbs. I have to use the road on a scooter and sometimes get blasted by motorists in a hurry.
- ❖ I would like to be able to cycle safely to the garden centre and to get onto the Wendover road
- ❖ from New Road down to the Rugby Club, pavement not on both sides
- ❖ Having to cross busy roads such as the Wendover Road in order to continue on the cycle path with 2 young children is a nightmare
- ❖ All over. Too few cycle paths and the ones we have are of inadequate quality. Look at Holland and the new routes in central London and you'll see how it should be done.
- ❖ Existing cycleways are bumpy, sometimes go across residential properties with poor sightlines - potential accidents. Quite a lot of cyclists just don't use them. The way leading into town peters out by the grammar schools. No secure bike facilities in Aylesbury. Amsterdam has secure lockups for commuters riding bikes. No-one wants to leave their bike chained up to a lamppost - might not be much of it left on return. District Councillors need to talk to people who would potentially use a cycleway rather than think using the word "cycleway" makes them eco and an excuse for giving planning permission to too large estates by saying that most of the residents will cycle in using their ill-thought out cycleways.
- ❖ The cycle path is interrupted at several junctions and does not provide a safe and relaxed journey. Drivers overtaking bicycles do not give enough space to cyclists. The drainage system along the road is not level with the tarmac's surface and so provides obstacles to safe travelling. Swerving towards the centre of the road could not be avoided in such circumstances.
- ❖ Main streets in the village, not safe as no cycle paths
- ❖ No designated cycleways Marroway, Worlds End Lane, New Road, Aston Clinton Road
- ❖ Need some wider footpaths & separate cycle routes
- ❖ Cycle network 'patchy' and unclear. I mostly use the road network but condition of roads makes this hazardous
- ❖ Roads into village are narrow and feel unsafe on a bicycle. Footpaths are excellent but mostly unsuitable for cycling
- ❖ Lack of dropped curbs and appropriate safe surfaces for mobility/wheelchair users. Crossing Main Street from the shops to get to Bates Lane in the vicinity of Pond Farm. Church Lane - no footpath by the Chequers with parked cars forcing one into the road.
- ❖ Most of the footpaths are not suitable for bikes. Apart from slip ways beside the traffic calming on Main Street there are no other designated cycle routes.
- ❖ Footpaths often overgrown - fields behind Wyevale, no real designated cycle routes
- ❖ the increased traffic and blind areas on Brook End and Main Street. The parked cars are a hazard on New Road
- ❖ Too dangerous to get to via the bike

- ❖ Poor pavement quality on Marroway up to Stoke Mandeville station

6c. Thinking about accessing community facilities and the countryside, both now and into the future would you like to see new cycleways established. If yes, please state where from and where to.

- ❖ New Road to Marroway and Worlds End Lane
- ❖ Chandos Arms to Roundabout on Wendover Rd, From shops mini roundabout to Junction of New Road and A41
- ❖ From Homes to Shops and Social Places and any social visiting
- ❖ Wendover Road, Marroway to Shops and Pubs, From shops along New Road to A41
- ❖ Weston Turville Village to Aston Clinton, Wendover, Holiday Inn, Wendover Road
- ❖ Aston Clinton to top of Marroway, Weston Turville Centre to A41 New Road, Brook End to Halton
- ❖ WT along Marroway to Wendover Road, this needs dedicated crossings to access the existing route on Wendover Rd
- ❖ Worlds End Lane to Church Lane
- ❖ Village to A413, New Road to A41
- ❖ Marroway to Junction of A413
- ❖ Main St, Worlds End to Haton, Wendover Woods
- ❖ Weston Turville to Wendover
- ❖ Weston Turville to Aylesbury/ Wendover/ Aston Clinton
- ❖ Village to Wendover. Wendover to Bedgrove
- ❖ Weston Turville to Stoke Mandeville Station
- ❖ Bottom to top of New Road
- ❖ New Road to A41
- ❖ Safe routes from WT to Wendover, Stoke mandeville, Aston Clinton and so on. To school, village hall, allotments, church...
- ❖ All main roads within the parish to local school
- ❖ Main Street to Worlds End Lane
- ❖ Weston Turville village as a whole to John Colet School. Main St, Brook End, Worlds End Lane to Aylesbury High School/ Grammar School
- ❖ Wendover Road via Marroway and Main Street to Aston Clinton Shell Garage and Main Street via New Road to Bedgrove Shops
- ❖ Wendover to Aylesbury A413 to Village Shops
- ❖ Weston Turville to Wendover
- ❖ Weston Turville to Wendover
- ❖ Church Lane to Wendover
- ❖ Weston Turville to Wendover, Aylesbury and Aston Clinton
- ❖ The village centre to Wendover Road and up to the Post House
- ❖ maybe through routes that are currently only footpaths, so say end of church lane through to Mill lane. From the glebe to 5 Bells?, From St Mary's to the canal? along worlds end road.
- ❖ Brook End to Wendover Road
- ❖ Weston Turville to Aylesbury Schools to allow children to cycle to school

