

Issues of Local Concern Evidence Paper [EILC]

Part 1: Introduction

Taken from the Stoke Mandeville Neighbourhood Plan Survey Results - April 2017

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These are the responses to the Consultation Questionnaire.

The consultation statement is defined as follows in the neighbourhood planning regulations;

In this regulation 'consultation statement' means a document which;

- a. contains details of the persons and bodies who were consulted about the proposed neighbourhood development plan (F10 or neighbourhood development plan as proposed to be modified);
- b. explains how they were consulted;
- c. summarises the main issues and concerns raised by the persons consulted; and
- d. describes how these issues and concerns have been considered and, where relevant, addressed in the proposed neighbourhood development plan

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Part 2: Facts

Executive Summary

Housing

General concern over future housing development

- Overall, there was large scale concern over future housing development within Stoke Mandeville. 93% of those who provided a rating stated that with respect to future housing development they were 'Concerned a Lot' about the 'Pressure on physical infrastructure e.g. roads, footpaths' whilst 92% were 'Concerned a Lot' about the 'Impact on the rural nature of the Parish, such as open spaces and countryside'. 89% stated that 'Pressure on nearby GP and Health Services' 'concerned them a Lot.'

Accommodation

- Nearly three quarters (73%) of respondents had not had a problem finding suitable living accommodation in the Parish.

Affordable Housing for Local People

- 69% of those who felt that there should be affordable housing stated that this should be for local people or those with a connection to Stoke Mandeville.

Homes for Sale on the Open Market

- 67% either 'Strongly Agreed' (23%) or 'Agreed' (43%) with the statement that 'Homes for sale on the open market' is needed for new housing in Stoke Mandeville. Whilst over half (56%) either 'Strongly Disagreed' (27%) or 'Disagreed' (29%) with the assertion that 'Rented homes provided by private landlords' was the type of tenure needed for new housing.

New housing should benefit young and old people

- 68% of those who provided a rating either 'Strongly Agreed' (18%) or 'Agreed' (50%) that any new housing development should 'Enable local young people to move to, or remain living in, Stoke Mandeville'. 66% either 'Strongly Agreed' (20%) or 'Agreed' (46%) that any development should be to 'Enable older people to move into more suitable accommodation for their needs'.

Smaller family homes

- In terms of the new type of housing that should be built in the Parish, 30% of those choosing a 'First Priority' stated 'Small starter homes/ homes for older people to downsize (1-2 bedroom(s))' whilst 29% stated 'Medium family homes (2-3 bedrooms)'.

Parking and Gardens

- In terms of any new development in Stoke Mandeville, 96% either 'Strongly Agreed' (73%) or 'Agreed' (23%) that 'New dwellings have off street parking', whilst 90% 'Strongly Agreed' (53%) or 'Agreed' (37%) that 'New dwellings have gardens.'

New housing fits in visually

- Respondents were keen to ensure that future housing development respects the characters of the different parts of Stoke Mandeville. 87% either 'Strongly Agreed' (61%) or 'Agreed' (26%) that 'New dwellings fit in with the look and feel of existing areas' and 83% either 'Strongly Agreed' (65%) or 'Agreed' (18%) that 'New dwellings are designed to be no more than 2 storeys high.'

Environment

Areas of protection

- 93% either 'Strongly Agreed' (82%) or 'Agreed' (11%) that Queen Elizabeth II Playing Field, Eskdale Road, should be protected from future development with 92% 'Strongly Agreeing' (78%) or 'Agreeing' (14%) that the 'Green in front of the village school' should be protected. Continuing the theme of protection of green spaces in and around the Village, 86% either 'Strongly Agreed' (69%) or 'Agreed' (17%) with protecting the 'Burial Ground alongside Swallow Lane', 75% for the 'Green at entrance to allotments' and 71% the 'Green at centre of Carters Ride'.

Views to protect

- In regards to landscape features and views that are important to protect from any form of development, 93% either 'Strongly Agreed' (79%) or 'Agreed' (14%) with 'Views from across Stoke Mandeville of the Chilterns and Coombe Hill' with 88% 'Strongly Agreeing' (71%) or 'Agreeing' (17%) with 'Views from the south side of Stoke Mandeville village across open countryside towards Chiltern Hills'. The overriding pattern to emerge was that respondents were keen to see the protection of landscape features from any form of development.

Protection of Green Spaces

- Qualitative analysis highlighted the need for the protection of 'Green spaces and landscape features' throughout Stoke Mandeville.

Access to green space

- 88% of respondents did not have any difficulties accessing community facilities and different parts of Stoke Mandeville using the current network of Cycleways and footpaths.

Environmental improvements

- 97% 'Agreed' that they would like to see 'Less litter, no fly tipping within Stoke Mandeville'. 87% indicated that they would like more 'Creation of wildlife meadows and corridors', 85% 'Landscaping of public areas', 85% 'Ditch maintenance' and 83% 'Footpaths and Cycleways linking different parts of Stoke Mandeville'.

Transport/Traffic

Traffic concerns

- 'Volume of traffic' (96%), 'School run traffic', 'Speed of traffic' (74%) and 'Large vans and lorries passing through the Parish' (72%) were the main causes for concern when travelling in and around the Parish. 'Station Road' emerged from the qualitative comments as the area in Stoke Mandeville which generated most concerns when travelling in and around the Parish.

Road safety to be encouraged

- Nearly three quarters (73%) either 'Strongly Agreed' (47%) or 'Agreed' (26%) that 'Weight restrictions' should be encouraged to improve road safety in Stoke Mandeville, whilst the same figure 'Strongly Agreed' (42%) or 'Agreed' (31%) that 'Speed restrictions' should be encouraged and 39% 'Strongly Agreed' and 34% 'Agreed' with 'Additional and/ or safe crossings for pedestrians.'

Local Services

Importance of a local school

- 97% of respondents felt that there should always be adequate provision of school places within Stoke Mandeville to accommodate children living in the Parish. Analysis of qualitative comments highlighted that the reason for this response was that the adequate provision of school places for local Stoke Mandeville children fosters a 'Sense of Community.'

Access to Services

- In terms of ease in travelling to healthcare services and facilities, 55% reported it was 'Quite Easy' to get to an 'Optician', 53% 'Pharmacy', 53% 'Dentist' and 50% 'Doctor'.

Booking appointments with health services

- In terms of problems, 56% reported that it was 'Difficult' to book an appointment with the 'Doctor'. Qualitative comments highlighted that the difficulties were with long waiting times for appointments with already overstretched/ overburdened Surgeries.
- In terms of ease of booking appointments 57% stated it was 'Quite Easy' to book with the 'Dentist', whilst 56% reported it was 'Quite Easy' to book with the 'Optician' and 43% stating it was 'Quite Easy' with the 'Pharmacy'.

Information Technology

Broadband

- 53% indicated that they or their family experience a problem with the speed of their broadband connection at home. Nearly three quarters (73%) of those who experienced a problem with the speed of their broadband connection reported that this was 'Slow web page loading times'. 60% of respondents had 'Inconsistent internet performance dependent on the time of the day'.

Business Development

- In terms of new business development in Stoke Mandeville 59% of respondents either 'Strongly Agreed' (14%) or 'Agreed' (45%) that 'Pubs, cafes and restaurants' should be encouraged. 58% stated 'Retail (shops) 56% 'Agriculture/food production' and 52% 'Service trades e.g. plumbers and electricians'.

Part 3: Analysis and Conclusions

Key Findings

Notes

In total, **341** surveys were submitted via both the online system and hard copies. Postcodes of respondents have been reviewed and only those supplying a valid post code have been included,

with due allowance for occasional errors relating to data entry and the difficulty in reading some respondents' handwriting.

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 or each element to the 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 already stretched local infrastructure, including roads.

1a. In considering local housing need, to what extent do you consider that new housing development is needed in Stoke Mandeville for the following reasons? Please tick one box in each row.

	Strongly Agree %	Agree %	No part. opinion %	Disagree %	Strongly Disagree %	N=
To meet general housing need in Stoke Mandeville	9	31	20	23	16	329
To provide affordable housing (Homes for sale or rent provided through a Housing Association e.g. shared ownership or part buy, rent or part rent)	12	26	14	24	23	332
To enable local young people to move to, or remain living in, Stoke Mandeville	18	50	13	11	8	334
To enable older people to move into more suitable accommodation for their needs	20	46	11	15	9	332
To support local businesses and community groups and facilities	6	27	30	21	16	331
To help pay for local infrastructure such as roads and other services and facilities *	17	29	12	21	20	333
To enhance cultural and social mix within Stoke Mandeville	5	15	33	22	24	331

*With new housing development, the developer is required to make a contribution towards the local infrastructure required to support new housing

68% of those who provided a rating either 'Strongly Agreed' (18%) or 'Agreed' (50%) that any new housing development should 'Enable local young people to move to, or remain living in, Stoke Mandeville'. 66% either 'Strongly Agreed' (20%) or 'Agreed' (46%) that any development should be to 'Enable older people to move into more suitable accommodation for their needs'.

1b. With respect to future housing development in Stoke Mandeville, 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	92	7	1	340
Pressure on community facilities, e.g. Community Centre, Church, Play Parks	63	27	10	338
Pressure on physical infrastructure, e.g. roads, footpaths	93	6	1	339
Increased parking needs	80	18	2	337
Impact on the environment (flooding, drainage, sewerage etc.)	79	18	2	339
Pressure on school places	73	14	13	339
Pressure on nearby GP and Health Services	89	9	2	339

Overall, there was large scale concern over future housing development within Stoke Mandeville. 93% of those who provided a rating stated that with respect to future housing development they were 'Concerned a Lot' about the 'Pressure on physical infrastructure e.g. roads, footpaths' whilst 92% were 'Concerned a lot' about the 'Impact on the rural nature of the Parish, such as open spaces and countryside'. 89% stated that 'Pressure on nearby GP and Health Services' 'concerned them a Lot.'

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 Stoke Mandeville? Please tick one box.

	%
Yes, currently	4
Yes, in the last year or so	4
No, but I anticipate this being a problem within the next few years	19
No	73
N=	335

Nearly three quarters (73%) 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.

	%
Lack of homes to <i>buy</i> at a price I/they could afford	65
Lack of homes to <i>rent</i> at a price I/they could afford	14
Lack of homes big enough	5
Lack of homes small enough	4
Lack of homes suitable for specialist personal needs (e.g. disabled people)	5
Prefer not to answer	7
N=	81

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, 65% 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 Stoke Mandeville? Please tick one box in each row.

	Strongly Agree %	Agree %	No part. opinion %	Disagree %	Strongly Disagree %	N=
Homes for sale on the open market	23	43	17	7	10	318
Rented homes provided by private landlords	2	14	28	29	27	312
Affordable homes for sale provided through a Housing Association (e.g. shared ownership or part buy, part rent)	14	35	17	15	19	321
Affordable rented homes provided through a housing association	11	26	17	22	24	319
No particular opinion	6	3	53	13	25	158

67% of those responding to the question either 'Strongly Agreed' (23%) or 'Agreed' (43%) with the statement that 'Homes for sale on the open market' is needed for new housing in Stoke Mandeville.

Over half (56%) either 'Strongly Disagreed' (27%) or 'Disagreed' (29%) with the assertion that 'Rented homes provided by private landlords' was the type of tenure needed for new housing in Stoke Mandeville.

1f. If you think there should be affordable housing in Stoke Mandeville, for sale or to rent, who should this be for? Please tick one box.

	%
Affordable homes specifically for local people or those with a connection to Stoke Mandeville	69
Affordable homes for anyone who needs this type of housing	31
N=	283

69% of those who felt that there should be affordable housing stated that this should be for local people or those with a connection to Stoke Mandeville.

1g. What type of new housing should be built in Stoke Mandeville? Please tick up to 3 types of housing by order of preference.

	1st Choice	2nd Choice	3rd Choice
Bungalows	17	10	17
(1–2-bedroom homes) e.g. starter homes or homes for older people to downsize	30	27	13
(2–3-bedroom homes) e.g. medium family home	29	25	16
(4+ bedrooms) e.g. large family home	7	10	10
Homes for people with specific housing needs (e.g. for disabled people, sheltered complexes for older people)	12	19	24
Homes with designated office or workshop space (live/work units)	2	4	9
Flats/apartments	3	5	13
N=	361	326	326

(Please note some respondents selected more than one option for each Priority)

In terms of the new type of housing that should be built in the Parish over the next, 30% of those choosing a first priority stated small starter homes/ homes for older people to downsize (1-2 bedroom(s)) whilst 29% medium family homes (2-3 bedrooms).

Objective 2: To ensure that future housing development in and around Stoke Mandeville respects the characters of the different parts of Stoke Mandeville.

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

	Strongly Agree %	Agree %	No part. opinion %	Disagree %	Strongly Disagree %	N=
New dwellings fit in with the look and feel of existing areas	61	26	10	1	2	333
New dwellings are designed to be innovative and non-traditional	8	11	33	29	18	324
New dwellings have gardens	53	37	8	1	1	328
New dwellings have off street parking	73	23	2	1	1	331
New dwellings are designed to be no more than 2 storeys high	65	18	12	3	2	330

In terms of any new development in Stoke Mandeville, 96% either 'Strongly Agreed' (73%) or 'Agreed' (23%) that 'New dwellings have off street parking', whilst 90% 'Strongly Agreed' (53%) or 'Agreed' (37%) that 'New dwellings have gardens.' Continuing the patterns that respondents were keen to ensure that future housing development respects the characters of the different parts of Stoke Mandeville, 87% 'Strongly Agreed' (61%) or 'Agreed' (26%) that 'New dwellings fit in with the look and feel of existing areas' and 83% either 'Strongly Agreed' (65%) or 'Agreed' (18%) that 'New dwellings are designed to be no more than 2 storeys high.'

Objective 3: To influence the sites for future residential development in Stoke Mandeville, in light of the requirements of Vale of Aylesbury Local Plan (VALP).

3a. Where do you believe development should take place in Stoke Mandeville? Are there any areas where you believe development should not take place? Please give your comments on the prospective sites within the Parish, whether shaded on the map or not. Please give reference numbers where applicable or describe where the land is situated.

Suitable

In terms of specific areas where respondents felt that development should take place in Stoke Mandeville, qualitative analysis highlighted that 19% of respondents to the question quoted SMD 002, 18% SMD 001 and 18% SMD 009. A full list of comments is available in the Appendix.

Unsuitable

In terms of specific areas where respondents felt that development should not take place in Stoke Mandeville, qualitative analysis highlighted 24% of respondents to the question quoted SMD 008, 23% SMD 007 and SMD 001 15%. A full list of comments is available in the Appendix.

Objective 4: To preserve and enhance the rural environment and to protect important public green spaces in Stoke Mandeville.

4a. Below are some examples of public green spaces that you might consider important to protect them from future development. Which green spaces matter to you? Please tick one box in each row.

	Strongly Agree %	Agree %	No partic. opinion %	Disagree %	Strongly Disagree %	N=
Stoke Grange						
Land along Dalesford Road at bottom of Elham Way	36	21	39	2	1	308
Land off Elizabeth Road	35	20	40	2	2	302
Village						
Queen Elizabeth II Playing Field, Eskdale Road	82	11	6	0	1	331
Burial Ground alongside Swallow Lane	69	17	12	0	1	319
Green in front of village school	78	14	6	1	1	326
Green at entrance to allotments	55	20	23	1	1	316
Green at centre at Carters Ride	48	23	28	0	1	314
Green at Petersfield	44	21	32	1	2	311
Hawkslade						
Land along Bowler Road bounded by Rowan Close and Harrow Close	29	20	46	1	3	309
Land off Rake Way between Ridge Cloe and Wheat Close	30	19	47	1	3	308
Land alongside footpath known as 'The dog walking track' between homes and fields around most of outside perimeter of Hawkslade	42	20	34	1	3	313
Green surrounding Hawkslade Community Centre and shop alongside Barley Crescent and the junction of Anton Way and Orwell Drive	41	22	33	0	4	309

93% either 'Strongly Agreed' (82%) or 'Agreed' (11%) that 'Queen Elizabeth II Playing Field, Eskdale Road', should be protected from future development with 92% 'Strongly Agreeing' (78%) or 'Agreeing' (14%) that the 'Green in front of the village school' should be protected. Continuing the theme of protection of green spaces in and around the Village, 86% either 'Strongly Agreed' (69%) or 'Agreed' (17%) with protecting the 'Burial Ground alongside Swallow Lane', 75% for the 'Green at entrance to allotments' and 71% the 'Green at centre of Carters Ride'.

Please specify any other green spaces you would like to see protected here, along with the reason why.

A key theme to emerge from the qualitative comments was that 'All green spaces should be protected', comments included:

- Protect them all. No more houses in this area. We are a village.
- I cannot believe that anyone would consider these spaces for anything other than green space/ recreational spaces. They have to be protected.
- All green spaces should be protected. I would like my child to actually see some wildlife.
- All.
- No development on any of these spaces.
- All green spaces should be protected to protect the health and well-being of the residents of Stoke Mandeville.

A full list of comments is available in the Appendix.

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

	Agree %	Disagree %	No Opinion %	N=
Landscaping of public areas (e.g. bulbs, hedges, trees)	85	3	12	333
Creation of wildlife meadows and corridors	87	2	11	327
Picnic areas	35	22	43	316
Allotments	41	15	45	316
Less litter, no fly tipping	97	1	2	333
Ditch maintenance	85	2	13	327
Play areas for children	70	10	20	322
Recreation areas for teenagers	55	16	28	319
Footpaths and Cycleways linking different parts of Stoke Mandeville	83	6	11	328

97% 'Agreed' that they would like to see 'Less litter, no fly tipping' within the Parish. 87% indicated that they would like more 'Creation of wildlife meadows and corridors', 85% 'Landscaping of public areas', 85% 'Ditch maintenance' and 83% 'Footpaths and Cycleways linking different parts of Stoke Mandeville'.