- ❖ All the through routes in the village.
- ❖ The existing pavement along the Marroway is underused by pedestrians and should be upgraded for shared use with cyclists.
- ❖ Full length of: Worlds End Lane, Marroway, New Road, Aston Clinton Road
- ❖ Again, New Road and the undeveloped length of Worlds End Lane, and possibly converting the Marrow footway into a dual purpose track
- ❖ Marroway/Main street/Brook End ending at A41
- ❖ New Road end to end/Marroway end to end/Worlds End Lane end to end/Main street end to end
- ❖ Wendover Road to Aston Clinton & Wendover Road to Wendover & Aylesbury (The one that's there now is a joke)
- ❖ Hampden Hall to the village centre (so cycleway down the marroway)
- ❖ marrow way to Aston Clinton (linking into the Aylesbury cycle path)
- ❖ WT to SM Station; WT to Wendover
- ❖ worlds end lane to the wendover road along marroway to wendover road
- ❖ Marroway and main street are particularly bad for cyclists.
- ❖ Where traffic is heaviest, where there is space for them, anywhere where speed of traffic will be an issue, where big vehicles are in use
- ❖ From the village south to Aston Clinton. From the village to Wendover via the resevoir and canal. Also some circular routes for laisure cycling, maybe some off road tracks for those with mountain bikes.
- ❖ There should be cycle paths alongside all the main roads, including Main Street through Weston Turville.
- ❖ Weston Turville to Aston Clinton, Wendover and Stoke Mandeville, additional countryside route to Aylesbury
- ❖ Marroway through village and down New Road
- ❖ More following existing footpaths and bridle ways, also route out towards Stoke mandeville station should be improved
- ❖ Wendover to Weston Turville
- ❖ Marroway to Worlds End Lane, Main St, New Rd
- ❖ Main street, World's End, Brook End, New Road
- ❖ Village through to wendover road , Aston Clinton and the holiday Inn
- ❖ NW Parish boundary to Chandos / village centre. N.B. Should be on EAST side of 413. Current Amber way on West side of 413 requires unsafe crossings at Marroway and Station way Chandos to Worlds End (combined use pavement OK) New Road currently too dangerous to contemplate using. Need OFF ROAD solution Holiday Inn to Main Street
- ❖ The main thoroughfares of the parish including A 313, A41,
- ❖ Everywhere
- ❖ Through village E-W & N-S, ideally separate from road (as in Netherlands)
- ❖ Safe route through village to get between A413 and A41
- ❖ Church lane and worlds end as children use these a lot to get to and from school in Wendover
- ❖ Anywhere if it would keep cyclists off the pavements
- ❖ 5 bells to rugby club shops to the holiday inn
- ❖ The Marroway, Main Street and Brook End.Bates Lane and Church Lane

- ❖ Worlds End Lane, road up to Halton airfield
- ❖ General encouragement of cycling v. cars, even at the risk of slowing down motor traffic.
- ❖ On the main throughfares in the area
- ❖ generally within the village to link to A413 and A41
- ❖ To Stoke Mandeville station
- ❖ New Road, Halton Lane to airfield, Worlds End Lane, Marroway
- ❖ along marroway.
- ❖ Through village of Weston Turville

7c. Please tell us what you use the countryside for. Other.

- ❖ Feeling of well being in the countryside
- ❖ Blackberry picking
- ❖ Showing my children the wildlife
- ❖ Cycling
- ❖ Cycling and general outdoor life to avoid sitting in front of screens
- ❖ Nature walks, exercise with my young son
- ❖ Photography
- ❖ Foraging fruit
- ❖ Nature, calming, away from hustle and bustle
- ❖ Just observing the open spaces and the freedom that this offers
- ❖ Educating children, health benefits, physical and mental
- ❖ Sailing
- ❖ photography
- ❖ Cycling, peace and tranquility
- ❖ Cycling
- ❖ sledding in winter
- ❖ Mountain Biking
- ❖ Golf
- ❖ Photography
- ❖ Photography.
- ❖ Cycling on a trail bike
- ❖ Relaxation
- ❖ Appreciating nature
- ❖ Watching deer, foxes and other animals. Blackberry and sloe berry picking
- ❖ Off road biking
- ❖ Off road cycling
- ❖ Meditation, and if necessary protesting against cruel 'sports'
- ❖ Kids to play, cycling.
- ❖ Mountain biking along bridleways. canal towpath, woods
- ❖ for health
- ❖ Mountain Biking

- ❖ Cycling
- ❖ Health
- ❖ Just looking at the open countryside and the freedom that this offers.
- ❖ photography
- ❖ Exercise

7d. Please tell us what would improve your access to the countryside.

Footpaths to the countryside clear of obstacles. Description of location(s).

- ❖ Any maintenance. All directions
- ❖ General
- ❖ Overhanging trees on footpath opposite Chandos Arms and near the bus stop- need maintenance
- ❖ Path opposite end of Bates Lane to canal frequently flooded or deep mud
- ❖ Church Lane
- ❖ End Bates Lane to field behind church. Bates Lane to Barley Close/ 5 Bells field
- ❖ Marrowfields
- ❖ Along Main St to bus stops
- ❖ They are ok
- ❖ Rear of old Plough pub.....2 fields offer...horses
- ❖ Between village and canal, mud in winter an obstacle
- ❖ General
- ❖ Right of Way, WTV/23/4- over Glebe in poor condition
- ❖ Bates Lane/ Church Lane
- ❖ Some walks can't be done with prams or bikes but not all should be accessible... Some thought when replacing gates would be in order though
- ❖ Throughout the Parish
- ❖ All current existing
- ❖ Littr along footpath on A413 south of Marroway
- ❖ i cant think of anywhere at mo, but certainly keeping footpaths clear is a key priority for me
- ❖ Dark Alley/ Bridleway
- ❖ They should all be kept clear.
- ❖ No particular locations, but accesses should not be urbanised, e.g. tarmaced and over use of signage.
- ❖ Rubbish being one ...
- ❖ A closed question. My answer is that countryside should be clear of obstacles. At the moment I consider this true for WT.
- ❖ The should be natural paths. They lose something if the are too developed.
- ❖ Footpath - Church to Canal. Cattle often large bullocks and horses graze. Have been chased by a shire horse although it was not provoked ie no dog. Such animals spook easily - windy day, dogs on leads. There should be a portable electric fence to separate walkers from livestock.