Objective 5: To maintain and protect important landscape features and views in Stoke Mandeville.

5. Below are some examples of landscape features and views that you might consider important to protect from any form of development. Which landscape features matter to you? Please tick one box in each row.

	Strongly Agree %	Agree %	No partic. opinion %	Disagree %	Strongly Disagree %	N=
Views from across Stoke Mandeville of the Chilterns and Coombe Hill	79	14	5	1	1	336
Views in all directions from Marsh Lane	47	27	22	2	1	327
Views from the south side of Stoke Mandeville village across open countryside towards Chiltern Hills	71	17	9	2	1	329
Open countryside to south and west of Hawkslade	44	24	28	2	2	326
Open countryside to either side of Lower Road	57	23	18	2	0	322
Open countryside between A413 (Wendover Road) and the Aylesbury-Marylebone railway, and north of Station Road	62	18	17	2	1	321
Open countryside between A413 (Wendover Road) and the Aylesbury-Marylebone railway, and south of Station Road	60	21	14	4	1	300
Open countryside to the west of Stoke Mandeville village, between A4010 (Risborough Road) and Marsh Lane	61	20	16	3	1	322
Open countryside between A4010 (Risborough Road) and the Aylesbury-Marylebone railway, and south of Station Road	59	20	17	4	1	321

In regards to landscape features and views that are important to protect from any form of development, 93% either 'Strongly Agreed' (79%) or 'Agreed' (14%) with 'Views from across Stoke Mandeville of the Chilterns and Coombe Hill' with 88% 'Strongly Agreeing' (71%) or 'Agreeing' (17%) with 'Views from the south side of Stoke Mandeville village across open countryside towards Chiltern Hills'. The overriding pattern to emerge was that respondents were keen to see the protection of landscape features from any form of development.

Please specify any other landscape features you would like to see protected.

- A number of the qualitative comments centred on the need to protect all the landscape features in Stoke Mandeville.
- All rural spaces.
- All.
- As much of the rural landscape as possible, given that I made a choice to live in a village, not an urban city environment.
- All.
- All views around Stoke Mandeville to keep a rural identity.
- All areas that are currently "open" areas.
- Green spaces, farmland, and parks.
- All.
- All.
- I would like to see a corridor at least around SM Village so it remains a village and separate from Aylesbury Town.
- Stoke Mandeville as a village.
- Open fields!!
- All of them. Is it not bad enough we have that god awful HS2 Carving a scar through the country side?
- Views of old buildings, e.g. churches, thatched (old) properties, areas of woodland.
- Unfortunately, too late, HS2 will ruin Stoke Mandeville destroying views of the Chiltern Hills and an area of outstanding beauty. Where is the tunnel?
- The views from SM are part of what makes it a village.

A full list of comments is available in the Appendix.

Objective 6: To work with the Highways Authority to improve road safety and ease traffic congestion in Stoke Mandeville as a result of new development.

6a. How many vehicles does your household have? Please tick one box.

	%
None	5
One	32
Two	46
Three	11
More than three	5
N=	339

Nearly half (46%) of the respondents reported that their household had two vehicles.

6b. Presently what forms of transport do you typically use on public roads within Stoke Mandeville? Please tick all that apply.

	Daily	Weekly	Monthly
Car/Van	51	16	1
Motorcycle	1	0	6
Public transport	8	28	51
Bicycle	5	16	34
Walking	34	38	7
Tractor/agricultural vehicles	1	0	1
Mobility scooter/wheelchair	1	2	0
N=	548	229	135

In regards to those using the public roads daily, just over half (51%) of the responses indicated that this was a 'Car/ van' with 34% 'Walking'.

6c. Are you concerned about any of the following when travelling in and around Stoke Mandeville?
Tick all that apply:

	Yes %	No %	N=
Speed of traffic	74	26	333
Volume of traffic	94	6	329
School run traffic	77	23	317
Narrowness/lack of pavements	51	49	312
Obstructions to visibility on roads and pavements	40	60	301
Lack of safe places to cross	54	46	310
Large vans and lorries passing through the Parish	72	28	322
Location of bus stops	11	89	294
Visibility at road junctions	24	76	295
Inadequate supply of off-road parking	57	43	312
Lack of cycle routes	37	62	299
Illegal parking at the side of the roads	57	43	311
Access for emergency vehicles	59	41	309

‘Volume of traffic’ (94%), ‘School run traffic’ (77%), ‘Speed of traffic’ (74%) and ‘Large vans and lorries passing through the Parish’ (72%) were the main causes for concern when travelling in and around the Parish. An analysis of the qualitative comments provided under these headings can be found below.

Speed of traffic comments

52% of those who provided a comment in terms of ‘Speed of Traffic’ being a concern stated that this was in ‘Station Road’. In regards to the specific time of day when this was a concern, ‘Rush hour’ was the most often cited example. A number of respondents stated that ‘Speed of Traffic’ was a concern ‘All Day.’

Volume of traffic comments

61% of those who commented on the volume of traffic referred to ‘Station Road’. In terms of time of day, 33% cited ‘Rush hour/ Peak times’.

School run traffic comments

37% of those commenting in regards to school run traffic cited ‘Station Road’. A large number of comments cited the ‘School’ itself.

Large vans and lorries passing through Stoke Mandeville

45% of those providing a comment in regards to 'large vans and lorries passing through Stoke Mandeville' cited 'Station Road'.

Other

Once again 'Station Road' emerged as the key theme from the qualitative comments.

- Poor street lighting in Station Road.
- The amount of heavy traffic is really noticeable. Traffic coming back from Amersham/ London causes Station Road to queuing traffic regularly at the Roundabout.
- Turning off Wendover Road into Scout Hut. Speeding cars overtaking on Station Road.
- Cars parking in side roads for train station. Ambulances in Station Road held up in traffic.
- Since the roundabout was altered, the traffic over it is much faster.
Zebra Crossing on Lower Road – had several near misses there by cars that didn't stop, even though we were crossing.
Can not go out between 5-7pm, as Station Road and Lower Road become car parks.
- Amount of traffic on Lowe Road and Station Road.
- To cross Station Road is very frightening, because of the volume of traffic and no crossing between Station Road and Wendover Road. When disabled, too far to walk over the bridge to the crossing on the other side and pavement on right hand side too narrow and sloping for mobility scooters.
- Station Road is simply unfit for purpose in every regard.
- Traffic pollution, particularly on Station Road and other roads when grid locked.

A full list of all the qualitative comments for 6c is available in the Appendix.

6d. Thinking about things that could be done to encourage road safety in Stoke Mandeville (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.

	Strongly Agree %	Agree %	No part. Opinion %	Disagree %	Strongly Disagree %	N=
Additional road calming measures	29	23	17	21	10	326
Speed restrictions	42	31	13	9	5	333
Weight restrictions	47	26	20	4	2	330
Junction improvements	31	32	32	5	1	317
Additional/wider pavements	34	25	31	7	3	322
Additional and/or safe crossings for pedestrians	39	34	19	6	2	327
Improved/additional bus stops	11	21	53	12	3	313
Designated cycle routes	26	35	28	7	4	320

Nearly three quarters (73%) either 'Strongly Agreed' (47%) or 'Agreed' (26%) that 'Weight restrictions' should be encouraged to improve road safety in Stoke Mandeville, whilst the same figure 'Strongly Agreed' (42%) or 'Agreed' (31%) that 'Speed restrictions' should be encouraged and 39% 'Strongly Agreed' and 34% 'Agreed' with 'Additional and/ or safe crossings for pedestrians.'

Objective 7: To improve accessibility to, and connectivity between, public rights of way and Cycleways in Stoke Mandeville to help with access to community facilities and to all parts of Stoke Mandeville, particularly in light of the proposed new developments.

7. Presently do you have any difficulties accessing community facilities and different parts of Stoke Mandeville, using the current network of Cycleways and footpaths?

	%
Yes	12
No	88
N=	329

88% of respondents did not have any difficulties accessing community facilities and different parts of Stoke Mandeville using the current network of Cycleways and footpaths.

If yes, please specify here what your difficulty is, and where in Stoke Mandeville, you experience difficulties?

A number of comments cited the ‘Dangers of cycling’.

- Cycling along Station Road with children. The road is not safe. I can cycle to Wendover more safely 3 miles away than 1 mile to Eskdale Lane.
- Cycling down Station Road to the post office and the community centre.
- Difficulty *walking is connectivity and cycling. Lack of safe road crossings on Wendover Road, Station Road. If you can’t cross the road safely, the only option is to drive.
- Cycleways generally in poor state, Lower Road Hospital to School Cycleway is dreadful, narrow and very close to traffic. We have had numerous near misses when our children have cycled to school.
- Cycling to SM community centre via lower road feels risky.
- Cycling along Station Road is dangerous.
- But only because cycle ways are only in place on the Wendover and lower roads - and don't seem to have had end to end thought - e.g. crossing the main roads.

A full list of all the comments is available in the Appendix.

Objective 8: To conserve and enhance the historic buildings and assets of Stoke Mandeville.

To help us understand which historic buildings and assets matter to you, please specify any other historic buildings and/ or assets you would like to see protected.

The 'Churches of Stoke Mandeville' were cited as historic buildings to be protected.

- Church of St Mary.
- The Old Church Site – off Risborough Road, near Stoke House.
- Old Church ruins off Risborough Road.
- Village Church and Grounds.
- Church of St Mary/ Lower Road.
- Old Stoke Church.
- The Churches would be high on the list.
- Church of St Mary Lower Road.

A full list of comments is available in the Appendix.

Objective 9: To support and enhance recreational facilities in Stoke Mandeville.

9a. How often do you use the following recreational facilities in Stoke Mandeville? Please tick one box in each row.

	More than once a week	More than once a month	Occas.	Rarely/ Never	N=
Community Centre, Eskdale Road	14	8	47	32	333
Community Centre, Barley Crescent	1	2	6	91	311
The Ark Risborough Road	3	4	20	73	319
Queen Elizabeth II Playing Field, Eskdale Road	16	19	35	31	327
Outdoor Gym, Queen Elizabeth II Playing Field	3	11	25	60	314
Basket Ball Net, Queen Elizabeth II Playing Field	3	4	10	83	316
Skate park, Queen Elizabeth II Playing Field	3	5	11	81	319
Table Tennis, Queen Elizabeth II Playing Field	1	3	13	83	315
Children's Playground, Queen Elizabeth II Playing Field	8	12	23	57	320
Tennis Courts, Queen Elizabeth II Playing Field	2	5	21	72	318
Bucks County Council Sports and Social Club, Lower Road (now closed)	3	4	19	74	319

47% of those who use the 'Community Centre, Eskdale Road' stated that this was 'Occasionally'.

In terms of the Queen Elizabeth II Playing Field, Eskdale Road, 35% used 'Occasionally', 19% 'Once a Month' and 16% 'Once a Week'. 20% of those using the 'Children's' Playground, Queen Elizabeth II Playing Field did so either 'Once a Month (12%) or 'Once a Week' (8%).

9b. Do you feel any of the facilities listed in 9a should be improved or expanded. If so, please say which and how you would like to see them improved?

The Children's' Playground was cited on a number of occasions:

- Children's playground – it is a little unthought out and outdated. Holds the interest of my toddlers for about 10 mins.
- Playground – new children's activities – more for 7–10-year-olds.
- Children's playground QEII Playing Field; Excellent facility which could be enlarged.
- Children's playground ground made suitable for all weather.
- Children's playground - a sprung tarmac surface instead of the grass as the park become unusable after heavy rain and is prone to dog/fox mess.
- Children's playground - Queen Elizabeth II needs fencing at the back as children can get out on their own behind the hill.
- Children's play equipment is poorly maintained and outdated.
- Bigger children's play area if possible.
- Children's play area at Hawkslade.
- Children's playground - update/upgrade/more equipment.

9c. Are there any other recreational facilities not included in 9a that you think should be provided in Stoke Mandeville? If so, please say what they are and roughly how often you think you would use them.

No key theme emerged from the qualitative analysis however a full list of comments is available in the Appendix.

Objective 10: To improve access to health services and health facilities for residents of Stoke Mandeville.

10a. 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	27	50	20	3	337
Dentist	18	53	22	7	337
Pharmacy	30	53	14	3	334
Optician	22	55	16	7	335

In terms of ease in travelling to healthcare services and facilities, 55% reported it was 'Quite Easy' to get to an 'Optician', 53% 'Pharmacy', 53% 'Dentist' and 50% 'Doctor'.

10b. 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	5	37	56	3	338
Dentist	23	57	14	7	334
Pharmacy	24	43	3	29	333
Optician	32	56	2	10	335

In terms of problems, 56% reported that it was 'Difficult' to book an appointment with the 'Doctor'.

In terms of ease of booking appointments 57% stated it was 'Quite Easy' to book with the 'Dentist', whilst 56% reported it was 'Quite Easy' to book with the 'Optician' and 43% stating it was 'Quite Easy' with the 'Pharmacy'.

10c. 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.

- In February 2016 we were offered a 7-week local Drs appointment, and we are over 75 years of age/ 0800/ Bedgrove.
- They can only offer appointments in 6–8-week time – day and night – Bedgrove takes 2 or 3 weeks for appointment – 9am to 5pm – Oakfield.
- Too long to wait for appointments – Wendover.
- Takes up to 3 -6 weeks to get an appointment with Dr- never next day/anytime - Westgrove Wendover.
- Can speak to doctor on phone if needed. 2 weeks wait if want a non-emergency appointment - Mandeville Surgery.
- Long wait for appointments.
- Trying for appointments is hard, 2-3weeks not good if you're ill, no home visits etc.
- Average wait for a standard appointment at Bedgrove Surgery is almost a month.
- Bedgrove Surgery. It's very difficult to get an appointment with my own doctor sooner than 2 weeks.

A number of comments cited the fact that the Doctors service was already overburdened.

- Over subscription – any – Wendover Health Centre.
- Overstretched already – am – Westongrove Wendover.
- Overpopulation and no Doctor in Stoke Mandeville – always – Wendover.
- Too many patients, not enough capacity – no new GP being built, despite more houses – Poplar Grove.
- Appointments at Doctors are difficult, as a result of increased numbers of people, against static levels of resources afternoon 3-6pm – Wendover.
- Presumably too many patients per Doctor – Bedgrove.
- Too few Doctors – Bedgrove.
- Shortage of Doctors.
- They have too many patients - Wendover Health Centre.
- Bedgrove Surgery is totally overloaded with patients. Getting appointments take a long time if you wish to see specific GP. Waiting times are long - all the time – Bedgrove.
- Oversubscribed.
- Oversubscribed and lack of staff.
- Too many patients since merging 2 practices together. 8am - 1pm. Poplar Grove practice.
- Overloaded. Soonest available appointment is often 4-5 weeks away even if you are totally flexible about time or day. It has been like this for 4 or 5 years now.
- Westongrove surgery full up and overflowing.

Objective 11: To ensure sufficient capacity for children living in Stoke Mandeville to access primary education within Stoke Mandeville.

11a. Regardless of whether or not you have children of primary school age (4-11 years), do you think it is important that there should always be adequate provision of school places within Stoke Mandeville to accommodate children living here?

	%
Yes	97
No	3
N=	322

97% of respondents felt that should always be adequate provision of school places within Stoke Mandeville to accommodate children living in the Parish. Analysis of qualitative comments highlighted that the reason for this response was that the adequate provision of school places for local Stoke Mandeville children fosters a 'Sense of Community.'

- Sense of community.
- It is a community developing matter (e.g. socialising) for both child and parent to use a local school.
- Community and continued renewal.
- To create the local community.
- Our son attended Pollyanna Pre-School and SM Combined School from age 3 to 11. Vital part of his being part of the Community and Village sense.
- A village school is heart of the community and to be able to walk to school is very important.
- The school is the heart of any village! Local children should have priority.
- Absolutely, to build a sense of local community and also to reduce commuting to schools elsewhere.
- The first schools are an ideal way for children to meet new and make friends. It is also a brilliant place to build relations with adults in the community.

11b. If you have children of primary school age (4-11 years), have you experienced difficulties in securing a place at Stoke Mandeville Primary School? Please tick one box?

	%
Yes	12
No	88
N=	77

88% of those with children of primary school age (4-11 years) had not experienced a difficulty in securing a place at Stoke Mandeville Primary School.

Objective 12: To support the development of existing locally based businesses, including retail, to ensure that Stoke Mandeville is as economically sustainable as possible when taking into account new housing development.

12a. Do you own your own business/businesses. Please tick as appropriate.

	%
Yes	12
No	88
N=	329

88% of respondents were not business owners.

12b. From where do you operate your business/businesses? Please tick all that apply.

	Business 1	Business 2	Business 3
From home	55	100	0
From other premises within Stoke Mandeville	7	0	0
From other premises outside Stoke Mandeville	39	0	0
N=	44	5	0

55% of those who own a business reported that this was 'From home'.

12c. Thinking about how you would like your business/ businesses to develop, is there anything that could be provided in Stoke Mandeville which would help you? Please tick all that apply.