- ❖ Farmers and landowners having public footpaths crossing or adjoining their land should be forbidden from the excessive use of barbed wire etc unless is a genuine security need for it
- ❖ Wheelwrights/Watermill Way
- ❖ Generally throughout the parish
- ❖ This in not affecting any person in my family but it would be great to give full wheelchair access to footpaths.
- ❖ Safer walking through to the canal
- ❖ Hedge maintenance throughout village
- ❖ they are fine - just keep them clear
- ❖ already accessable
- ❖ footpath 6 not being ploughed up, dark alley not being under water during winter,
- ❖ around the reservoir
- ❖ in crossing Wendover Road during rush hour.

Stiles and gates in good state of repair. Description of location(s).

- ❖ Stiles for WT allotments into field and.....of field...to Worlds End Lane often have wobbly steps
- ❖ They are obstructive
- ❖ Marrowfields
- ❖ Not a problem
- ❖ General
- ❖ Site between 93 and 91 Worlds End Lane
- ❖ Bates Lane/ Church Lane
- ❖ Most are ok but some gates make it hard to get through with kids and bikes
- ❖ Remove all stiles and replace which gates to benefit less agile and avoid falls when stalls wet
- ❖ Throughout the Parish
- ❖ all current existing
- ❖ Worlds End Lane opposite Church Lane
- ❖ None in particular.
- ❖ Just in general where needed (over boggy areas etc)
- ❖ They are in good repair.
- ❖ There used to be a gate at the entrance to the recreational fields from the footpath that goes past the Hideaway, I think that should be rebuilt.
- ❖ All the ones I use are in pretty good condition to be fair.
- ❖ But we need to be able to get dogs through which we can't with some styles.
- ❖ Stile at end of Barley Close currently broken
- ❖ Dark Alley
- ❖ Maintenance throughout the Parish
- ❖ Stiles a problem for elderly
- ❖ Route from village to the canal
- ❖ Stiles are difficult for older people
- ❖ Down Dark Lane
- ❖ Too many to list

- ❖ they are fine - just keep them clear
- ❖ Nature Reserve off Brookside on to Dark Lane
- ❖ However they are not disabled friendly
- ❖ Land at end of The Glebe
- ❖ On footpath into field between 91 and 93 Worlds End Lane. Needs repair
- ❖ Stiles along Wendover Road are not big enough for larger dogs to pass through e.g. Labradors.

Paths suitable for wheelchair access. Description of location(s).

- ❖ Bates Lane to Canal
- ❖ Difficult to know if this is possible
- ❖ All of them
- ❖ More for kids bikes and prams
- ❖ Around reservoir
- ❖ Throughout the Parish
- ❖ All of the larger footpaths.
- ❖ None in particular.
- ❖ Not for myself but with an old peoples home and other physically disabled residents access from Hampden Hall to Bedgrove Park would be nice
- ❖ Ramps through main streets
- ❖ South end of reservoir
- ❖ Not yet
- ❖ all of them around Weston Turville

Good signage. Description of location(s).

- ❖ Any right of way
- ❖ General
- ❖ Good signs exist
- ❖ Public footpath, Wendover Rd
- ❖ Difficult to know if this is possible
- ❖ Local footpath maps displayed outdoors might encourage use
- ❖ Throughout the Parish
- ❖ wouldnt improve access but may make rambling and local use more user friendly
- ❖ Generally across all the footpaths.
- ❖ Throughout the village
- ❖ Between Sanney Cottage and Halton airfield
- ❖ But should kept to a minimum.
- ❖ No issues as they are okay at the moment.
- ❖ All over village
- ❖ Various with route directions/suggestions
- ❖ they are fine - just keep them clear

Accessible bridleways. Description of location(s).

- ❖ Any right of way
- ❖ Making better cycle/wheel routes to eg Wendover woods
- ❖ Throughout the Parish
- ❖ all current accessible
- ❖ though would argue that bridleways and cycle ways could be similar... think more people have bikes than horses!
- ❖ At the top of Bates Lane.
- ❖ Throughout the parish
- ❖ Route to the canal
- ❖ around reservoir
- ❖ they are fine - just keep them clear
- ❖ The answer has to be 'yes', but there are no particular locations to mention.

Availability of information e.g. maps and footpath information. Description of location(s).

- ❖ Information on facilities for disabled access
- ❖ Some districts have their own map available locally
- ❖ General
- ❖ Brook End, various paths North and South
- ❖ Need more of these
- ❖ Footpath maps need to be updated and made readily available. With information on village noticeboards
- ❖ Might encourage responsible use eg no litter, dog poo and what amazing wildlife we do have and should protect
- ❖ re issue footpath map for parish
- ❖ Throughout the Parish
- ❖ wouldn't improve access but would make use easier
- ❖ The whole parish.
- ❖ Throughout village
- ❖ Generally.
- ❖ All areas
- ❖ Playing Fields to Bedgrove
- ❖ But should be kept to a minimum. The village should not become a ramblers paradise.
- ❖ Recreational cycle routes are signed but no maps are available to plan outings.
- ❖ Would be useful, but no specific location
- ❖ Village map of footpaths
- ❖ Everywhere
- ❖ More information about pathways in Weston Turville would be very appreciated.
- ❖ Route to the canal
- ❖ they are fine - just keep them clear
- ❖ Maps need updating for Weston Turville and need to be made readily available

- ❖ Area SE of Weston Turville into the Chilterns above Wendover/Halton

Guided Walks. Description of location(s).

- ❖ More sociable, local cohesion etc
- ❖ Throughout village
- ❖ All areas esp if this included local history and examples of Flora and fauna
- ❖ other options

Other. Please specify.

- ❖ I answered no because I know the area well. If I had just moved in all would be a yes answer
- ❖ All currently satisfactory
- ❖ More dog waste bins
- ❖ More seating for rest when out walking
- ❖ Access is currently fine
- ❖ Benches at the reservoir
- ❖ Stop building houses on countryside
- ❖ What we don't need is a countryside access plan or some similar nonsense. It is fine as it is
- ❖ Leave it as it is
- ❖ Some hides to observe wildlife, mini museums with items of interest, leaflets about local wildlife, displays by local school children. Open gardens events focusing on wildlife, importance of bees as pollinators, allotment events etc. local produce markets...
- ❖ Footpaths not being ploughed in Hampden Fields
- ❖ Local maps could be made available for all the footpaths in the parish.
- ❖ "Kissing gates" are preferable to stiles in all locations.
- ❖ Access to the countryside is already good.
- ❖ As before
- ❖ No new housing development
- ❖ None.
- ❖ Protect our green spaces please!!
- ❖ Less dog mess, and dog owners not to hang poo bags in hedges
- ❖ I can get into the countryside without any difficulty at the moment. Additional housing may make this difficult.
- ❖ For dog owners to clear any mess left by their dogs
- ❖ my access at this moment is good
- ❖ quite happy now
- ❖ A safe walk up to Wendover Woods. The road past the airfield is very dangerous.
- ❖ Generally it's a good idea to keep bridle ways and footpaths separate as footpaths used by horses are virtually impassable in winter/wet weather on foot
- ❖ better walkways
- ❖ Cycle access to / from Broughton
- ❖ By not increasing houses & bringing more people into the area
- ❖ Footpath maintenance - too many to list

- ❖ dont build on it!
- ❖ By not building so many houses on our beautiful countryside
- ❖ More laid paths for all weather so less mud in winter

7e. How often do you use the following recreational facilities in the parish? Other.

- ❖ Tennis court is damaged and unsafe to use- More than once a week
- ❖ All fields in the middle of the village each day.
- ❖ Shops- More than one a week
- ❖ Allotment, mill lane through to bakers walk weekly
- ❖ Reservoir- More than once a week
- ❖ the pubs and the rugby club - regularly walk to, also the canal, the new trim trail all relatively regularly
- ❖ Golf course- More than once a week
- ❖ Reservoir several times weekly
- ❖ I don't use tennis courts/ playground/ playing fields unless in large groups due to safety issues

8a. Do you feel any of the facilities listed in 7e should be improved or expanded? If so, please say which and how you would like to see them improved?

Playground

- ❖ All over safe surface
- ❖ Recent developments very good but requires an all weather surface
- ❖ All adequate now as play area revamped
- ❖ More bins. Litter collections
- ❖ Anti mud logging measures to paths and play areas, safe path across car park
- ❖ Incorporate self closing gates e.g. springs to exclude dogs
- ❖ Toddler area a very small level of equipment. New playground is for older children, how about considering 3-6 year olds! We rarely use the playground because of this!
- ❖ Resources for older teenagers
- ❖ There's a big gap in the age ranges catered for: tinies and then 8+. Nor was there, last time I looked, a good place for parents to sit and watch the kids. Sadly, worse than the old playground, though I know the extra parking has been helpful.
- ❖ Another entrance gate at the far end of the zip wire
- ❖ Excellent resource
- ❖ Better surface so it is not muddy and more child friendly
- ❖ have equipment for youths
- ❖ Slide and additional swings - but new playground is still great!
- ❖ An additional playground on south-east side of village; all weather surface under play equipment
- ❖ More litter bins?
- ❖ better surface and surveillance
- ❖ more facilities for both children and particularly adults
- ❖ Lighting and camera

- ❖ Maintain and improve
- ❖ EVEN BETTER FACILITIES

Tennis Court

- ❖ Tennis Court- in a really poor state of repair- needs a refurbishment
- ❖ Tennis Court- requires new fencing around and refurbishment
- ❖ Tennis Court- requires new fencing around and refurbishment
- ❖ Tennis Court- repair and maintain
- ❖ Tennis Court- currently damaged
- ❖ Needs urgent repair
- ❖ General repair
- ❖ New fencing
- ❖ Needs repair. Become a MUGA to allow for other games
- ❖ sort it out! maybe have a booking facility
- ❖ Still waiting for repairs!"
- ❖ good state of repair
- ❖ Resurfaced
- ❖ Needs to be repaired as has been in a state of disrepair for some time now
- ❖ Repair
- ❖ Shame it has been vandalised. I hope we're not going to allow the vandals to ruin it for the rest of us.
- ❖ More easily accessed seems complicated to book courts
- ❖ Fix the fence damaged a few months ago, putting one of the two courts out of use
- ❖ fences / surface mended
- ❖ better surface
- ❖ a few more
- ❖ refurbished
- ❖ Lighting and security camera
- ❖ resurfaced with all weather surface
- ❖ re develop and encourage people to use
- ❖ resurface damaged court
- ❖ Fixed would be good
- ❖ It would be nice to have additional courts and a better playing surface
- ❖ in need of repair