	Business 1	Business 2	Business 3	N=
Improved transport links with other places	100	17	0	6
Improved parking close to your business	83	17	0	6
More suitable business premises available to rent within the Parish	78	33	0	9
More suitable business premises available to buy within the Parish	100	20	0	5
Access to office facilities within the Parish (e.g. an IT environment, meeting and desk space)	100	33	0	6
Serviced offices	75	25	0	4
Latest broadband technology	100	23	0	22

'Latest broadband technology' was the most popular choice in terms of anything that could be provided in Stoke Mandeville which would help business owners.

Objective 13: To attract new businesses to the Parish to help ensure a thriving local economy in light of proposed new developments.

13. What sort of new business development do you think should be encouraged in Stoke Mandeville? Please tick one box in each row.

	Strongly Agree %	Agree %	No part. Opinion %	Disagree %	Strongly Disagree %	N=
Tourism and Leisure	9	27	44	13	7	311
Office-based business (consultancies etc.)	6	26	47	13	8	306
Retail (shops etc.)	14	44	19	16	6	316
Small scale industrial (manufacturing, skilled artisan etc.)	9	35	28	17	11	312
Agriculture/food production	14	42	26	11	7	314
Service trades (e.g. plumbers and electricians)	10	42	35	8	4	316
Pubs, cafes and restaurants	14	45	25	11	6	320
Health, beauty and well-being	4	32	47	11	7	312
Residential and Nursing Care homes	11	35	36	13	6	313
A bank/financial services	11	34	34	15	7	316

In terms of new business development in Stoke Mandeville 59% of respondents either 'Strongly Agreed' (14%) or Agreed' (45%) that 'Pubs, cafes and restaurants' should be encouraged, whilst 58% stated 'Retail (shops) 56% 'Agriculture/food production' and 52% 'Service trades e.g. plumbers and electricians'.

Objective 14: To identify preferred sites for new commercial or light industry in Stoke Mandeville and to safeguard existing sites for employment opportunities.

14a. Please give your views about potential sites suitability or otherwise for more commercial and light industry/business developments in Stoke Mandeville.

Suitable

In regards of potential sites which are suitable for more commercial and light industry/ business development, 32% of those responding to the question highlighted SMD014 in their qualitative feedback.

Unsuitable

In terms of potential sites which are unsuitable for more commercial and light industry/ business development a number of comments centred on the fact that there should be ‘No Development’.

- All are unsuitable I would like to sustain village statues and rural sects of Stoke Mandeville
- There are plenty of empty places in Aylesbury, you do not need to add to road traffic and road use
- We do not want any more light industry as this only adds to the congestion and pollution. Plant more trees create more recreational parkland and keep Stoke Mandeville green.
- I would not like to see business development in all other areas highlighted.
- Seriously, go build over existing buildings, stop destroying fields
- Develop existing facilities - do not create any new fresh developments.

A full list of comments is available in the Appendix.

14b. If you need new premises within Stoke Mandeville to operate or expand your existing business, or start a new business, what sort of premises are you looking for?

	Business 1	Business 2	Business 3	New Business	N=
Office	90	20	0	20	10
Workshop	64	18	0	18	11
Starter Units	60	0	10	30	10
Storage Units	64	18	0	18	11
Studio	67	33	0	17	6
Shop/retail space	57	0	14	29	7

14c. If you are looking for new business premises in Stoke Mandeville, would you prefer to share such a premise with other businesses or have sole use?

	Business 1	Business 2	N=
Would like to share premises with other business holders	100	28	11
Would prefer to have sole use of premises	56	50	16

14d. If you are looking for new business premises in Stoke Mandeville, please estimate the size of premises you would require? (In square metres)

Existing Business(es)

New Business

Details of the comments are available in the Appendix.

Objective 15: To provide all resident and local businesses with access to high quality, cost-effective superfast broadband.

15a. 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 Stoke Mandeville)	Not applicable
Yes	53	58	46
No	47	42	54
N=	294	33	57

53% indicated that they or their family experience a problem with the speed of their broadband connection at home.

15b. 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	52
Intermittent drop outs when using video or audio communications e.g. Skype, Face Time	55
Slow web page loading times	73
Internet based services not functioning due to reported insufficient bandwidth or other problems	33
Inconsistent internet performance with regard to any of the above symptoms that is dependent on the time of day.	60
N=	168

Nearly three quarters (73%) of those who experienced a problem with the speed of their broadband connection reported that this was slow web page loading times. 60% of respondents have inconsistent internet performance dependent on the time of the day.

Demographics

Are you responding as:-

	%
A resident	96
On behalf of business	0
Both	4

How old are you?

	%
<18 years old	0
18-35 years old	8
36-50 years old	23
51-65 years old	31
66-70 years old	14
71-75 years old	11
76-80 years old	6
>80 years old	3
Prefer not to say	4
N=	331

What is your current employment situation?

	%
Employed or self-employed full time	40
Employed or self-employed part time	14
Temporary or seasonal employment	0
Unemployed/unable to work	2
Retired	39
Looking after the home/carer	1
Carer	1
Student	1
Prefer not to say	2
N=	328

How long have you lived in the Parish?

	%
Less than a year	2
1-5 years	15
6-10 years	15
11-25 years	40
More than 25 years	28
N=	339

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

	%
Male living alone	7
Female living alone	10
Couple (with no children)	15
Family with young children (pre-school or primary school age)	14
Family with older children (secondary school age)	8
Family with grown up children living at home	12
Couple with grown up children living away	25
Family with older dependent relative living with them	1
Other	3
Prefer not to say	4
N=	333

Do you, or a member of your household, identify yourself as a disabled person?

	%
Yes	12
No	88
N=	332

Appendix

Question 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 Stoke Mandeville? Please tick one box.

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

- Not everyone wants to live in a new build development.
- Stop filling the area with houses.
- Lack of home big enough at a suitable price-next step on the ladder but being in easy reach of schools already attending.

Question 3a. Where do you believe development should take place in Stoke Mandeville? Are there any areas where you believe development should not take place? Please give your comments on the prospective sites within the Parish, whether shaded on the map or not. Please give reference numbers where applicable or describe where the land is situated.

Suitable

- SMD007, SMD008, SMD001. These sites pose the least impact on the countryside, views, and traffic flow.
- SMD006, SMD007, SMD0016 Depletion of rural area. This is a beautiful part of SM and should stay rural. SM would be swallowed up by Aylesbury.
- SMD002- Congestion on main Aylesbury Road. Pressure on local Schools and Doctors.
- Assuming SMD002 is approved we believe the most suitable area for development of a further 217 houses is SMD001 provided that a full set of infrastructure is also built i.e. Schools, shops, General Practitioners.
- SMD004.
- SMD007.
- SMD011.
- Pockets of land between Aylesbury and Stoke Mandeville also along new by-pass.
- SMD009
- Sites adjacent to the existing built-up areas of Aylesbury, SMD013, SMD011, IS/D46D8/AOP.
- SMD013.
- SMD001 and SMD002 avoid joining Stoke Mandeville to Aylesbury.
- Housing with new access points rather than just Mandeville Road. Accessing from newly planned roads.
- Too much development is not sustainable.
- SMD06.
- SMD07.
- SMD001.
- We consider that building on the site will adversely affect where we go for walks and cause even more traffic chaos on the A413. There will be no green spaces left.
- Well away from Stoke Mandeville to Main Village.
- No new build is suitable until Aylesbury has a ring road linking all major 6 routes (we are full and local councils have failed to build a bypass for decades). If you are stupid enough to grant any new build, then you may as well dump it next to HS2.
- Outside a green open area around the village of Stoke Mandeville of at least 250.
- SMD015/13/7/4.
- SMD009.

- STO016 - If decent roads created, shops Schools, healthcare.
- SMD012 closest to current dwellings and less impact on the open countryside areas.
- SMD015.
- SMD002.
- SMD001.
- SMD011.
- SMD013.
- SMD009.
- Land off Eskdale Road between Station Road and Eskdale Road.
- SMD009.
- STO016.
- STO016.
- SMD004/12/11.
- SMD010/SMD017 - Less impact on Village, in keeping with linear aspect.
- SMD015.
- SMD002.
- SMD012.
- 15/004508/AOP.
- Continuation of Ribbon Development without impact on the rural nature of Stoke Mandeville.
- SMD004/7/5/8.
- SMD009 and STO016 move new developments outside the village, create new infrastructure to support this. The current infrastructure is already inadequate.
- SMD004.
- WTV022.
- Field A413, Field Risborough Road and A41.
- Land behind Bell PH. Land behind Eskdale Road, but with fewer dwellings and wide roads with footways up a kerb on each side. Land behind Thornbrook House. SMD018 16/02673/APP Amended, SMD015.
- STO016.
- SMD009.
- SMD002.
- SMD015.
- SMD001.
- SMD002.
- SMD18.
- 16/02673/APP Suitable area close to existing Railway Lane having minimum impact on nature.
- STO016.
- SMD009.
- Land currently within village borders. Brownfield sites within the village.
- SMD009.
- STO016.
- SMD006.
- SMD007.
- SMD016.
- SMD008.
- Land opposite the Bell in Lower Road.
- All areas around the SE of SM are viable propositions allowing for land suitability i.e. Flood Plain HS2.
- STO016 and SMD009 - but would be adversely affected by HS2.

- SMD001/SMD002/SMD013.
- SMD013.
- SMD012.
- 15/04506/.
- All of the land either side of the HS2 map as outlined. Also houses either side of the Wendover Road A413. Wendover side of Stoke Mandeville as they have not seen any development as yet.
- SMD013.
- SMD015.
- WTV024.
- WTV026.
- SMD002.
- SMD018.
- I do not feel qualified to make an opinion on this.
- STO015.
- SMD009.
- SMD001 Due to location, need existing housing to not merge with other villages so that SM loses its identity.
- Any land by the railway station should have homes built on it, enabling people to walk to the station to use the trains.
- SMD001.
- SMD004, SMD005, SMD011, SMD012, SMD001, SMD002.
- 1602673.
- 1504341.
- 14604606.
- Old BOCM Site Risborough Road.
- SMD013, SMD015.
- Near HS2 route? Where farm is and already unusable due to railway line.
- Area SMD009 because it could be built up around HS2 line.
- Area SMD001 could develop Stoke Mandeville Village in the direction of Wendover. However, with the surrounding fields there is still a visible land break between Stoke Mandeville and Wendover.
- Nowhere.
- SMD009 and SMD015 Suitable as large plots and road networks can be built. Not overpopulated infrastructure can be added too.
- SMD001 and SMD002 seem to fit into the existing village without taking us too close to Aylesbury, thus retaining our village identity.
- SMD001.
- SMD009.
- SMD001, SMD002, SMD009.
- There are many areas around Stoke Mandeville that would suit limited and well-designed housing provided the local roads, pedestrian paths, bus stops and cycle paths are improved a great deal.
- If at all, additional houses, over and above 217 required for SM are to be built within SM, I would suggest that they be built in the south side to prevent coalescence of Aylesbury and Stoke Mandeville. Thus, SM can develop as a suburb of Aylesbury and will need to develop its own infrastructure. I suggest plot Nos, SMD001, 002 and 015. However, the number of new houses should only be a fraction of the existing number of houses, else it will destroy the village's unique character.

- Nowhere.
- Development could take place near to the HS2 site if affordable housing had to be built in the Stoke Mandeville area.
- I would prefer there to be no further development in Stoke Mandeville. However, if development has to take place, I believe it should be arranged so that existing communities are not joined together.
- ST0016.
- SMD006.
- 16/04608/AOP, SMD004 and SMD005 - The growth of 'Aylesbury' will necessitate appropriate development in these locations, particularly if the aspiration for link roads around Aylesbury is to be met. It is however critical that these sites are developed with an overarching vision and master plan and not in isolation. The current proposal for 16/04608/AOP fails to relate to other development sites and does not maximise opportunities that a joined-up approach would enable - such as an access road to Stoke Mandeville Hospital from the south.
- SMD007 - To complete the link road south of Aylesbury, development on this site is important. It must be in keeping with development at Stoke Grange and should seek to impose a natural boundary between the built-up area and the 'green gap' to Stoke Mandeville village.
- SMD009 - It is possible that some parts of this site MAY be suitable for limited development accessed by the realigned A4010 road provided by HS2. The vast majority of this area is unsuitable for development UNLESS it is allocated as key green space that adds to the linear park and green infrastructure opportunities for both Aylesbury and Stoke Mandeville.
- SMD011 - Bucks Sports and Social Club - Development of some kind is almost inevitable BUT it should be the right kind of development. Stoke Leys has no local play area or recreation space and if this site were to be developed for housing an important local amenity would be lost - hence its designation as an Asset of Community Value. The site COULD be developed as a primary School/community hub enabling local leisure and recreation opportunities or with appropriate financial support a third Community Centre for the Parish.
- SMD012 - This site has outline planning permission - it is hoped that when development happens it will be sympathetic to the local area and reflect existing densities.
- SMD013 - The site has full planning consent and is under construction.
- SMD018 - This site has outline planning permission - it is not a locally preferred site and there are numerous objections. SHOULD development happen it MUST be sympathetic to the local area.
- SMD001 & SMD002 expansion to the south of Stoke Mandeville would provide more options for traffic and services to be shared with Wendover & Stoke Mandeville.
- ST0016. Anywhere around HS2. Let's not blight every Parishioner's life. Build around the new rail track where there is going to be massive upheaval already. Leave the rest in peace. Otherwise, north of Station Road. Do not let Stoke Mandeville remain a place with its own identity. I strongly oppose any development.
- None - we do not have the roads or infrastructure or jobs to support further growth.
- SMD004, 16/04608/AOP, 16/00448/AOP.
- SMD012, SMD011.
- SMD002.
- SMD004.
- SMD015.
- SMD009 - least built-up area around this site.
- Areas closer to the edge of Hawkslade as this is already a housing estate within Aylesbury. SMD011, SMD012.
- SMD018 - this area could be good as it would make the village of Stoke Mandeville more rounded rather than a linear development.
- N/A.

- This is really difficult a) to work out where these places are (Google Earth has helped) and b) to try to avoid Nimbyism.
- SMD015.
- SMD002 already agreed, I think.
- SMD007.
- SMD004.
- SMD009 the area beyond The Bell PH to N, NW and NE of Pearce's Farm.
- SMD009 Maybe suitable for good quality flats alongside HS2 route.
- The only places that could be built upon with a strict proviso that, a new major road were to be built into and out from Aylesbury Town would be: - STO016 already massively affected by HS2 as is SMD009.
- SMD006 and SMD005. Keep the outer areas as clear as possible.
- Nowhere.
- SMD002 would seem to provide an area big enough for the Stoke Mandeville requirement of 217 homes. At least this area feeds traffic onto a main road.
- No new development until infrastructure made fit for purpose. Look at the mess being made in Aston Clinton.
- An area away from established housing unless parking is taken into consideration. Most houses have more than two cars these days and the roads are becoming dangerous with people NOT using their designated garages and parking on the road. This makes blind corners when cars park in stupid areas, and with cars moving at speed, it will inevitably end in an accident, although I would prefer that no more housing is built anywhere!
- SMD013.
- I would like to see smaller developments so as not to overwhelm the village, say maximum of 20 house estates and due to the traffic problems, they incur SMD005, SMD007 and STO016 and able to join the A413 to reduce vehicle through the village.
- If it is impossible to avoid development, it would be better to build on the field next to the Belmore than the one opposite it. At least we might have some countryside left in the Parish.
- I do not believe Stoke Mandeville is prepared for any significant amount of development at all, anywhere unless a) the road system is modified to accommodate the increase in traffic, b) there is a new GP Practice built and staffed and c) there is a new primary and secondary School provided.
- Would object to any new large housing plans. We have had enough new builds already.
- SMD005, SMD011, SMD015, SMD018, SMD012. It is important to keep green field space between Stoke Mandeville and Aylesbury to maintain the character of a village community. The village should not be allowed to double in size for the same reason.
- No comment.
- Land along Risborough Road.
- SMD016 – possibly.
- 15/02673/APP – possibly.
- No opinion on location.
- SMD001 and SMD002.
- Next to Stoke Mandeville Hospital, including extra parking for Hospital patient's use. Ref.16/04608/AOP, SMD004 and SMD005.
- SMD009.
- WTV022 - potential access to A41 to alleviate traffic.
- STO016 - away from current housing stock, to allow openness and a feeling of space.
- SMD009 - as STO016.
- STO016 However the existing road infrastructure is woefully insufficient for exiting road users today without any additional burden caused by increased housing.

- Initially to the northwest of Station Road, before using the land southeast of Station Road.
- SMD007 SMD008.
- STO016.
- SMD002.
- Should take place SMD007, SMD008, SMD016 or SMD011.
- Given that Stoke Mandeville Parish is essentially divided in 2, with Hawkslade and Stoke Grange attached to Aylesbury, I think development should be in the areas of the existing neighbourhoods. Therefore, I feel that SMD013, SMD011, SMD012, SMD004 and SMD005 next to the Hospital and squaring off the Aylesbury side of the village. Then SMD018, the area with application 16/02673/APP, SMD002, part of SMD001 nearest Hampden Road and SMD015 in the main village to give the village a centre and proper heart.
- The areas that have been granted planning permission for houses will no doubt go ahead. I do not think any of the other proposed areas are suitable given the fact that the present road system is choked for large parts of the day with the present volume of traffic. There are also issues to do with provision for education and leisure facilities which are already at bursting point. In addition, the private building companies will not wish to build cheaper affordable houses for the people of Aylesbury in an area where they can build expensive houses from the London overspill. We are regularly approached by estate agents directly to sell our house to buyers predominantly from London.
- Adjacent to Hospital in combination with a new link road from Wendover Road to Lower Road but not south of the new link road - to preserve open space, the rural character of the village and prevent urban sprawl. Thus SMD004/5 part SMD006/7/8/16. The new road should be the southern boundary for building development.
- Suitable areas would be STO016 and SMD009.
- SMD012 - Both Sides of road as this is close to recent development around the Hospital and could provide housing for people working at the Hospital.
- SMD009 would be ideal as it will sit alongside the new relief road and access to residential properties could be easily managed.
- SMD012, SMD011.
- Any development needs to take place in an area with the capacity for increased traffic i.e. NOT on Lower Road or Risborough Road where traffic is already at a standstill for part of the day and ambulances have to fight to get through. Any new housing should take place in existing residential areas - around Station Road and going towards Aylesbury/Wendover where sites have already been identified. Stoke Mandeville is a village but runs the risk of becoming a town necessarily.
- SMD002.
- In the area that is marked HELAA Suitable for housing development. SMD004 & SMD012 as these areas are close to existing housing.
- Development should make Stoke Mandeville into a proper connected edge of town community, not just a sprawling unconnected bunch of estates.
- STO016, SMD013, SMD005 and SMD001, these areas will develop areas in the village that do not fill in the areas towards Aylesbury and would enable the best use of the land north of the new bypass.
- Prefer NO more new development, as according to the map there are already several planning applications/permissions in the village, especially close to existing residences.
- SMD009, STO016.
- There should be no development in Stoke Mandeville. In the evenings and early mornings Station Road is clogged with traffic. Ambulances from Stoke Mandeville Hospital cannot get through and this endangers the lives of people waiting for an ambulance.
- SMD006.
- SMD001 and SMD002.

- SMD009.
- Nowhere. This area has already suffered from severe over-development. Simply building on available land is too simplistic and does not consider other variables such as highway congestion, drain on local resources etc.
- Mix of suitable and part suitable but without joining Aylesbury to SM village. Try to infill where possible.
- I don't feel able to comment on this as I don't know the area well enough. I do however believe that any development should not be greater than existing developed land in close proximity. Please no more soulless unimaginative monstrous developments such as Berryfields and Fairford Leys. YUK!
- SMD001, SMD002, SMD015 to extend Stoke Mandeville to the south.
- SMD018.
- SMD008 - behind existing properties in Wendover Road and Station Road.
- SMD016 - behind existing properties on Station Road.
- SMD006 - between Lower Road and the railway lines.
- Building in this area should allow for a demarcation zone to ensure that Stoke Mandeville does not simply merge into the Stoke Grange development - keeping a clear village identity.
- I don't believe anywhere in Stoke Mandeville should be developed.
- I would rather it did not take place at all, if forced to give a choice I would say the West and South East of Stoke Mandeville, as not to join Stoke Mandeville with Aylesbury. We would then just merge into one gigantic area and would be lost. To maintain identity, we need a clear area of open country side.
- I don't believe any housing should be built in Stoke Mandeville until facilities and roads have been improved first. The most important road that needs to be built is another connecting road between Lower Road and Wendover Road across the train line to reduce the congestion on Station Road.
- SMD018 proposed 117 houses along with SMD015's 81 = 198 houses, which is close to the VALP assessment of SM's 217 houses. If more houses are required than 217, then SMD002, or part thereof, should be considered. All these potential developments will add to a more community spirit in SM, which will be further enhanced by the closure of the current busy A4010 which has always conditioned SM to being more a corridor village, than a cohesive village.
- With development of 217 houses, the village and support retail businesses will be enhanced, whereas right now even the village Shop/Post Office is questionably viable and may close.
- SMD009 this is an ideal site for housing as it will be built up beyond the proposed by-pass.
- SMD002 This is perfect for development.
- STO016 if we do not pick this site then once the bypass is built this will become land for building on.
- I would prefer no development.
- Any areas away from Lower Road, as access for emergency vehicles are already difficult during rush hours without impacting further on their progress.
- SMD015.
- SMD001.
- SMD002.
- SMD002 & 001.
- SMD009 - this land is already going to be developed for HS2.
- On areas where there are already houses and development.
- SMD001, 002, 004, 005, 012 & 16/04608/AOP - these areas provide adequate scope for new builds but affecting fewest existing homes and least impacting on countryside views.

- SMD002.
- Due to the poor infrastructure e.g. roads and gridlock traffic jams, I believe there should be no developments.
- SMD015.
- SMD004 is the only area that I would not object to.
- Where is the planning for new roads, Schools, and GP's? This must be in place first.
- No particular opinion.
- No more housing development as the village is already suffering from the impact of housing developments elsewhere.
- SMD015 - move traffic to South of area.
- SMD013 - an area to the North of the plan would spread traffic area issues.
- If development has to take place in SMD006 to fund the various sections of the proposed southern link road and cross the Chiltern Line to Marylebone, consideration should be given to creating a new Parish centre in this area with a mix of residential and commercial/retail/leisure properties much like the centre of Fairford Leys. This could also incorporate new community facilities. In addition, it should be linked by foot and cycle paths to all areas of the Parish to create a new community hub. Obviously, there would also be suitable vehicular access and parking facilities.
- If all the proposed sites (blue shaded area's including those with planning permission) ARE actually built on it will be MORE than enough houses/residents/cars/children using already overwhelmed services and infrastructure. But most seem to be small/medium sites which are a plus.
- I have no particular opinion where the houses are built so long as they are part of a coherent overall plan.
- SMD007, SMD008, SMD009, SMD016.
- SMD001 and 002.
- SMD001, SMD002, WTV022.
- SMD005, 007, 008 & 016 - all seem well considered with too much long-term negative impact on local residents. Also have good adjacent transport links and should not cause too much pressure on roads in the vicinity. Provides more than enough room for long-term growth.
- SMD002, SMD001.
- SMD001, SMD002 & SMD009.
- SMD009 stick it next to the train, it's already been ruined by HS2, so it makes perfect sense to carry on with the concrete.
- SMD004, SMD009, SMD001 & SMD002.
- SMD002, SMD018 & SMD012.
- SMD001 to the south east of Stoke Mandeville - this area increases Stoke Mandeville but retains its own individual area.
- SMD009 to the south of HS2 - will simply merge into Aylesbury to the west retaining Stoke Mandeville's individual identity.
- STO016 to the west of HS2.
- SMD004 and 15/04508/AOP would be suitable for small scale housing.
- I don't believe development should take place in Stoke Mandeville, but if I had to have a preference it would be what I perceive to be to the north side of lower road, i.e. on the Hospital side, so SMD006, SMD016, SMD008, SMD007 & WTVs.

- In and around Stoke Mandeville Hospital only but not in and around the village. The gap between the town and village must be maintained. Ok to build on SMD013, SMD012, SMD004, SMD011. Building along the line of HS2 seems to particularly ridiculous given that houses already there will be blighted by noise issues anyway.
- SMD001 & SMD002. These areas should be developed in preference to those between Wendover Road and Stoke Mandeville village to keep a distinct separation between Aylesbury and Stoke Mandeville.
- SMD011 - Makes use of existing town boundaries & would make use of existing infrastructure.
- SMD012 - Makes use of existing town boundaries & would make use of existing infrastructure.
- SMD006 - Makes use of existing town boundaries & would make use of existing infrastructure.
- SMD007 - Makes use of existing town boundaries & would make use of existing infrastructure.
- SMD008 - Makes use of existing town boundaries & would make use of existing infrastructure.
- There should not be masses of houses built as one large estate. This is a village and should remain so. A handful of houses built at any one time, in a close (no cut through) would be safer and more neighbourhood friendly, with a large green area nearby, plenty of off-road parking and decent sized gardens. We are supposed to be in the 'countryside' after all.
- My preference would be to use the land which follows the HS2 line (STO016 and SMD009) because it is the largest section of land, can be part of the HS2 land development and would not 'cram' housing into the middle of the village which would change the feel of the old village.
- WTV022 Wendover Road.
- SMD012. This would share the impact with surrounding villages and roads.
- No comment.
- No there are too many people already. Make new roads, Schools, GP surgery before you start building more. Sitting in traffic all day is not a joke anymore.
- SMD002, SMD009 & STO016.
- SMD009 and STO016.
- SMD001 and SMD002.
- SMD004.
- The areas marked as suitable on the map.
- None. Stoke Mandeville is an attractive village with beautiful countryside nearby. It will suffer unimaginable disruption caused by HS2 and further development is not required. The roads, Schools and infrastructure simply won't cope.
- I don't think there should be any development, there needs to be free space and greenery around for benefits for both environmental and human reasons.
- SMD004 and SMD005.
- SMD002.
- 16/04608/AOP, 16/04238/AOP, 16/02673/APP.
- Would rather the amount of development was limited. However, if pushed with HS2 definitely going ahead, there is scope to develop the land on SMD009 and adjoining STO016 especially if there was a link road between Oxford Road and Lower Road. However, noise impacts on dwellings would need to be carefully considered and so perhaps a better use would be to develop the land for employment/retail. There is a lack of petrol station, large supermarket this side of Aylesbury and such facilities may help flow of traffic into town centre. Whilst I think some development along Lower Road is acceptable, impact of traffic (already extremely busy at peak times) access to Hospital, particularly for ambulances needs to be carefully assessed. Agree that housing on SMD006 and SMD009 may be acceptable providing the necessary infrastructure (including link road to Wendover Road to ease traffic) is in place and there is plenty of green space, tree planting to make it an attractive space.

- SMD015, STO016.
- The infrastructure can't manage with the housing already here. Even if a new road is added the main Aylesbury roads to the town centre cannot cope.
- Preferably no development should take place.
- It shouldn't. The area is a joke as it is. The last thing it needs IS MORE HOUSING! The ambulances struggle as it is to get around the traffic, most roads are overcrowded with parking from School runs and it's already too busy. Stop trying to kill all the fields. We moved here BECAUSE IT WAS QUIET; it's not going to be quiet if you keep building houses.
- Somewhere on the outskirts of the Parish Stoke Mandeville Park.
- SMD012, 15/D4506/AOP, 16/02673/AOP. These appear to have outline approval and provide 388 dwellings. This is more than the 217 required in Stoke Mandeville. SMD004 would also be suitable.
- I believe that the new housing should be split between several sites, so that no single area has huge developments. Those I think most suitable are: SMD001, SMD002, SMD005 & SMD016.
- SMD002.
- SMD001.
- Hawkslade area.
- SMD009 & SMD016.
- No more development between Aylesbury and Stoke Mandeville.
- SMD001.
- AOP16/04243/AOP, SMD015, SMD013, SMD011, WTV026 & WTV024 (but with tree screening to hide from road so that there is a green break between Aylesbury and Stoke Mandeville - small impact on land use and incremental growth. Keeping distinct distance from Aylesbury. Hopefully smaller developments can encourage smaller builders with more unique houses and therefore avoid having estates built with the same style.
- SMD004, 16/04608/AOP, SMD013 & 16/04238/AOP.
- 16/00448/AOP.
- 16/04243/AOP.
- 15/04341/AOP.
- 16/04608/AOP
- SMD007.
- SMD016.
- SMD012 – OK, SMD015 – just about, 15/D45D6/AOP – at a push. That is the absolute maximum I believe the Parish can take before being stripped of its identity.
- Nowhere, the roads and School cannot cope with any more housing.
- Developments between Aylesbury and Stoke Mandeville on Wendover Road.
- SMD009 along the site of HS2 could be suitable but it would need to have new access roads onto the existing main routes but would still cause more traffic and other infrastructure problems. It is a large enough site that the planners would insist on its own School, Doctors Surgery etc., whereas the smaller sites do not have this obligation. As I see it, everywhere else would have more of a traffic impact on the already busy roads.
- STO016.
- SMD013 - Difficult to comment on any really. Traffic is already building up without new houses. HS2 is going to add to the misery. We all need to see how the travel issues will be organised before building not after.
- North Aylesbury.
- Sites closest to Aylesbury.

Unsuitable

- SMD009, STO016, SMD006 & SMD005. Lower Road is a slow-moving road as it is and cannot be improved through widening or junction changes. 006 and 005 would make this even worse. 009 and 016 are extremely important for the countryside, as they have many streams and wildlife in them. They also provide clear views across to the Chiltern Hills. These views are very important and special to the local residents. Building on this land will also cause Stoke Mandeville to be swallowed up by Aylesbury, forcing everyone who intended to live close or on the edge of the countryside to suddenly be living in the city.
- SMD005.
- SMD016.
- SMD008.
- SMD018.
- 1504341/AOP.
- Areas which would join Stoke Mandeville to Aylesbury/Weston Turville/Wendover. Stoke Mandeville is a village in its own right.
- Village should not move further south.
- Box ticked.
- I do not feel qualified to express an opinion on the prospective sites indicated, nor do I have alternative sites for consideration.
- Large green field sites to the north and south of the Village, SMD001, SMD002, SMD005, SMD008 & SMD009.
- SMD001.
- SMD015.
- SMD002.
- I believe development should not take place and oppose.
- Land off Rake Way, Ridge Way and Wheat Close.
- SMD004 Houses already there. Difficult to read this map.
- WTV022 Particularly but consider all areas unsuitable due to adverse traffic - Aylesbury is gridlocked in the rush hours at present - can't cope with anymore.
- Anywhere near HS2 line, I believe a development that is divided in half by a major rail line will not become a community.
- Wendover Road.
- Next to A413. Single access onto Mandeville Road.
- On BCC Sports and Social club site. Site maybe centres for possible School/ community parkland for extended area.
- Nowhere in Stoke Mandeville.
- Areas **unsuitable** are SMD001, SMD002, SMD015, and SMD009.
- I believe a green corridor should be retained south of Station Road with no development between here and Wendover.
- SMD002- Local infrastructure. Site liable to flooding. Important wildlife buffer. Obstruction to views of Chilterns. Impact on local health services.
- Rear of Eskdale Road.
- SMD015.
- SMD007.
- SMD008.
- SMD006.
- SMD016.
- SMD005.

- Between Hospital and Stoke Mandeville village and around The Bell public house and School.
- 16/02673.
- 16/02673/APP Eskdale Road.
- SMD006.
- SMD016.
- SMD018.
- Any land which would increase traffic congestion between Stoke Mandeville, Hospital, Mandeville Road, and feeder roads into Aylesbury.
- Whilst I accept the need for additional housing all the areas in blue on the map are currently farmland and are landscape features which matter to me? So, it is impossible to prioritise one or another. I am shocked at the large swathes of land suitable for housing. I would, therefore, say there should be a limit on the number of properties developed in proportion to existing numbers and that development is contained to one or two areas on the map.
- 16/02673.
- SMD001/2/5/16/2.
- SMD005/1/16/3/9/2/11 - It's essential to maintain a corridor between Aylesbury and SM for the integrity of the village.
- SMD011 - Leave the green space.
- SMD005/16/3/9/1/2/11 - We require a gap between Stoke Mandeville and Aylesbury.
- SMD007, SMD008 & SMD002. Living on a very busy road the tranquillity of having farmland to the rear balances the environment we live in. With Hampden Halls more development on the same site opposite. Feel we have our fair share of developments.
- SMD005/1/3/2/9/16/11.
- Critical to maintain green space/fields between Stoke Mandeville and Aylesbury.
- Roads cannot take more traffic SMD015/08/16.
- SMD005.
- SMD015.
- SMD007.
- Too much dense building. We need large open spaces for wildlife and walkers - not small pockets here and there.
- SMD006, 01, 16, 07, 08 & 01. All of these areas have lovely walls and footpaths for Parishioners to enjoy.
- SMD012 Bottleneck at SM Roundabout.
- SMD005.
- SMD011 Access to Hospital/Ambulance Station.
- Car Services bottleneck to Aylesbury down Mandeville Road. All traffic through Aylesbury.
- SMD005.
- SMD007.
- SMD016.
- SMD006.
- I believe Stoke Mandeville and other neighbouring villages should be kept separate and not joined to Aylesbury town. The maintenance of a village community is almost desirable, therefore, areas such as SMD007, SMD015 and SMD008 should be left open as a buffer zone to separate village from town.

- ALL.
- STO016.
- SMD009/1/2/6/8/15/16/7/18.
- The roads will not be able to cope, nor will the Schools or GPs.
- Station Road is often at a stand-still for 2 hrs already.
- SMD001 & 15 - will increase traffic in village and no amenities for more residents, also Station Road already heavily congested at peak times causing a lot of pollution for surrounding houses etc.
- Anywhere in the village the roads would not cope with any more traffic.
- SMD001/2/16/15/5/8.
- SMD015 or 001 - not in keeping with the linear aspect of the village, impact on wildlife, proximity to HS2. Unsuitable access to Risborough Road, already too crowded.
- SMD005/7/8/16/9/1/2.
- STO016.
- The land at Thornbrook House is in our opinion as nearby residents particularly unsuitable.
- All unsuitable due to traffic concerns.
- All the present agricultural land surrounding Stoke Mandeville by building on land designated, suitable for housing development. Stoke Mandeville will become part of Aylesbury.
- The land opposite the Bell Pub for essential drainage - already had flooding issues on that road.
- All the rest as not needed as other sites will fill the quota of 217 houses.
- SMD001.
- SMD002.
- SMD008.
- SMD006.
- SMD016.
- SMD005.
- Totally unsuitable - SMD009/13/16.
- SMD002.
- SMD001.
- STO016.
- SMD009.
- SMD008.
- SMD015.
- SMD004.
- SMD005.
- SMD007.
- SMD018.
- SMD012.
- 16/02673app Eskdale Road cannot support the extra traffic proposed, neither can Station Road.
- Many of the sites identified on VALP map which would be back land development and infills. These would destroy rural character of the village and lead to an inevitable urban sprawl from Aylesbury to Wendover.
- SMD015.
- SMD005/6/7/15/16.
- SMD002, SMD001, SMD010, SMD016, SMD007, SMD005, SMD008, SMD015 & SMD016
- SMD001.
- SMD005.
- SMD015.
- SMD016.
- SMD009.