Playing Field

- ❖ Playing Field
- ❖ Grass and hedges maintained more often
- ❖ More bns. Litter collections
- ❖ More dog bins
- ❖ clear of dog mess would be good

- ❖ Encourage people to pick the wild fruit for their own consumption
- ❖ More security for users ie cctv
- ❖ less dog fouling
- ❖ More facilities for a wide range of activities
- ❖ Lighting and camera
- ❖ better lighting for evening access to tennis court
- ❖ An important green sspace to be kept
- ❖ Maybe an area for teenagers, skate park

Village Hall

- ❖ Village Hall- Extend Shelter
- ❖ Update
- ❖ Extended space
- ❖ Security lighting? Some antisocial activity around there at night, or when dark
- ❖ Increase height to play Badminton
- ❖ Provision for parish office and information centre
- ❖ Be extended for increased demand
- ❖ Possibly improve sound proofing so as to allow a later curfew for events
- ❖ More security for users and facilities ie cctv
- ❖ better surveillance
- ❖ Bigger with more rooms for small activities
- ❖ Update facilities as dated.
- ❖ a useful meeting place for various groups and an income for the village
- ❖ SOME UPDATING TO FACILITIES REQUIRED

Bridleways and country footpaths

- ❖ General maintenance to establish a reasonable path with signage
- ❖ More dog poo bins and or signs might reduce soiling incidnts
- ❖ Local maps to be available.
- ❖ Many have areas that become unusable in weeather. For example there is a short strech of the "dark lane" bridleway which becomes a muddy bog after rain.
- ❖ Footpaths maintained and hedges cut back.
- ❖ Some of the footpaths and bridleways need repair
- ❖ Just don't let them be developed. Keep them natural.
- ❖ Bridleway opposite end Bates lane becomes impassible in Winter, get some solid base on it and fill in holes. Something that won't wash away.
- ❖ As previously stated - try to reduce the amount of barbed wire adjoining many footpaths
- ❖ General through the 'Open Access - 2000' initiative.
- ❖ Keep them clear of obsticles and getting overgrown
- ❖ keep free of overgrowth especially stinging nettles and thorny branches. Less dog fouling.
- ❖ Adopt a "Courteous cyclists tolerated" approach on footpaths

- ❖ Path & hedging maintenance
- ❖ To be maintained to encourage walking and fitness
- ❖ fix drainage and flooding
- ❖ Route signage
- ❖ more dog bins

Other

- ❖ Footpaths. Need to be wide enough and separate path for cyclists
- ❖ Footpaths- kept clear of obstacles
- ❖ Shops- better parking layout
- ❖ Footpaths. For these also to be well maintained so as not to restrict access
- ❖ More signs to highlight wildlife
- ❖ Additional areas of green space should be designated as nt for development
- ❖ Ask the football clubs that use the field to remove their litter/drinks bottles after matches?
- ❖ I often go to aston clinton park because of the facilities they have it would be good to have the same in Weston Turville

8b Are there any other recreational facilities not included in 7e that you think should be provided in the parish over the next 17 years? If so, please say what they are and roughly how often you would use them.

- ❖ Skate Park- Rarely/Never, young people would
- ❖ Large grounds with homes. More than once a week
- ❖ Skate Park- More than once a week
- ❖ Outdoor swimming facility- More than once a week
- ❖ Free cash point. More than once a week
- ❖ Gym Village Hall. More than once a week
- ❖ Facilities for young people outside play (MUGA)- More than once a week
- ❖ Skate park close to play area for older children, weekly use
- ❖ sports hall- more than once a week
- ❖ Skateboard Park
- ❖ Skatepark- More than once a month
- ❖ Exercise classes for over 70's at the Village Hall
- ❖ Skate park in rec. More than once a week. OAP's Rarely/ Never
- ❖ Swimming pool. This would probably need to be shared with the school so should be located nearby. We would use it weekly (subject to availability) since I suspect its use would soon become oversubscribed.
- ❖ Cafe/coffe shop - more than once a month
- ❖ youth shelter, at existing playing fields/ playgrounds
- ❖ Additional play area - more than once a week
- ❖ a cafe - more than once a week
- ❖ Cycle paths. More than once a week if they are safe.

- ❖ Adult work out facilities.... daily. Sports field.
- ❖ Space for people to rehearse performances and music (poss. village hall)
- ❖ Independant Coffee shop/cafe - More than once a week
- ❖ Skate park - my son would use daily
- ❖ Better shops
- ❖ A proper mini supermarket such as Sainsburys Express somewhere in the village
- ❖ LIMIT HOUSING SO WE CAN ENJOY WHATS HERE!
- ❖ Private or catering tea place
- ❖ Outdoor work out facilities like Aston Clinton- More than once a week
- ❖ Youth Club
- ❖ Safe area for roller skating, weekly use
- ❖ Brook- more crossings and make more focal
- ❖ skate park at existing playing fields/ playgrounds
- ❖ Adult fitness trail – weekly
- ❖ Reasonably priced gym facility
- ❖ MUGA - my children would use weekly or more
- ❖ Skate Park- more than once a week

9c If you answered 'difficult' to any of 9b, please can you tell us why this is the case, and at what times of day or night you experience the greatest difficulties.