- SMD006.
- SMD007.
- SMD008.
- SMD015.
- SMD016.
- SMD008, SMD016 & SMD007.
- Stoke Mandeville will become swallowed up by Aylesbury.
- SMD005 and SMD013 Avoid coalescence of Aylesbury and village. No new development within 400m of HS2.
- Takes up too much green space.
- SMD011. The area provides sports facilities for all in a deprived part of Aylesbury.
- SMD012 and SMD015. The increased traffic would make access for ambulances in and out of the Hospital very difficult.
- SMD016.
- SMD007.
- SMD008.
- Keep buffer.
- Recreational green field spaces. Anywhere near HS2 line. Areas where it causes village to merge into other villages or Aylesbury Town.
- 1602673 Land locked. No direct access for emergency services other than Eskdale Road. If that is blocked there is no access.
- SMD001.
- SMD002.
- SMD001.
- No building should take place in Stoke Mandeville; it will lose its identity as a village.
- SMD0001 because this is behind my street, and I am concerned as to the impact on traffic as a result. I already get stuck in traffic jams on the way home from Amersham on a regular basis.
- I regret that I consider it pointless answering this question as I, along with many others, submitted extremely pertinent and valid objections against the development of site SMD018 but these have been totally ignored/overruled by the AVDC planning process, no doubt under pressure from Central Government. As there appears to be presumption in favour of development/expansion of Aylesbury's southern areas, what is the point of a Neighbourhood Plan particularly when developments such as SMD018 have been approved before the findings of the Plan have been published and approved by the Parish electorate.
- No areas are suitable because of current infrastructure most importantly Roads. Large tracks of land have none or very little communication links.
- Not on green fields. Don't join up to Aylesbury.
- SMD007/ SMD008/SMD006/SMD016/SMD015/SMD004/ SMD005. If these areas are built on it will merge Aylesbury with Stoke Mandeville. It will lose its identity as a Parish.
- SMD015.
- SMD018.
- SMD001.
- The village cannot cope with the traffic and pressures on services from any further development
- SMD005/07 and 06. 15/16. 01/02. 18. 09.

- Completely unsuitable as land is adjacent to Wendover Park and Stoke Grange because traffic along Wendover Road into Aylesbury is already bad. No separation then between Aylesbury town and Stoke Mandeville village. Also, other side of Railway line onto Lower Road which is already congested.
- SMD001.
- SMD002.
- SMD015.
- SMD005.
- SMD016.
- SMD008.
- SMD005 It will destroy SM as a village because of this development will merge village into part of Aylesbury town and greens around village.
- SMD007 and SMD008 to maintain integrity of Stoke Mandeville. Irrigation/flooding concerns. Traffic overload on A413.
- SMD002- Traffic overload and flooding.
- 1602673/ app access to proposed development difficult due to narrow roads and add to the already congested Station Road.
- SMD006, SMD007, SMD008, SMD015 and SMD016. Stoke Mandeville lose village status and become part of Aylesbury sprawl.
- All others.
- SMD007, SMD008, SMD006, SMD016, SMD004 & SMD016.
- Land between outskirts of Aylesbury and Stoke Mandeville to preserve 'Green Lungs' and avoid coalescence.
- Areas SMD007, SMD008, SMD016 and SMD006 - if these areas were built on Stoke Mandeville would lose its identity and would merge with Aylesbury to become one urban sprawl. With the agricultural fields in these areas, it makes Stoke Mandeville feel like a Parish/village rather than a part of a town.
- Between Stoke Mandeville Hospital and Stoke Mandeville village.
- Everywhere.
- SMD001 and SMD002 Land Floods. Road network already very slow, infrastructure already struggling.
- SMD009 too close to HS2 and flooding issues and cut off from main village. SMD005, SMD015 & SMD008 will lose village feel as we will just join onto Aylesbury.
- SMD005.
- SMD015.
- STO016, SMD009, SMD006, SMD008, SMD007 and SMD016.
- Any medium scale development along Lower Road should only be considered if the road itself is drastically improved and a more suitable cycle path with greater separation from the main road is developed to encourage cycling and walking and in particular make a safe and enjoyable route corridor for School children.
- Should not happen in the north side between Aylesbury and SM. The green spaces in between are the lungs of the countryside. We need them.
- SMD007, SMD016, SMD006, SMD004 and SMD008.
- SMD007, SMD008, SMD016, SMD015, SMD004, SMD006 and SMD018
- Development should not take place in the areas marked SMD008 and SMD016 as the access to these areas is far too narrow and would cause lots of disruption and increased traffic congestion on an already busy Station Road and Wendover Road.
- In my opinion, development should not take place such as to enable the coalescence of Stoke Mandeville with Aylesbury.
- SMD007.

- SMD001 - poor access route.
- SMD007 - clear boundary between Aylesbury and SM village.
- SMD001 - Stoke Mandeville village is a separate and unique community that has grown organically over many years. Development on this site would represent disproportionate growth of the village commensurate with an urban area - such as Aylesbury - and would not be in line with the existing pattern of development.
- SMD002 - Development on this site would also represent disproportionate growth of the village commensurate with an urban area - such as Aylesbury - and would not be in line with the existing pattern of development. The new development would have few natural links with the village and might therefore grow as a separate cul-de-sac community with little identity.
- SMD006 - This is a site that MUST NOT be developed if coalescence between Aylesbury and Stoke Mandeville is to be avoided. These five fields represent the remaining 'green buffer' between the two areas and incursion here would be tantamount to making Stoke Mandeville a suburb of Aylesbury.
- SMD008 - This is a site that MUST NOT be developed if coalescence between Aylesbury and Stoke Mandeville is to be avoided. This area represents the small green buffer' between the two areas and incursion here would be tantamount to making Stoke Mandeville a suburb of Aylesbury.
- SMD010 - Regardless of the impacts of HS2 this site is inappropriate for development and must be retained as open countryside as far as possible.
- SMD015 - Development in Stoke Mandeville Parish should concentrate on sensible and sustainable urban extensions of Aylesbury into the Civil Parish. In that context this site is totally unsuitable and represents a significant incursion into open countryside AND a coalescence between the separate communities of Stoke Mandeville village and development on Old Risborough Road.
- SMD016 - This is a site that MUST NOT be developed if coalescence between Aylesbury and Stoke Mandeville is to be avoided. This area represents the small green buffer' between the two areas and incursion here would be tantamount to making Stoke Mandeville a suburb of Aylesbury.
- SMD017 - This site is inappropriate for development since it is an incursion into open countryside and not in keeping with the linear nature of development in the village.
- SMD004, SMD005, SMD007, SMD008, SMD012, SMD016, SMD018 - this would just increase congestion on roads already full - Stoke Road A413 & A41 the proposal to join these 3 roads would add little of no relief as traffic runs north and south in/out of Aylesbury.
- SMD001. Why let Aylesbury move further south? Building south with simply result in Stoke Mandeville ultimately being non-existent.
- SMD017, 18, 001, 010 - the roads around Stoke Mandeville cannot take anymore, someone will be killed as though won't get to the Hospital in time due to congestion.
- SMD002, SMD001, SMD015, SMD018, SMD008, SMD016, SMD005, SMD007, SMD009 & STO016
- Although Stoke Grange and Hawkslade are part of Stoke Mandeville, Stoke Mandeville as a village should not be swallowed up by Aylesbury, we need green space around Stoke Mandeville to define it and separate it from Aylesbury.
- SMD007.
- SMD016.
- SMD006, SMD007, SMD008 & SMD016.
- There should be no joining up of Aylesbury to Stoke Mandeville and no massive housing developments within the Parish. We may be included in the allocation for Aylesbury, but we are not Aylesbury!
- SMD008.
- SMD016.
- SMD006.
- SMD002.

- SMD001.
- SMD009.
- N/A.
- SMD006 from Lower Road where the views after SMH towards Stoke Grange direction are currently a beautiful reminder that this is a rural area. Could we keep part of this green?
- We need to keep Stoke Mandeville totally rural with a complete separate identity from Aylesbury. The infrastructure in and around Stoke Mandeville cannot cope with the current traffic load, it can take in excess of 20 mins to get from the Church to the Wendover Road in peak times. In relation to the schools, they are currently struggling. SMD008 - SMD016 - SMD006 - SMD007.
- ST0016 and SMD009. Keep the fringes of the boundary as clear as possible.
- SMD016, SMD008, SMD007.
- All other areas identified on the map would seem to force huge increases in traffic onto minor roads that are already struggling to cope with existing traffic loads.
- SMD001, SMD002, SMD004, SMD005, SMD006, SMD015, SMD016 and SMD018.
- Planned development in Eskdale Road for 73 dwellings. The road is not wide enough to cope with the extra traffic and Station Road is already congested at both ends of the day.
- The large, fielded area behind Hawkslade is beautiful and peaceful. This should not be spoilt by further building work and the road infrastructure is not sufficient enough to cope with the extra vehicles. Already have an area behind Hawkslade where building is currently taking place. Very dangerous already, as so many cars parked along the streets, and roads not big enough to take the increase in traffic. This will only get worse.
- Again, the village is already gridlocked. Station Road has had several RTAs incidents recently and even emergency vehicles servicing the Hospital are crashing. Looking to the future, the land next to HS2 may be suitable for housing, but a bypass to take pressure off Lower Road/Station Road is required, first.
- Any area on the map. Aylesbury and Stoke Mandeville is already a nightmare for traffic, especially when there is a problem. The whole town comes to a standstill. More house means more cars, means more issues because the road layout is ridiculous.
- WTV022.
- I would not like to see development on SMD001 and SMD006 this enables the village to remain separated from Aylesbury.
- The field next to SM Hospital. If this site is not developed, we might still be able to consider ourselves living in the countryside, as opposed to living in Aylesbury. The traffic on that B road is already gridlocked at rush hours. How is the road supposed to cope with additional traffic from developments on both sides of it?
- I do not believe Stoke Mandeville is prepared for any significant amount of development at all, anywhere unless a) the road system is modified to accommodate the increase in traffic, b) there is a new GP practice built and staffed and c) there is a new Primary and Secondary School provided.
- Anywhere on Lower Road. Already overloaded with traffic. Cannot cope with anymore traffic.
- SMD002 as this will double the size of the village in one hit. All the other possible areas should not be approved so the village community can be maintained.
- SMD007.
- SMD008.
- SMD016.
- SMD006.
- We moved to Stoke Mandeville/south Aylesbury area because of the open areas around and near to family.
- No comment.

- Not on green spaces between houses already there and in front of the School.
- SMD018 - definitely NOT. Traffic is bad enough along Lower Road. Must be dreadful for ambulances at times.
- SMD004/005/006/008/012 - ditto. SMD015 – ditto.
- The infrastructure is overloaded even now so adding to the problem, which has increased over the last several years; by building more houses before solving that situation is madness.
- No opinion.
- SMD007, SMD008 & SMD015. Need to keep some green space between Stoke Mandeville and Stoke Grange.
- SMD006, 007, 008 and SMD016. Reasons against using these areas for dense housing, this is the only green space left dividing Aylesbury and Stoke Mandeville. Also, there is a lot of wildlife and particularly birds, including skylarks (these depend on open meadow conditions and are an endangered species). Red kites, woodpeckers, yellowhammers, kestrels, and owls (these are also very rare now). Also, cuckoos have not been heard for the last two summers. We should be protecting these last areas of undeveloped land as they are very precious and once built on will never be the same again.
- SMD001, SMD002, SMD006, SMD015 & SMD007.
- SMD007, 008, 016, 006, 002 & 001.
- Reason - congestion on the A413 Wendover Road, and to allow some green space to exist. Particularly in light of the development of WTV022.
- SMD007, SMD008 and SMD016 additional housing here will cause additional load on an already over-burdened road infrastructure. Lower Road, Station Road and Wendover Road. This causes greater pollution and wastes time and resources for all those that have to use these roads.
- As far as I am concerned, all shown plot should be available, subject to 8 above.
- SMD001.
- I think a belt should be left between the village and Aylesbury, to prevent Stoke Mandeville becoming simply another suburb of Aylesbury so would not like to see development on SMD006, SMD018 or the Western part of SMD016 and also not SMD001, SMD002 or SMD015 to protect the fields in that part of the village.
- I think SMD009, SMD006, SMD016, SMD008 and SMD007 will join Stoke Mandeville with Aylesbury and Stoke Mandeville village will lose its identity entirely, which would be a massive shame.
- Development should not take place in the area surrounding Stoke House and Farm. This area will be disturbed by the construction of HS2 and it will destroy a valuable area of countryside, which has numerous wild life etc.
- SMD018.
- SMD007, SMD008 and SMD016 because this would join Stoke Mandeville with Aylesbury and cause major traffic problems. The Wendover Road is saturated at the moment especially in the rush hour.
- SMD015 & SMD001 - either side of Risborough Road as this will change the village to a much larger housing area.
- I strongly believe developments within the existing SM community should be limited so SMD001, SMD015 and SMD017 should be discouraged as the local and existing road and community infrastructure cannot cope with the additional homes and vehicles that would arise.
- SMD009.
- We strongly oppose any development taking place at SMD018 or SMD006. This is countryside and should be protected in Stoke Mandeville - it would also cause chaos on Lower Road to have additional housing feeding into the road.
- SMD007.
- SMD016.

- SMD006.
- SMD004.
- SMD018.
- SMD005.
- SMD002 & SMD001. Outside of the existing housing.
- SMD009, SMD006, SMD016, SMD008, SMD007 and SMD017. It should be important that any development does not just fill in the open space around the village.
- Answer as above!
- Should not take place along Lower Road this area does not have suitable road infrastructure and it will be a blot on the landscape. Too many applications for large scale developments all in one area.
- SMD002, SMD001 SMD018 & SMD015.
- At all prospective locations.
- SMD007 will create traffic chaos.
- SMD012 and SMD011.
- Everywhere. See above.
- See above. Not close to HS2.
- SMD006, SMD007, SMD008 & SMD016. To maintain separation between Stoke Mandeville and Aylesbury.
- SMD001/002/16/18.
- SMD001 - in between Risborough Road and the railway lines.
- This is a significantly large area and access routes are unclear - this could have severe impact on traffic flow in the area.
- Between Aylesbury and Stoke Mandeville between the railway and the A413, North of Station Road.
- STO016 & SMD009 I don't believe housing should be built near HS2 route.
- SMD013 is not a natural town boundary extension to Aylesbury.
- SMD011, 012, 005, 004, 006, 016, 007, 008, and 016 all unnecessarily add to the bulk growth of Aylesbury and will detrimentally cause coalescence with Stoke Mandeville.
- Those sites close to Aylesbury will do nothing to advance the community feeling of SM village, or enhance the retail businesses of SM.
- The Lower Road to A413 link road crosses SMD006, 016 and 008 which will make portions of the land undevelopable, and what is developable may attract housing developments which again will add to the coalescence of Aylesbury with Stoke Mandeville. One has to consider the Local Plan we see now will be reviewed in years to come and any development of sites 006, 016 and 008 now could easily pave the way for undesirable coalescence in the future.
- While SMD001 seems logical, it has major access problems to highways, unless houses are purchased and destroyed.
- Planning application 16/02673/APP is not part of the Local Plan; thus I make no comment.
- SMD001 this site is too close to the centre of the village and is not idea for housing.
- SMD001. This parcel of land is too near the centre of the village and will cause problems with traffic.
- SMD005. This is also too near the centre of the village.
- As stated above, not along Lower Road, or any areas which would not leave a buffer zone between the Parish and Aylesbury, otherwise Stoke Mandeville will cease to be a village.
- SMD018.
- SMD015.
- SMD008.
- SMD006.
- SMD016.

- SMD007.
- SMD004.
- SMD005.
- 15d45d8.
- SMD012.
- SMD011.
- SMD010.
- SMD001, SMD006 & SMD016.
- These areas should be left as green space as the countryside is being swallowed up with houses and HS2. There needs to be a provision in the area.
- Green spaces these should be protected.
- SMD006, 007, 008 & 016 - important to retain buffer between developed areas and preserve open countryside for all to enjoy - also SMD016 (Bucks CC Sports Ground) which should be retained as a local amenity.
- SMD015.
- SMD015.
- Too close to HS2, extends village too far into open countryside, does not fit pattern of development on Risborough Road and does not make a provision for local amenities.
- Due to the poor infrastructure e.g. roads and gridlock traffic jams, I believe there should be no developments.
- All other developments will put too much strain on the road network and local infrastructure. The village already gets gridlocked at rush hour and School run time any additional traffic will only make this worse and impact the quality of life of all residents, existing and new.
- Stoke Mandeville cannot support any further development. SMD004 is the only area that I would not object to.
- SMD009 and ST0016 Landscape this in some way. To close to HS2 for houses.
- SMD006, SMD008, SMD015, SMD016 Landscape as a park or leisure open space. Do not fill the open spaces between Aylesbury and Stoke Mandeville with concrete.
- SMD016, SMD006, SMD016, SMD007, SMD008, SMD001, SMD015, SMD002, SMD009, SMD010 & SMD017. Development in the northern areas would effectively integrate Stoke Mandeville into Aylesbury and destroy green gap. Areas to south mean a massive extension to the village near HS2.
- In all of Stoke Mandeville. These plans are always wrong and only benefit the builders. Where is the planning for new roads, Schools, parks, GPs? You want to increase the population only at the expense of the present residents that already struggle with traffic, places for School for our kids, security and on and on.
- No particular opinion.
- SMD005 & SMD006 - these developments would inhibit Hospital expansion to meet the needs of an increased population and add to an already horrendous position in relation to traffic congestion and HS2 construction impact.
- SMD011 - This is an existing community sports facility that needs to be retained and allows families and different sports opportunities with a focus on social interaction with access to children from a local category C area to participate.
- Development should not take place on the fields that surround the area. The countryside is important and just because it is an open space does not mean development should take place.
- All possible effort should be made to maintain the village nature of Stoke Mandeville village and its separation from Aylesbury. Accordingly, development should not take place on sites numbered:
- SMD007, 008, 016, 006 & 009 to the east of HS2 - SMD010 & 017.