Doctor

- ❖ No appts unless 3 weeks notice given
- ❖ Cannot see my Dr immediately so I see whoever is available. Weekends of course are useless-dont be ill on a weekend
- ❖ Time you have to wait for an appointment. Day
- ❖ Many people trying to get through to surgery. 8am
- ❖ Length of wait
- ❖ Long wait for appointments
- ❖ National Gov policy means lac of access to GP Services. All times
- ❖ System makes it difficult
- ❖ They are too busy. I waited 7 weeks to get n evening appointment. My Dr has told me she is struggling to cope with all her patients as she has too many
- ❖ Can be difficult to get an appointment. Anytime
- ❖ 2 weeks waiting time for general appointment
- ❖ Because you cannot get an immediate appointment if you need it. Takes days. Both day and night
- ❖ Finding appointment time when not at work
- ❖ Like most people getting an appointment with our gp can be exasperating. When concerned I dont want to wait 2 weeks. Plus over the phone consultation is not the same as being face to face
- ❖ Getting appointment am

- ❖ Having to wait for appointments
- ❖ They are very busy it can take 2 weeks for a non urgent appt. Day
- ❖ Booking appointments are generally difficult. Shortage of doctors. Anytime
- ❖ Overloaded practice
- ❖ Long waiting times
- ❖ Appointments take a week. Any time
- ❖ Appointments not easy to get. Day
- ❖ 9-12AM
- ❖ Not easy to see your own doctor if you need an appointment. Anytime
- ❖ Difficult to get early appt with a particular doctor
- ❖ Availability of appointments all day
- ❖ Intransigent policies e.g. obstructive receptionist. Can't get through on phone, have to explain problem to receptionist, who may not let you see Dr, can only call on the day for that day etc, but these are typical NHS policies
- ❖ Use practice in Wendover, large practice, difficult to get appointments, poor parking facilities
- ❖ Have to ring early and then on hold for a long time to find no appts. Morning
- ❖
- ❖ Newest Dr surgery 2 miles away. Of mobile by car- good, otherwise service/ taxis difficult
- ❖ The Doctors surgery is very busy, making it difficult to get an appointment
- ❖ Long wait for appointments
- ❖ long waiting time for appointment
- ❖ Need to wait for at least one week to see my own doctor. Anytime
- ❖ Shortage of Drs and appointments. Car parking at Wendover Surgery almost impossible. Anytime
- ❖ Automated telephone and lack on public transport. Day
- ❖ Long wait times for appointments- telephone is not answered. Too many patients.
- ❖ Always very busy- hard to get an appointment quickly
- ❖ Can't get an appointment with any doctor, unless booked well in advance
- ❖ Getting a time soon is almost impossible- can take weeks!
- ❖ Anytime
- ❖ Parking is a nightmare getting an appointment with your own doctor is always difficult
- ❖ Too high ratio of patients to doctors. Need health centre in village. All times
- ❖ Waiting time for appts in surgery hours
- ❖ very busy
- ❖ Difficult to make appointments which are not urgent in a reasonable timescale. Daytime
- ❖ Pressure of number of patients already
- ❖ I can never get an appointment with own doctor- sometimes a wait of 2 or more weeks. Can rarely see a Dr anyway, have to wait for a telephone call from the dr instead. Can't even speak to a Dr over the phones at weekends
- ❖ Need more doctors during the day
- ❖ Not enough appointments for routine stuff. Emergency stuff is fast
- ❖ Volume of patients during working hours
- ❖ Getting routine appointments takes over two weeks

- ❖ Long walk to 1st bus (half a mile), 2 buses there, 2 buses back
- ❖ Long waiting times for an appointment.
- ❖ Often have to wait 3/4 weeks to get an appointment unless it is classed as urgent
- ❖ You can never get an appointment with your named doctor and there are rarely any appointments available at all unless you can get through on the telephone very early in the morning
- ❖ Doctors are full, so appointments are more difficult to book to see a doctor in reasonable time.
- ❖ Not enough Drs and too many people
- ❖ often have to wait a long time for an appointment with a particular Doctor
- ❖ Appointments never available same day or with own GP, sometimes have to wait for up to a week to be seen
- ❖ Cannot see own GP without a long wait.
- ❖ local surgery lacks capacity, book an appt 3-4 weeks in advance
- ❖ limited opening hours of surgery - 3 weeks to get an appointment with my own doctor, unless I am lucky enough to have a cancellation
- ❖ Difficult to get appointment with own GP. Often have to wait at least 2 weeks.
- ❖ recently I asked for any Dr. any time and it was 2 weeks away
- ❖ the next available appointment can be weeks away
- ❖ All times
- ❖ Any time, my wife was told last time she contacted our GP surgery (Wendover) that they were booking appointments a month ahead! What's the use of that - you'd either be healed or dead by then!
- ❖ Appointments generally take around two weeks to arrange, unless its an emergency or I am willing to see someone else
- ❖ It can be a longish wait time but there if it's really urgent then the doctors do prioritise. I am concerned that it may get worse with further development.
- ❖ Long wait for a non-urgent appointment. Priority should be given to workers who need early appointments or after work. It seems that older folk clog up the system by taking early appointments when they have all day. Am a pensioner myself and was offer an early morning appointment. Said that I thought it should be made available for a person going to work was told if you don't take it some other oldie would. No you are not supposed to be ageist but it is common sense for those actually economically contributing should get appointments that suit them best.
- ❖ Up to three weeks to see a doctor for non urgent matters
- ❖ Very few appointments available
- ❖ Have to wait 8-10 days sometimes to see your doctor of choice
- ❖ Making an appointment for any time in the future. Long wait.
- ❖ Lack of available appointments
- ❖ Any time
- ❖ Too many patients for surgery
- ❖ Will be Fully Booked
- ❖ It usually takes two to three weeks if you want to see a specific doctor