- If only half of the blue and white shaded areas are built on Stoke Mandeville will disappear apart from the station, we will just be part of Aylesbury 'Garden' City. No identity, roads at saturation level, Schools with 40 + pupils in each class stressed teachers & a health service that is unrecognisable with longer waiting lists for appointments/surgery etc.
- Building should not take place on land which is most inhabited by wildlife.
- SMD017, SMD018, SMD006.
- SMD006, 007, 008, 015 and 016.
- SMD018, SMD006, SMD016,
- SMD001 - totally unsuitable for development. Would devastate the views of the Chilterns & Coombe Hill for many residents to the south of the village. The reason many of us moved here in the first place was for the spectacular views of Coombe Hill, I would consider moving if this land was developed. Also, there was a protected species identified on a previous survey in the field behind Brudenell Drive. There are also some amazing trees in these fields that support a large colony of Red Kites. The effect on Station Road would be a disaster. The road is already totally overloaded in rush hour and for School run, it cannot take more traffic. I would fight this development with every tool available.
- STO016, SMD009 & SMD002.
- SMD015, SMD0018 & SMD017.
- SMD006, SMD007, SMD016 & SMD008.
- SMD007, SMD006, SMD016 & SMD005 keep green space between Stoke Mandeville and Aylesbury.
- By building on the following areas, Stoke Mandeville would simply merge into Aylesbury, losing its individual entity and losing the "village" feel.
- SMD005, 007, 008, 016, 015, 004, 012, 011 & 018.
- SMD008, SMD015, SMD007 land to the west of Wendover Road.
- Main concern is traffic and a lack of infrastructure to support more people and cars, particularly Schools, Doctors and Hospital.
- SMD013, STO016, SMD009.
- Not around HS2.
- Not on the Bucks CC sports ground - if land around it is built up, it will provide a green space!
- Not in the village. Not SMD018, not 1602673app, not SMD005, 015, 016, 008, 001 & 002.
- SMD001, 006, 007, 008, 016 should not be developed but kept as a buffer between Aylesbury and Stoke Mandeville to maintain separate identity of the village.
- SMD009 & SMD0016. Not only would this interfere with the HS2 route, it would expand the town's boundaries with no extra infrastructure, putting a strain on the already congested roads in that area. It would also interfere with nature & wildlife in that area.
- Again, no more mass building sites. Just because there is an open field this should not mean 'how many thousands of houses can I cram onto it'.
- Avoid using the land in the centre of SM village to it doesn't change its rural feel and attractiveness.
- SMD015 Risborough Road and Lower Road.
- Along Lower Road and around Stoke Mandeville Hospital.
- This area is already overcrowded; traffic along Lower Road is awful and needs addressing. This road has recently been closed for flooding and often the fields next to Kynaston Avenue are completely under water. There are only 2 Primary Schools in this catchment! 1 GP surgery and an over stretched district nursing team!
- No comment.
- No more in Aylesbury plenty has been built already we need new roads not more houses.
- SMD001, SMD002 and SMD016.
- SMD006, SMD007, SMD008 & SMD016.

- SMD001.
- SMD007, SMD0016 & SMD008 - There is completely inadequate schooling and medical services to accommodate extra dwellings.
- Alongside the route of HS2.
- What is 'part suitable' supposed to mean?
- All sites. Stoke Mandeville is an attractive village with beautiful countryside nearby. It will suffer unimaginable disruption caused by HS2 and further development is not required. The roads, Schools and infrastructure simply won't cope.
- I don't think there should be any development, there needs to be free space and greenery around for benefits for both environmental and human reasons.
- SMD009 and SMD016. This is a large area of beautiful countryside. My family and I love walking here, the stream and footpaths and scenery should be left alone.
- Land by the Sports and Social Club and on either side of Lower Road. It would be a shame to lose the green areas and this road is already massively congested and could not cope with a large housing estate being built.
- 16/00448/AOP.
- As above I think overdevelopment abutting Lower Road should be avoided because of traffic pressures. I also think smaller green spaces should be preserved for example round Hawkslade a lot of the adjoining countryside is going to be blighted by HS2. The dog walking track is already heavily used and will all the more necessary with the loss of access to the nearby fields. These smaller spaces are essential for overall wellbeing, feeling of space and in keeping with the vision of Aylesbury becoming a garden town.
- SMD007, SMD008, SMD006, SMD016 & SMD009 - vitally important to maintain the integrity of the village otherwise Stoke Mandeville will become a part of the Aylesbury conurbation.
- SMD006.
- Not on the 2 public open spaces in Carters Ride. Definitely not.
- Unless infrastructure is roads are in place first development should not take place anywhere.
- Anywhere. No more houses. Stop killing fields and causing more problems.
- All the other sites shown hatched blue are not suitable as, if developed, would coalesce Aylesbury and Stoke Mandeville.
- I believe no development should take place on SMD006, SMD007 or SMD008 as these are natural boundaries between Stoke Mandeville and Aylesbury and we should preserve the green space if at all possible.
- SMD0004, SMD011, SMD012 & 1604608/AOP.
- SMD007 I strongly believe that open fields should remain between Aylesbury and SM.
- SMD008.
- SMD015.
- A413 proposed development.
- SMD006 & 7.
- Would result on no urban break between Stoke Mandeville and Aylesbury.
- SMD001, SMD002& SMD008.
- SMD008, 016, 015, 007 & 005.
- SMD005 will combine Stoke Mandeville to Aylesbury with no break.
- SMD016.
- SMD015.
- SMD005.

- No further development that erodes the sovereignty of Stoke Mandeville as an independent/separate village and not a suburb of Aylesbury. Please, no strip/infilling.
- Any development that links or reduces the separation of Aylesbury and the current village of Stoke Mandeville - so SMD012, 16/04608/AOP, SMD004, SMD006, SMD016, SMD017 & SMD016, SMD008, SMD016, SMD 018, 15/04342/AOP. SMD009.
- WTV022 would again have the impact of removing the green break between town and village.
- SMD001 and 16/0428/AOP SMD002 - These two sites have a large impact on land and the overall rural use as well as the enjoyment and visual impact from place such as Coombe Hill.
- We should not be allowing any development of green belt fields or on any other land that will have the effect of joining the village with greater Aylesbury and in particular, the following areas.
- SMD009.
- SMD018.
- STO016.
- 16/04238/AOP.
- 16/00448/AOP.
- 16/04243/AOP.
- 15/04341/AOP.
- 16/04608/AOP.
- 16/02673/APP.
- STO016.
- SMD009.
- WTV022.
- SMD006.
- 16/04243/AO.
- 16/04238/AOP.
- 16/00448/AOP.
- 16/04243/AOP.
- 15/04341/AOP.
- 16/04608/AOP.
- 16/02673/APP.
- STO016.
- SMD009.
- WTV022.
- SMD006.
- SMD001.
- 16/04238/AOP.
- SMD008.
- SMD007.
- SMD016.
- SMD002 OR ANYWHERE ELSE. In order to keep some kind of village identity with the scarce facilities and without being swallowed up by Aylesbury.
- There should not be any further development in Stoke Mandeville, the area is gridlocked which will only get worse with HS2 road closures. The council needs to address traffic and keeping access into and out of Stoke Mandeville a priority, not make it worse.
- Sites on Lower Road, area between Triangle Business Park and village.
- SMD002 & SMD001 the roads through and around the village already struggle with the weight of traffic. Too much open land would be taken up. Local Schools cannot cope now.
- Most of the other sites join on to areas already built on join SM up with Aylesbury and Weston Turville. This would remove the village identity of SM.
- SMD002.

- 16/02673/APP or SMD018 - Traffic is already stuck at peak times. Adding to this is complete madness and very unintelligent.
- South of Stoke Mandeville.
- Any sites south of Station Road.

Question 4a. Please specify any other Green Spaces you would like to see protected here, along with the reason why.

- The farming land between Stoke Grange and Stoke Mandeville should be protected to maintain separation (007 and part of 006).
- SMD018 - Green Space vital for the community for historical walking and leisure purposes.
- Land between Aylesbury and Stoke Mandeville village.
- Protect them all. No more houses in this area. We are a village.
- All green land between Station Road and Wendover.
- Green outside 17-19 Eskdale Road has mature trees and will just be turned into driveways and more parking bays.
- The area behind Bowmont Drive linking Chess Close and Ravensbourne Road. This is a small oasis of calm, providing an area for recreation and relaxation and the reason people enjoy living here. Any development would ruin this and result in extremely cramped overlooked properties.
- Burial Grounds old and new proposed, Church and Grounds, recreation areas (need much more - behind Ligo Avenue).
- Green Space in front of SM Railway Station and any other small areas that make SM a village.
- SMD005 AND SMD016. We need some breathing space here.
- The fields that separate the town of Aylesbury from the village of Stoke Mandeville.
- SMD006, SMD007. There should be a green band maintained between Aylesbury and Stoke Mandeville, otherwise Stoke Mandeville becomes a suburb and no longer a village.
- All.
- No development on any of these spaces.
- All Green Spaces should be protected, to protect the health and wellbeing of the residents of Stoke Mandeville.
- I'm not sure why any Green Spaces would be considered? At best you would get a small handful of houses on any of the above - hardly seems worth it. What happens when all the Green Space is gone??
- Green in centre of the village by The Bull and Brudenell Drive.
- Permanent Green Spaces needed wherever building is done.
- Green space between The Bull, cottages and A4010 Risborough Road.
- Allotments, burial grounds, children's play areas, public footpaths.
- These areas are used for community fetes and fund raising for local needs.
- I would like to see the land at the back of Brudenell Drive and Woolpack protected as it is a clear definition of the village and its views to National Trust Land. It could be a park without buildings. It has footpaths.
- All Green Spaces that have been allocated already.
- SMD007, 008, 016, 004, 005. I believe to maintain a village feel and prevent SM being swamped into Aylesbury. Some land should be left between Stoke Grange and SM. Also, this will provide less traffic onto Main Road which is already difficult to pull out onto from Stoke Grange.
- Green Space. Castlefields. Traffic.
- Public footpath from Station Road to Wendover Road and space around this path. Green lungs should be preserved as part of Garden Town proposals. Distinguished Stoke Mandeville from Aylesbury.

- All Green Spaces - no more building.
- All Green Spaces should be protected; I would like my child to actually see some wildlife.
- Green space at Bucks Sports and Social Club.
- Anywhere south of Stoke Mandeville, otherwise it will lose its identity as Aylesbury swamps all. That is simply wrong. There have been previous attempts in the last few years to develop south of Stoke Mandeville, which the Council rightly rejected. Nothing has changed.
- Stoke Mandeville Sports & Social Club fields etc.
- Green Spaces needed in and around developments to enhance quality of life for the people who live there and protect wildlife.
- Green off Diane Close/Hanson Way, children regularly play on this green.
- Fields behind Ligo Avenue, fields behind Petersfield (both lovely areas to walk), entrance to Ligo Avenue (nice green area with seating. Nice focal point), fields either side of Marsh Lane (also lovely walking area).
- A part of the fields alongside Lower Road in SMD006 to protect the beautiful rural view across the fields towards Stoke Grange area.
- Green and trees in front of 15-27 Eskdale Road, to prevent parking overspill from recent planning application of Eskdale Road.
- Children's playgrounds should be protected.
- The sports fields behind Bradenham Walk.
- Fields on Lower Road.
- Route and land either side of Bedgrove Brooke. Also land at Ambleside next to School.
- SMD016, 008 to allow separation from Aylesbury and for Green Space to be seen along the A413.
- I cannot believe that anyone would consider these spaces for anything other than Green Space/recreational spaces. They have to be protected.
- SMD018 - fields east of Lower Road - provide open access to green field footpaths.
- All agricultural green belt land should be protected.
- Hawkslade. Dog walking field and farmers field off Westfield because people walk dogs on the fields, and you can see the landscape around Stoke Mandeville such as Coombe Hill.
- As I live near the Bedgrove edge of the Parish I am unable to comment on most of these areas as I am not familiar with them.
- Church of St Mary, Lower Road.
- The Green Space behind SMD015.
- Agricultural area denominated as areas SMD016; 008; 006; 018; all helping to maintain rural nature of village ward of Parish.
- Don't build on every inch of Green Space. Save some that we can all enjoy appreciate.
- The greenbelt, fields surrounding Stoke Mandeville should be used for agriculture not building!!!!
- All of it.
- As kids we grew up in London and it was so important to have Green Spaces, moving to SM we walk lots and enjoy the greener views, even as we drive through Hawkslade or use the Co-Op as a stop off!
- Green areas along Lower Road and Sports and Social Club ground. It is so congested around this area already and the Green Space is needed for the community.
- All Green Spaces. Stop destroying everything.
- The dip at the bottom of Elham way and Dalesford Road. This protects our estate from flooding and is used as a fun area when covered in snow. Lovely to watch.
- Retain green buffer/belt definition between SM and Aylesbury.
- The fields behind Dorchester Close and Carter's Ride.

Question 4b. Thinking about your surrounding rural environment and public Green Spaces within Stoke Mandeville, which of the following would you like to see more of? Other

- Leisure spaces for the elderly.
- Keep all Greenfields in and around Stoke Mandeville.
- More car parking at the Hospital to keep cars off the roads in Elm Farm.
- But no housing.
- A water feature.
- Cyclepaths needed along Station Road.
- Open areas of fields for dog walking and hiking.
- Clearer demarcation between shared cycle and footpaths.
- Dog Park.
- Cycle path along Station Road joining existing cycle paths between Asda and the existing cycle path on Wendover Road.
- No parking on grass verge anywhere, anytime. Also pavements.
- Please replace trees that have died or been cut down.
- No more houses.
- Stoke Mandeville Spine route running north-south through Parish from Hawkslade to Stoke Farm.
- I would expect new developments to include required children's play areas and suitable recreation areas for teenagers as part of the design statement.
- I think with HS2 now being built and the A4010 being made into a cul-de-sac the village should look to re-creating a centre, perhaps the area by The Bull?
- Specific areas for dog walkers – enclosed.
- Public footpaths across green land.
- Allotments can be unsightly. If decent sized gardens are catered for, then they should be used.
- Kids/teens/elderly often unite in open spaces; use them more to bring out communities together.
- Cycle ways to Aylesbury and surrounding villages that are designed for unimpeded ride. Riding on a footpath with forced stops at junction does not work - I may as well cycle on the road.
- Safe alternative to Station Road footpath to get to park with children - especially over the bridge where it is very narrow. More pedestrian crossings.

Question 5. Below are some examples of landscape features and views that you might consider important to protect from any form of development. Other.

- Dog walking track next to Hawkslade and green fields outside it with views to Chiltern Hills. Many people use this path, and the clear views are very important for its enjoyment and the psychological health of its users.
- All rural spaces.
- All.
- The green footpaths fields from Manor Farm to SM Hospital and towards Bedgrove.
- Not sure if covered above, but land behind Brudenell Drive facing Chiltern Hills.
- Land between Station Road and Stoke Grange.
- As much of the rural landscape as possible, given that I made a choice to live in a village, not an urban city environment.
- Marsh Lane either side of both rail tracks cleared of fly tipping.
- All.
- Country parks like Wendover Woods.
- Open fields along Dalesford Road towards Station Road and open fields over the train track towards Lower Road.

- The flat space between Stoke Mandeville and Wendover, defining the ancient villages. Stoke Mandeville must remain a distinct Parish. HS2 is bad enough, but if you have to build, for the sake of all longstanding loyal residents, build on STD016. New buyers will know what they are getting. If housing needs are a predominant issue, it serves that purpose as the map evidences the space is vast. If that space is not chosen, it will only be for money terms, which would be unjustifiable. I hope that sense prevails.
- Football fields.
- Meadows.
- The Church should be made more of. It has too many road signs in front of it!
- All views around Stoke Mandeville to keep a rural identity.
- Chiltern Hills from Stoke Mandeville.
- Land between Lower Road and Community Centre playing fields.
- I would like to see that our large and small trees are looked after and our verges and hedges are kept tidy.
- Protect as many trees and green spaces as possible, especially along main roads. Lower speed limit to 30mph where there is housing e.g. Wendover Road, where 40mph currently means traffic speeds along, preventing crossing for pedestrians and pulling out from side roads. Do not build a link road between Wendover Road and Lower Road, as this will cause even more traffic to feed into both roads and will be very damaging to adjacent green areas.
- Either side of Risborough Road. At least some green space on the Wendover Road
- The streams through the field by Animal Antiks and Stoke House and the fields and area surrounding Stoke House.
- The old Church and fields around Stoke House.
- The feature I would like to see protected is the farm land surrounding Stoke Mandeville along the Princes Risborough Road and access to what is still open country, particularly for wildlife.
- Fields East of Lower Road.
- Mature trees and wooded areas.
- Public area such as the play park at the Community Centre.
- All areas that are currently 'open' areas.
- Green Spaces, farm land and parks.
- All.
- I would like to see a corridor at least around SM village so it remains a village and separate from Aylesbury Town.
- Stoke Mandeville as a village.
- Open fields!
- Local farms, Churches and School buildings that play an important role in the community and are in keeping with the look of a traditional village.
- Canal Ways.
- Fields between Hawkslade and Stone, we walk there regularly don't ruin this, please. Area in front of School - don't do it!
- Plenty of trees and high hedges around train tracks to muffle sound & create homes for wildlife etc.
- All of them. Is it not bad enough we have that god awful HS2 carving a scar through the country side?
- Views of old buildings e.g. Churches, Thatched (old) properties, areas of woodland.
- Unfortunately too late, HS2 will ruin Stoke Mandeville destroying views of the Chiltern Hills and an area of outstanding beauty. Where is the tunnel?
- The ancient site of St Mary's Church and Old Stoke Mandeville village.
- The views from SM are part of what makes it a village.
- We are gradually removing areas for wildlife. We need to wait until HS2 impact is seen in reality.

Question 6c. Are you concerned about any of the following when traveling in and around Stoke Mandeville? Please say where and approximately when this is.

Speed of Traffic

- A413 outside morning and evening rush hours.
- Station Road at all times.
- Lower Road in to Station Road.
- Station and Risborough Road all the time.
- 20mph limit on Elm Farm/Stoke Grange Estates.
- Station Road and Lower Road.
- Station Road.
- B4443 and A4010 mainly rush hour.
- Through village - continuous problem.
- Lower Road.
- Risborough Road.
- Churchill Avenue.
- Wendover Road and Patrick Way.
- Along A413.
- Anton Way.
- Along Marsh Lane.
- Station Road.
- Winterton Drive.
- Stoke Mandeville all day long. Station Road.
- A413.
- Station Road and Lower Road off peak periods.
- Weekends when volumes of traffic are lighter along Station Road.
- Generally all day.
- Approaching the village from Lower Road.
- Station/Risborough Road.
- Between Hospital and SM Villages during rush hours.
- Station Road/All Day.
- Station Road at all times.
- Station Road.
- We have had two accidents in the last two weeks outside shop due to speed.
- Station Road and Risborough Road.
- A413 Wendover Road.
- Station and Risborough Road all the time.
- Both ways over bridge at Station Road.
- Weekdays Station Road.
- Station Road- Anytime outside rush hour.
- Station Road.
- Station Road.
- 24 hrs a day on Station Road.
- Station Road, Risborough Road, Lower Road - daytime and at night.
- Top of Risborough Road to the 50mph sign.
- Orwell Drive - 7.30-9am and 3-7pm.
- Risborough Road - 30mph - most traffic exceeds this.
- Anton Way.

- Orwell Dr, Hillrise Road, Bowler Road, Anton Way.
- Station Road, particularly at all times of the day.
- Lower Road, Risborough Road, Station Road/ All through the day and night.
- Station Road - non-peak times also Lower Road and Risborough Road.
- All through the village at all times.
- Station Road/All Day.
- Kynaston Avenue and Winterton Drive School run times.
- Station Road always.
- Station Road is an absolute nightmare, cars and lorries are always speeding.
- Station Road - anytime outside of rush hour when traffic typically not moving.
- A413.
- All the time.
- All around in rush hour.
- Station Road/Rush Hour Morning and Evening.
- Lower Road and Station Road.
- Ellen Road.
- On Station Road after 2200 hours.
- Especially on Bowler Road even though get traffic calming.
- Rush hours - Risborough Road.
- Wendover Road anytime.
- Station Road Stoke Mandeville.
- Anton Way- all the time.
- Ellen Road, Orwell Drive, Anton Way anytime.
- Station Road.
- Station Road, Risborough Road, Wendover Road.
- Lower Road/Wendover Road.
- Station Road.
- Station Road outside of rush hour.
- Station Road and Bridge.
- Particularly Station Road, Risborough Road and Lower Road. Can be at any time.
- A413 all the time.
- Frequently gridlocked on Station Road/Wendover Road and Lower Road.
- Station Road - all the time except Rush Hours.
- Marsh Lane other side of rail crossing towards Marsh at all times.
- Station Road, Lower Road, Wendover Road, and Risborough Road - All day when they are not in traffic queues.
- Station Road.
- Station Road/Any time of day or night.
- Station Road.
- Station Road/Night and Mornings.
- Any daytime or Road.
- Along Wendover Road by the Stoke Grange Estate/Eastcote Way.
- A413 all time of day.
- Traffic on Station Road is either slow or Stationary or too fast on both sides of the bridge and past shop.
- All Roads in Stoke Mandeville.
- Peak time's area gridlocked.
- Station Road.
- Wendover Road towards Aylesbury 11.00-2.00, 19.00-06.00.

- All main Roads around Stoke Mandeville.
- Along Station Road.
- Station Road/Morning.
- Lower Road. Morning and evening rush hour. The Road needs to be broadened like A413 on the other side of SM.
- Station Road, particularly in the mornings!
- Risborough Road towards Terrick late evening.
- Elham Way and Wendover Road.
- Station Road and Risborough Road, particularly the 30mph part of Risborough Road all the time.
- A major concern of mine and others is that Station Road and surrounding Roads are gridlocked at crucial times. I am a type 1 diabetic and on occasion have to be taken to Hospital by ambulance who struggle through the traffic. Often I see emergency services (ambulance, fire, police etc.) stuck in traffic, putting lives at danger. Any development will heighten the problem and if someone dies as a result, we will know who have blood on their hands. I am a solicitor and am keeping this document for future reference, although I hope sense will prevail.
- Station Road at times when traffic is not stationary due to congestion.
- Speed of traffic on Station Road.
- Within residential areas e.g. Stoke Grange/Elm Farm.
- Station Road. Mornings and evenings - motorbikes race up and down. During the day people exceed the speed limit and large lorries use the Road. We need traffic calming measures like Weston Turville!
- Wendover Road between Bedgrove Road roundabout and Hampden Hall roundabout.
- Station Road. Outside of the traffic jams.
- Station Road - all day.
- Station Road along past the Station towards the shop.
- Extremely slow during rush hour. Speeding around Hawkslade.
- Housing estates any time of day.
- Elham Way - every day in the evening.
- Early mornings and evenings.
- Lower Road, after dark.
- Lower Road, early hours of the morning.
- Any time.
- Risborough Road, particularly on exit from village.
- Along main Road by the Hospital to the village.
- Station Road is often a race track; particularly vehicles coming off the 'roundabout' on Risborough/Lower Roads.
- Lower Road onto Risborough Road.
- Wendover Road constantly.
- Everywhere all the time.
- A413, Station Road, Risborough Road and Lower Road.
- Regular accidents on Station Road. Various times of day. Also slow traffic between 7.30am-9.30am and from 3pm-6.30pm.
- Risborough Road near Village School.

- I am concerned about the speeding traffic, and the worst Road is the A4010. But this is going to be closed off in the not too distant future. Traffic calming is definitely needed on Station Road.
- On the Road that runs to Princes Risborough the traffic is quick but also there are large traffic jams every evening between 4.00pm and 6.00pm but this is common throughout Aylesbury there is effectively gridlocked every day.
- Speed monitoring by the Police is poor.
- Lower Road - 30mph limit ignored in the day with many cars doing 40mph still. Dangerous driving at night with many vehicles doing 60mph+.
- On the A413 between Hampden Hall & Station Road.
- Station Road at peak times. Wendover Road at peak times.
- Lower Road, Station Road, and Risborough Road - all times.
- Station Road, all times of day.
- Lower Road - continuously high speed traffic.
- Station Road at times when traffic is not stationary due to congestion.
- Along Station Road and along Risborough Road.
- On the A413 Wendover Road, early morning & evenings.
- Station Road most parts of the day and especially at the weekends.
- Lower Road at all times except Sunday morning.
- All areas.
- Station Road - traffic going too fast, Lower Road - at crossing.
- Wendover Road outside of rush hour.
- Marsh Lane evenings, lower Road all the time.
- Anton Way.
- Station Road/Wendover Road out of rush hours.
- Through Hawkslade.
- Risborough Road in the evening particularly, weekends and daily between peak traffic times; Anton Way daily between peak traffic times; Station Road daily between peak traffic times and at weekends.
- A413 Wendover Road.
- Station Road and Wendover Road outside rush hour.
- There is a complete disregard for the speed limit along Lower Road, by public transport vehicles too. The relatively recent reduction in speed limit on part of the Road has made no difference to this. Speeding occurs at all times of the day.
- Station Road all the time.
- Station Road.
- Non rush hour traffic on Lower, Station and Old Risborough Road.
- You have already reduced the speed limit and extended its zone in many areas, any slower and we will be going nowhere.
- Station Road at all times speed limit not observed.
- Winterton Drive.
- Wendover Road.
- At peak times during morning and evening rush hours.
- Orwell Drive between the School end to the Hawkslade Community Centre.
- Station Road any time of day or night, also Lower Road, School drop off and collection times.
- Risborough Road has improved since reducing limit to 30 mph. Station Road therefore remains the concern as it is straight it encourages speeding. Also it is narrow and the paths are narrow.
- Risborough Road - all times - although mornings and early evening very congested.
- 5mph usually.
- All the time.
- On Wendover Road in the evening and during the day.

- Huge increase on volume of traffic in town centre.
- Station Road. Any time except rush hour when the traffic crawls.
- Speed along Lower Road, past School and Station Road.
- Station Road, at non-rush hour times.
- Just generally can't be specific as it's at all different times and across SM.
- Area around Asda.
- Station Road - all the time!
- EVERYWHERE! Stop building Roads and houses stop destroying this countryside.
- All the estate Roads in Stoke Grange/Wendover Park area at any time.
- Mandeville Road and Lower Road.
- A413.
- Station Road, out of rush hours.
- A413 in daytime.
- Station Road walking to and pick up from School.
- Traffic regularly exceeds the speed limit in Station Road, Stoke Mandeville - as witnessed by the advisory sign near Ligo Avenue this happens throughout the day (apart from when it is locked solid due to rush hour traffic. I have also had experience of speeding cars failing to stop at the crossing near the Stoke Mandeville Post office despite it showing red - this was a Sunday morning.
- Marsh Lane in and out of the village, Risborough Road in and out of the village, Lower Road in and out of the village.
- All approaches to School, especially dangerous by Marsh Lane.
- All times of day - especially along Station Road.
- Station Road - All day.
- Weekends along Station Road.
- I live on Station Road and the speed of cars especially late at night is way above the speed limit.
- Should be 30mph on Wendover Road between Bedgrove and garden centre.
- Station Road between Wendover Road and Risborough Road all the time apart from rush hours when it goes at a snail's pace.
- Station Road in between peak hours.

Volume of Traffic

- Lower Road and Risborough Road, rush hour particularly, but also for hours either side of it.
- Station Road at peak times. Wendover Road/Aylesbury Road/Lower Road.
- A413 07.30-09.30, 16.00-19.00.
- A413 Continuous and Station Road.
- Station Road and Lower Road all times of the day.
- Station Road and Lower Road.
- Station Road/Lower Road/Risborough Road.
- Wendover Road morning and evening.
- Station Road and Lower Road.
- Station Road.
- B4443 and A4010 mainly rush hour.
- 8-9.30am and 3-5.30pm.
- Lower Road.
- Risborough Road.
- Churchill Avenue and Ellen Road.
- Wendover Road all the time.

- Everywhere at rush hours.
- Anton Way- additional lorries as a result of new development.
- Marsh Lane - Lower Road.
- Station Road.
- Mandeville Road.
- Stoke Mandeville Station Road, most of the day/ every morning and every evening.
- Station Road.
- Station Road. Lower Road. Old Risborough Road. Peaks am and pm.
- Rush hour, School drop offs along Station Road.
- Wendover/Station Road.
- Station/Risborough Road.
- Between Hospital and SM Villages during rush hours.
- Station Road/Wendover Road/Lower Road 7.30am to 9.30am and 3.30pm to 7pm.
- Station Road all day.
- 7.30-9.15am and 3-7pm plus breakdowns/accidents - traffic congestion or queues.
- Station Road at all times.
- Station Road.
- Wendover Road, Station Road, Risborough Road and Lower Road.
- Station Road/Lower Road/Risborough Road.
- Station Road between 4.45 and 6.15 most weekday and if problems in Aylesbury, Station Road suffers.
- Lower Road, Station Road especially rush hour on Risborough Road.
- Everywhere.
- 8-9.30am and 4-6pm Station Road.
- Station Road.
- Mandeville Road, Station Road, Stoke Road, A413, Risborough Road.
- Rush hour and beyond, everywhere.
- Station Road.
- A413 & A4010 especially during rush hours.
- Both rush hours on Station Road.
- 5.30-6.30pm roads are gridlocked.
- Peak times, am and pm and School times.
- Risborough Road.
- All over Stoke Mandeville.
- Orwell Drive, Hillrise Road, Bowler Road, Anton Way.
- Lower Road, Risborough Road, Station Road and Marsh Lane, especially during School run worse pm.
- Station Road - non-peak times also Fowler Road and Risborough Road.
- All through the village at all times.
- Station Road - All Day.
- Kynaston Avenue and Winterton Drive School run times.
- Station Road and Ligo Avenue always.
- Station Road and Lower Road.
- Lower Road, Station Road, and Risborough Road - rush hour.
- Station Road/Lower Road/Risborough Road - rush hours.
- A413.
- All the time.
- Wendover Road & Station Road.
- At rush hour on Station Road.

- Station Road rush hour morning and evening.
- Lower Road and Station Road.
- Commuter time.
- Ellen Road.
- On Station Road, Risborough Road and Lower Road at morning and evening rush hour periods.
- Struggle to get out of Bowler and Churchill Ave on a daily basis and volume of traffic on A4010 and A4189.
- Rush hours - Risborough Road.
- Wendover Road, increasingly anytime.
- Everywhere in SM.
- Mornings, roundabout Churchill Av/Mandeville Road, evenings, queues from Risborough past Woolpack.
- Lower Road, each weekday between 17.00 and 19.00.
- Lower Road, Station Road, Risborough Road, and Aylesbury Road all are gridlocked during the rush hour.
- Lower Road.
- In morning coming from Hawkslade to Stoke Mandeville Hospital.
- 7.30am to 8.45am and 15.30 to 18.00 Station Road.
- Station Road.
- Station Road from 5pm to 6.30pm.
- Particularly Station Road, Risborough Road and Lower Road. Can be at any time.
- Station Road 07.00-09.00 and 17.00-18.30.
- Station Road - Rush hour.
- Early morning and evening traffic.
- Station Road, Lower Road, Wendover Road, Risborough Road, most of the day weekdays.
- Terrick Roundabout from 7.30am, queuing back to Goat Centre.
- Station Road.
- Morning/Evening.
- Any daytime or Road.
- At School run times.
- Wendover Road and Lower Road (Morning and Evening).
- A413 All time of day and Station Road.
- Station Road.
- Station Road mornings and evenings.
- Peak times area gridlocked.
- Station Road.
- Wendover Road between Aylesbury and Weston Turville, Station Road, Lower Road 08.00-09.00, 15.00-19.00.
- All main Roads around Stoke Mandeville.
- Station Road throughout the day.
- Morning/Evening rush hour now goes on longer.
- Lower Road, more gridlock events due higher volumes.
- Lower Road. It is too narrow and winding. The 40 miles limit should be reduced to 30.
- Wendover Road 6.45 -10am & 3.30 - 6.30pm, Station Road 4.30 - 6, Lower Road 4.30 - 6.
- Station Road, Aylesbury Road between Aylesbury town and Marroway.
- Station Road, particularly in the evening and the area around the Primary School.
- Station Road and Risborough Road am and pm rush hours.
- Wendover Road.
- Station Road, Lower Road and Risborough Road - a lot of through traffic at rush hour.