- ❖ Impossible to get appointments with a doctor at a time to accommodate working hours especially when based outside of the parish. Result is pay for a private Dr's with access in Tring and Beaconsfield
- ❖ Min 3 weeks to see GP - longer if prefer to see specific Dr
- ❖ Routine appointment with own GP, have to wait several weeks
- ❖ Over subscription means it's sometimes hard to get an appointment
- ❖ You have to be psychic to book an appointment at Wendover Health Centre to know when you are going to be ill as appointments are usually not available for days or weeks ahead.
- ❖ Too many patients and not enough Doctors. Appointments like gold dust. Parking is impossible at the surgery in Wendover.
- ❖ Waiting time for appts usually unduly long
- ❖ too many patients
- ❖ you have to book a long time ahead unless emergency
- ❖ Because the doctors have too many patients now it can take a month to see a doctor!
- ❖ There seem to be a lack of available appointments
- ❖ More same day appointments should be available
- ❖ shortage of appointments
- ❖ Some times are just impossible others are just difficult
- ❖ Long wait for routine appointments (2-3 weeks)
- ❖ The last time i tried to see a doctor at Aston Clinton I was sent to Bedgrove. Had i not been able to drive this would be very difficult
- ❖ POPLAR GRIVE SURGERY IS OVERWHELMED AND UNDERSTAFFED

Dentist

- ❖ In Aylesbury town
- ❖ Could not find an NHS dentist locally so go to Milton Keynes which is not practical at my age
- ❖ Can only visit mid morning due to time needed to get there
- ❖ Finding an appointment time when not at work
- ❖ Going to Fairford Leys depending on time, very busy traffic 8-9.30 and 3-5.30
- ❖ Availability of appointments
- ❖ Length of time until free appointment- Daytime
- ❖ in town
- ❖ None available within the parish
- ❖ none available within the parish
- ❖ Use private one out of county!
- ❖ Anytime
- ❖ NHS Dentist in Tring
- ❖ No local NHS dentist. We go to Princes Risborough
- ❖ there is not a local NHS dentist as far as I am aware
- ❖ Long walk to 1st bus (half a mile), 2 buses there, 2 buses back
- ❖ Not enough Dentists and too many people

- ❖ sometimes need to wait for an emergency appointment
- ❖ Private
- ❖ Lack of available appointments
- ❖ Will be Fully Booked
- ❖ Distance to travel, no dentist in village
- ❖ None local. Have to travel across town
- ❖ Limited Hours
- ❖ NEVER AVAILABLE
- ❖ use one elsewhere so no problem
- ❖ I TRAVEL TO MARLOW

Pharmacy

- ❖ None in Parish but 3 close by
- ❖ Finding an appointment time when not at work
- ❖ in town
- ❖ None available within the parish
- ❖ none available within the parish
- ❖ Chemist at Wendover seems too busy for volume of people
- ❖ Shortage of car parking spaces at Wendover Health Clinic. Anytime
- ❖ Lack of public transport. Day.
- ❖ Anytime. Lack of transport as not in village
- ❖ 1 bus there, 1 bus back
- ❖ Will be Fully Booked
- ❖ Distance to travel, no pharmacy in village
- ❖ Parking is a major problem at Wendover Health Clinic
- ❖ use one elsewhere so no problem

Optician

- ❖ In Aylesbury town
- ❖ Length of weight
- ❖ Finding an appointment time when not at work
- ❖ Aylesbury is the nearest at reasonable prices
- ❖ in town
- ❖ None available within the parish
- ❖ none available within the parish
- ❖ Lack of public transport. Day
- ❖ 1 bus there, 1 bus back
- ❖ Too few opticians locally requiring travel to Aylesbury
- ❖ Will be Fully Booked
- ❖ Distance to travel, no optician in village
- ❖ None local, have to travel across town
- ❖ use one elsewhere so no problem

10b If you answered yes to experiencing difficulties securing a place at Weston Turville Combined School, please tell us what the problem has been.

- ❖ No spaces available, child now at a different school.
- ❖ We moved part way through the academic year and the school was full. We were added to the waiting list but NEVER received a place. My children now go to school in Great Missenden

10c Regardless of whether or not you have children of primary school age, do you think it is important that there should always be adequate provision of school places within the parish to accommodate children living in Weston Turville? Yes comments

- ❖ Most people could walk
- ❖ Children should be able to walk to school and a school is a core part of the community
- ❖ The additional expense of school transport and time
- ❖ Children who learn together play together
- ❖ Children (4-11 years) should have the opportunity to go to school with other children that live within their community
- ❖ Children should be encouraged to go to school locally
- ❖ Community begins with friendships at school and the proximity of your mates to play with out of school
- ❖ The school has not expanded to cope with the number of children in the village
- ❖ To encourage community feeling
- ❖ In line with adequate buildings (not, porter cabins) and number of staff only
- ❖ You would generally hope that your children would attend the local school
- ❖ being able to have children locally attend a local pre-school and school and be able to be in walking distance
- ❖ off course

- ❖ House building should reflect the availability of school places
- ❖ It is an important tool to encourage a community identity within the village and keep families living here
- ❖ Local children within the parish, helps form and maintain friendships. All the children in my street attend the school and they all play out together, which is great to see
- ❖ Children should be able to walk to Primary School
- ❖ Subject to school buildings allowing capacity under DFE regulations
- ❖ Primary School age children should be able to walk to school
- ❖ Developers must be made to build a Primary School, not just a bit of empty space and a pay a CIL
- ❖ Excess travelling is not good for the children or community
- ❖ Very important from the travelling point of view
- ❖ Current Primary School purchased a field for the purpose of expansion. Never used for this purpose, needs to be developed
- ❖ This is part of community bonding
- ❖ Children should be able to walk safely to school
- ❖ All primary age children should be attending their school when living in the parish- adequate provision will become untenable with more developments! Right now children in the parish cannot access the school
- ❖ Encourage local children to meet outside school hours
- ❖ Children should attend local schools. Less travel, less traffic, better community
- ❖ Essential in maintaining the village community
- ❖ so children can mix with other children in the village
- ❖ I wanted a village school so my children would know local kids and could walk to school. My kids had this plus I'd like others to have the same
- ❖ All children should be able to go to school within walking/cycling distance from their homes.
- ❖ Absolutely vital
- ❖ local children a priority
- ❖ Children should have the opportunity to walk to school establish friendships groups and experience the benefits of community life
- ❖ Very important
- ❖ Children who live within the Parish of WT should always be able to attend the village school.
- ❖ my neighbours moved house because they couldn't get their children in WT School
- ❖ Spaces at local primary school is vital
- ❖ Every child has a right to a good education within their locality.
- ❖ Of course, as this is supplementary to the wider issues of approved housing growth.
- ❖ Children living in the parish should have a place available
- ❖ excess travelling is bad for learning
- ❖ Weston Turville Primary School has a field at the rear of the school that was supposed to provide additional classroom space. This remains unused for original purpose.
- ❖ It is so important to encourage families to live in WT and so to create and sustain an identity and community spirit

**11a What sort of business or activity to you think should be encouraged within the Parish?
Other, please specify**

- ❖ Regeneration of WT shops a must
- ❖ None really
- ❖ Bicycle/ Walker friendly cafe/ shop/ workshops
- ❖ If the centre of the village is the existing shops, how do you intend to provide any of the above
- ❖ Post Office
- ❖ Non needed
- ❖ We have pubs/ restaurants. We are a village!!
- ❖ Not appropriate for village at present and needs to retain rural character
- ❖ If the village doubles in size in order to meet the needs of its residents, it should offer more retail, cafes, leisure services
- ❖ Drs surgery
- ❖ Hardware shop- do not need a political office
- ❖ Dont need more
- ❖ Only local developers should be allowed so they can be sensitive to local issues and use local tradesmen
- ❖ Health centre urgently required as Wendover cannot meet demand despite doctors assurances. More patients on thier lis equals more funding but worse service
- ❖ Westn Turville is a village and we would like to keep it that way
- ❖ Better facilities for worshippers and community usage at the parish church
- ❖ Village General Store / News Agent / Post Office. Village Church / Community Coffee Shop. Hampden Fields will have its own centre.
- ❖ Any business that fits in and does not become an eyesore or nuisance and does not increase traffic flow, particulalry HGV
- ❖ Post Office
- ❖ Nightlife other than pub/restaurant
- ❖ tea shop
- ❖ None
- ❖ Our Parish is fine without anymore of the above

11b In what ways should the village centre be enhanced? Other, please specify.

- ❖ UKIP sometimes take up too much parking space
- ❖ Less traffic/ better traffic management. A cycle way
- ❖ Entrance and exit needed for separate parking by shops
- ❖ Parking to be free
- ❖ If the centre of the village is the existing shops, how do you intend to provide any of the above
- ❖ The village should be residential only- no businesses
- ❖ Very leading question, what if we dont want a village centre
- ❖ What village centre?

- ❖ If the village doubles in size with all the proposed housing developments there will need to be more services, such as GP, convenience shops, restaurants
- ❖ New shops and flats. Improved parking on existing site
- ❖ None of the above, it is a village
- ❖ The above questions are just lifted from a developers proposal. Its a residential area. It doesnt need business premises
- ❖ Extend parking at village shops by reducing grassed area. Clear up shop fronts and remove. Planted area is just a mass of weeds
- ❖ Where do you mean? By shops? Village hall? Limited possibilities for parking at either location
- ❖ No village centre exists, so difficult to enhance. Question too generic
- ❖ Where is the centre? By the church or by the shop? Who knows I'd like the grass areas cut better. I'm always impressed by that in Mentmore as you drive through. I know we are different but it would make the village look much better
- ❖ Post Office, Chemist
- ❖ anything in keeping with the village.... unlike what we have now! an old style, sometimes useful but very unattractive shop, an ok hairdresser, a UKIP office (please what is that all about) and a poor take away... if this parade maketh the village then oh dear.
- ❖ Remove existing shops- rebuild in keeping with the village
- ❖ Green space and or gardens
- ❖ The village centre is very badly served by public transport
- ❖ Hampden Fields will have its own centre.
- ❖ Updating of current retail area. More choice.
- ❖ Proper and full use of the existing parade of shops to provide for a vibrant village centre
- ❖ Better use and updating of current retail area
- ❖ Weston Turville does not have a village centre. The area around the shops is not a village centre. The evolution of the Parish of WT have been based on 4 earlier "villages" does not lend itself to having a village centre.
- ❖ I think the shop buildings and space, green and concrete, look unkept and not in keeping of the village at all
- ❖ Artist studios to rent for local artists
- ❖ The shops buildings need to be updated / renovated
- ❖ Dog waste bin by the shops
- ❖ Support for self employed running businesses from home, without the "industrialising" of the village. This means much better Broadband in the area!
- ❖ I do not agree with developing the residential nature of the village with business premises
- ❖ The village character and identity should be maintained
- ❖ Leave it alone
- ❖ BRING BACK THE VILAGE CENTRE, COMPLETE WITH A POND