- There are clear pinch points (Road junctions) that create congestion at peak times across the area - Station Road/Risborough Road/Lower Road; Station Road/Wendover Road; Lower Road/Churchill Avenue.
- I walk to and from Stoke Mandeville Station every day. Station Road is gridlocked. As a type 1 diabetic, I have to go to Stoke Mandeville Hospital regularly. Risborough Road is often gridlocked. The traffic on the Roads now is too much and we all but most importantly the emergency services suffer. Any more traffic will cause deaths through the inability of the emergency services to respond because of the increased housing and traffic.
- Busy periods between 8-9.30am and 4.30-6.30pm there are queues of traffic but generally the Roads are heavily used all the time.
- Too much and dangerous near a Hospital.
- Station Road, Risborough Road, and Wendover Road at rush hour.
- Busy periods between 8-9.30am and 4.30-6.30pm there are queues of traffic but generally the Roads are heavily used all the time.
- A413 from Station Road to Bedgrove between 8-9am & 5-7pm, Station Road towards A413 between 5-7pm.
- On the main Roads during rush hours.
- Station Road during rush hour. In fact all main Roads during rush hour!
- Emerging from Eastcote Road onto Wendover Road is becoming increasingly difficult especially during 'rush hours' (these are getting longer too). Also Station Road and Lower Road where traffic is often static - makes timing for arrival anywhere along these routes almost impossible.
- Station Road 7:00- 9:30 - Lower Road 7:00 - 9:30- Risborough Road & Wendover Road 16:00 - 19:00.
- All over in the rush hours.
- Wendover Road, Station Road & Lower Road - every rush hour.
- Station Road and Lower Road. Start and end of the day.
- Very congested during rush hour.
- Station Road/Lower Road between 7.45-9.30am and 4-7pm.
- All areas during rush hour. I leave an hour earlier than needed to avoid the traffic
- Busy at rush hour.
- Commuter times morning and evening.
- There always seems to be congestion leading into Aylesbury, sometimes back as far as the Goat Centre. Station Road leading to Wendover Road is another particularly bad spot.
- Every week day morning and evening, rush hours and at other times if there is a traffic anomaly such as a breakdown.
- Maintain Roads in the rush hour.
- Bottom of Station Road near Wendover Road bet 5.00-6.30pm.
- Anytime.
- All arterial Roads.
- All Roads leading in and out of the centre of the village.
- Rush hour - Stoke Mandeville Hospital & ASDA
- Congestion in morning and evening 'rush' hours, and difficulty crossing (only one - at present out of action) pedestrian activated crossing; this is after all the route to School for children aged from 4 years.
- Rush hour.
- Station Road, Lower Road, Wendover Road.
- Risborough, Lower and Station Roads.
- A413, Station Road, Risborough Road and Lower Road.
- See previous answer. 7.30am-9.30am, 3-6.30pm - largely School traffic (much reduced during School holidays).

- Around School at start and finish times. Lower Road and Station Road and Risborough Road at commuter times and School times.
- Station Road and the junction with Risborough Road and Lower Road, down towards Asda and round the Hospital and the junction between Station Road and Wendover Road. All particularly at rush hour.
- See my answer to Q17. With the A4010 no longer running through the centre of the village, the whole atmosphere will change.
- Lower Road, Wendover Road all Roads leading into Stoke Mandeville.
- Station Road and Lower Road.
- At peak times.
- Risborough Road, Station Road, Lower Road.
- The HS2 works will only worsen this of course.
- We live on Lower Road and frequently can't get out of our drive for 15mins+ during rush hour.
- Wendover Road, rush hour.
- On the A413 and Station Road.
- Station Road and Wendover Road at peak times.
- Lower Road, Station Road at peak times.
- Station Road, Lower Road, Risborough Road - particularly during morning and evening rush hour
- Risborough Road, Lower Road, Station Road. Rush hours 7.30-9am and 4-7.30 pm. Ridiculous traffic often takes 25 mins to travel 1000 metres too congested.
- Churchill Avenue, weekday mornings.
- Station Road and Wendover Road at peak times.
- By Hospital and Asda. Crossing the Road can be very difficult. Roundabouts not big enough for volume of traffic.
- Rush hour along Station Road and Wendover Road.
- A413 Camborne Ave to Station Road. 08:00 and 18:00.
- Station Road, Risborough Road, and Wendover Road at rush hour.
- Along Station Road and Risborough Road during peak rush hour.
- Everywhere, mainly Station Road, Wendover Road, Bedgrove.
- A413 - all day.
- Lower Road/Mandeville Road and Station Road. During rush hour and weekends the roads are extremely congested.
- Morning and Evenings 7.30-9.00 and 3.30-7.00.
- Ellen Road, Old Stoke Road, Station Road.
- All times during day but especially 8-9, 230-630.
- All areas.
- Station Road and Lower Road are often at a standstill during rush hour.
- Wendover Road and Station Road.
- A413 at peak times.
- Station Road, Lower Road, Risborough Road, and peak times.
- Station Road and Lower Road Stoke Mandeville are very busy at rush hour.
- Anton Way.
- 8am to 9am and 5pm to 7pm.
- Kynaston Ave, Winterton Drive.
- Morning & Evening rush hours.
- Station Road, Wendover Road, Lower Road, and Risborough Road in rush hour.
- Leaving Aylesbury past the Hospital towards Wendover.

- Lower Road - daily from 7.00a.m -10.00a.m Evenings 4.00p.m - 7.00p.m.
- Lower Road - too much traffic and issues for blue light response - one accident/issue gridlocks the area- journeys increased due the continual use of traffic lights by ASDA - was not required and now has the worst crime records in South. Traffic back up to Terrick.
- At all times of day on Lower Road; peak times and School hours on all of the following: Risborough Road, Ellen Road, Churchill Avenue, Station Road, and Anton Way.
- All the main Roads around SM are clogged and over used at certain times of the day. Traffic has increased by at least 65% over past 10yrs.
- Station Road in peak periods.
- Queues form frequently into Aylesbury along Lower Road, particularly in the early evening. Queues also form by the Station in the morning and evening.
- Mornings Wendover Road to SM Station Road.
- Severe congestion at the junction of Risborough Road, Station Road and Lower Road twice a day during rush hours morning and evening.
- Station Road and A4010 in rush hour.
- Station Road.
- Risborough, Station and Lower Roads are in standstill during morning and evening rush hour. Dangerous as ambulances cannot reach AE.
- Always a jam into and out of Aylesbury.
- Weekdays 8-9 am and 5-6pm.
- Station Road can be a nightmare between 5pm and 6:30pm. Likewise traffic in the morning on Station Road is also outrageous.
- The new Asda, the traffic has got ridiculous since this was opened (all the time).
- Lower Road & Churchill Avenue, Station Road, 7-10am and 4- 7pm. Additionally, the impact on these Roads when other routes through Aylesbury are jammed.
- Rush hour.
- Peak times 8.00-9.00 and between 3.00 and 6.00.
- The B4443 from Stoke Mandeville to Stoke Hospital.
- Everywhere, especially in rush hour. Especially, Station Road, Wendover Road, Aylesbury Road, Risborough Road.
- All main routes. This will in part be improved by the new bypass.
- Risborough Road and Lower Road.
- Risborough Road, Wendover Road, Lower Road. Aylesbury town. In fact the whole of Stoke Mandeville.
- All the time except during the night.
- Yes School run times.
- All times of day.
- Start and end of School day and business end of the day, past Stoke Mandeville Station and Lower Road past the School.
- Lower Road and Station Road gridlock in rush hour.
- Station Road, during rush hour.
- Mornings and evenings are already unbearable.
- Rush hour and School times.
- Lower Road, coming into Aylesbury around 17.00.
- I work at the Hospital and lucky enough to be able to walk to work most days but I do see the impact that the queuing traffic has at peak times and what impact it has for staff and services at the Hospital. As a pedestrian, it's also often difficult to cross the Road to get to the Hospital
- Rush hour all over Aylesbury.
- Between 7-9 am between Bowler Road and the gyratory this part of the Stoke Mandeville Road is awful. It takes me 40 mins to get from Hawkslade to Berton Road.

- At "rush hour" - no one rushes anywhere, all stationary.
- Lower Road 7.30 - 9.00am 4.00 - 6.30 pm + Station Road.
- Can barely get through our Road due to School traffic. It's a joke.
- The A413 in rush hours, which seem to last for many hours.
- Getting safely on to the A413 from Eastcote Road.
- Wendover Road anytime between 8 and 9.15am. Station Road driving towards Wendover Road, 7.30-9 am and 4.30-6.30 every week day.
- Rush Hour, Everywhere.
- Station Road - around the School - Wendover Road - before 9am - around 3-30pm - between 5 and 6-30pm
- A413.
- Station Road, rush hours & Wendover Road rush hours.
- Station Road rush hours.
- Lower Road and Station Road.
- Lower Road into the village in the morning and evening rush hour, Risborough and Station Road during the evening rush hour and around the Marsh Lane/SMC School at drop off/pick up times.
- Station Road is a particular concern - at rush hour it is grid locked, and the hours during the day before and after rush hour it can be hard to get out of residential streets due to the continuous fast flowing volume.
- Station Road and the A4010 are gridlocked most nights.
- Peak hours predominantly when Station Road grounds to a standstill.
- Rush hour morning and evening around Station Road and Wendover Road.
- Station Road towards Wendover Road, tail backs are the length of the Road around 17.30.
- Into the village from Terrick side, and through the village both ways.
- Wendover Road to SM Hospital is often at a crawl during morning and particularly early evening rush hours.
- Station Road.
- Station Road, Lower Road, Risborough Road.
- All main axis routes.

School run traffic

- Lower Road, Risborough Road, during and around rush hour.
- Station Road.
- Station Road and Lower Road.
- 8.30-9am and 2.30-4pm.
- Car parked in weavers (??) way for the School - buses cannot get through.
- Station Road and Lower Road.
- Station Road.
- Lower Road.
- Mandeville School.
- Bedgrove and near Aylesbury Gramma School and Aylesbury High School.
- Hazlehurst Drive.
- Churchill Avenue, Ellen Road and Mandeville Road.
- Impossible to access Road from my house.
- Station Road.
- Mandeville Road.
- Stoke Mandeville Station Road.
- Station Road/Lower Road.

- Station/Risborough Road.
- Between Hospital and SM Villages during rush hours.
- Station Road/Wendover Road/Lower Road 7.30am to 9.30am and 3.30pm to 7pm.
- Station Road - All Day.
- Station Road, School times.
- Station Road at all times.
- School times to and from School.
- Risborough Road towards Terrick Roundabout. Station Road.
- School time around the School.
- Stoke Mandeville School closing time.
- Mandeville Road, Station Road, Stoke Road, A413, Risborough Road.
- A413 and A4010 especially during rush hours.
- Both rush hours on Station Road.
- Parking at top of Marsh Lane.
- Stoke Mandeville School, parents park anywhere and on grass verges.
- Orwell Drive, Hillrise Road, Bowler Road, Anton Way.
- Lower Road, Risborough Road, Station Road, Marsh Lane, Layby outside School always cars from School parked - Especially during School run/worse pm.
- School have excellent agreements - park and walk.
- Station Road - All Day.
- Taxis 8AM-9.15AM and 2.45-4PM.
- School times.
- Station Road and Lower Road.
- Everywhere.
- Station Road/Lower Road/Risborough Road - rush hours.
- A413.
- Around School and term times.
- Outside of School, Station Road roundabout.
- Station Road - Rush Hour Morning and Evening.
- Ellen Road.
- Volume of traffic heading towards HW A4189 and 4010 between 7.15 and 8.45 am.
- Wendover Road - Aylesbury direction.
- Everywhere in SM.
- Cars parked on Ellen Road.
- Churchill Avenue, Lower Road, through Southcourt, Old Stoke Road. Every weekday morning during School time.
- All Roads around Stoke Mandeville and Wendover and Aylesbury are affected.
- Station Road/Lower Road.
- In morning coming from Hawkslade to Stoke Mandeville Hospital.
- 730am to 845am and 1530 to 1800 Station Road.
- Bad parking outside local School.
- Block Roads all over more so on a Tuesday and Thursday School runs.
- All around.
- Park on grass verges up Brudenell Drive down Marsh Lane.
- Station Road, Lower Road, Wendover Road, Risborough Road - School Times.
- All Roads School assembly and dismissal times.
- Traffic volume increases out of proportion at these times.
- A413 and Station Road.
- Station Road.

- Stoke Mandeville Combined School.
- Morning and 3 pm.
- Morning rush hour. It will help if there is a link between Lower Road and A413.
- All main routes in the Village during dropping off in the morning and picking up in the afternoon
- Every morning - Station Road.
- Poor pathways, narrow Road, speed, kids means danger let alone pollution.
- Station Road, Lower Road am and pm busy times.
- Station Road and Lower Road are heavily used during this period, not helped by parents driving to the School to drop off children.
- A413 traffic gridlock 8-9am.
- On the main Roads.
- Refer to previous response.
- Wendover Road - Station Road - Lower Road & Risborough Road.
- It affects all areas. Mornings and afternoons.
- Village School during School terms.
- Station Road.
- Very busy during School run. Thankfully there is someone in Stoke Mandeville who helps the children to cross the Road.
- 8am to 9.30am and 2.30pm to 4pm.
- William Harding, Stoke Mandeville Village.
- Traffic is increased considerably during School terms.
- It all adds to the general congestion. It's amazing what a difference School holidays make.
- Every School day especially 8:30 to 9 am.
- In the rush hour.
- General increase in volume during School terms at drop off and collecting times. Affects main junction onto Wendover Road.
- Proximity of Combined School (with build-up of cars arriving to drop off/collect children) with major traffic intersection already raises risks to pedestrians. Concentration of School-related drivers is poor, and dangers will increase as traffic increases due to developments (here and elsewhere) and HS2 related traffic.
- Parking to drop off kids.
- As before. (19).
- Noticeably less traffic during School holidays.
- Station Road, A413.
- See previous answer!
- Area around village School at start and finish times.
- Station Road and the junction with Risborough Road and Lower Road.
- Lower Road and Turnfurlong.
- Yes - especially if there is to be extensive housing development resulting in a significant increase in School run traffic.
- Risborough Road, Station Road, Lower Road.
- Am getting into Aylesbury from Hawkslade.
- Too many parents drive instead of walking now.
- A413.
- Lower Road, Station Road am/pm.
- Station Road, Lower Road, and Marsh Lane - during School run.
- Risborough Road and Lower Road.
- Why can't more children walk to School?
- A413 towards Gyratory any School day afternoon.
- Station Road, Lower Road am and pm busy times.

- Rush hour traffic does appear less in the holiday season.
- Again Station Road and Wendover Road.
- Ellen Road.
- Parking near village School.
- Station Road.
- Lower Road, Marsh Lane, and School pickup drop off times.
- Around the Junior School on Lower Road.
- Kynaston Ave, Winterton Drive.
- 07:45 to 09:00 and 15:00 to 17:00.
- Like 18.
- All Roads though the village.
- Around all Schools - poor paring and visibility during the timings of School runs
- See 18 and 19.
- It is dangerous along Station/Lower Road and in fact all around the area there are tail backs.
- Station Road.
- Junction of Risborough Road, Station Road and Lower Road.
- Station Road 15:00-16:30.
- Evening Commute.
- Dangerous parking and children near very busy main Roads.
- 3-4 pm.
- Around Stoke Mandeville Combined School.
- The new Asda has just made congestion worse.
- Whenever Road and Station Road.
- Station Road, Wendover Road, Lower Road, Risborough Road, am and pm School runs (from 8am and 3pm).
- Parking is the greater concern and Road crossing on Marsh Lane (but that will be stopped up when the bypass opens).
- Between 8-8.30.
- Always.
- Around the Schools just before School starts.
- School area.
- Difficult to get out of Marsh Lane junction on to Lower Road in School run hours.
- We need to encourage our kids to walk!!!
- Around the Hospital, Churchill Ave - any time during term time.
- Around all Schools.
- Station Road.
- Already a problem, don't make it worse.
- The whole area around the village School and surrounding streets.
- Around the School morning and afternoon.
- A413 into Aylesbury and ditto out.
- Station Road, Lower Road.
- Morning, Station Road.
- Marsh Lane becomes a very dangerous and blind one way lane between 3:10pm and 3:40pm on weekday, particularly in bad weather.
- Middle of the village and close proximity. School term times.
- As a local resident, a group of us got together to walk each other's children to School, however some parents used to drive less than half a mile because of the volume of cars saying it made their children safer (the concern they voiced was the number of cars!!!!).
- Unsafe near School, local Roads and residents are suffering.
- It is noticeable by the lack of it when Schools are closed.

- Around the School at start and finish of School day.
- A lot of rush hour traffic at School time when a lot of local children and families need to walk to School.
- Too many cars taking single children to SM Primary School particularly in the morning.
- Station Road.

Narrowness/Lack of Pavements

- Station Road - narrowness.
- Station Road.
- Lower Road.
- Station Road.
- Risborough Road.
- Station Road when walking with children.
- Wendover Road because cyclists also use footpaths.
- Condition of pavements- poor maintenance.
- Marsh Lane pinch points.
- Mandeville Road as share cycle way and footpath with even more users.
- SM Station over bridge.
- Lower Road.
- Station/Risborough Road.
- Eskdale side of Station Road.
- Station Road - one vehicle parks, the Road is blocked (not a main Road).
- Over the railway bridge in Station Road through the bends in Lower Road.
- Station Road and Lower Road.
- Station Road across bridge not safe with young children with heavy traffic.
- Station Road and Lower Road.
- Railway Bridge.
- Station Road - railway bridge area and parts of Risborough Road.
- All around Schools.
- Station Road, relative to speed and size of vehicles.
- On Station Road, especially sharing with cyclists.
- Station Road - mothers and children need wider pavements especially as traffic does not adhere to 30mph. Pedestrians are very vulnerable and very hazardous at post office cars driving over pavement to park outside shop.
- No room for pickups. Station Road from Risborough area cars etc. v close to pavements esp. in rush hour traffic.
- Lower Road and Station Road.
- All along Station Road.
- Station Road - All Day.
- Station Road, especially Bridge area.
- Station Road and Lower Road.
- Station Road - north side.
- A413.
- Station Road Bridge.
- Station Road - don't feel like I can cycle with children to School.
- The narrow pavement from the Ambulance Station to The Bell public house in Lower Road.
- Station Road - Rush Hour Morning and Evening.
- Station Road.

- Parking on pavements.
- Terrick Road past Goat Centre.
- Station Road has very narrow paths and speeding traffic and lorries.
- Lower Road/Station Road.
- Lower Road by the School.
- Along Station Road.
- Along the Road where Asda is to the local School.
- A4010 after the Woolpack going towards Terrick.
- Station Road, Lower Road and Marsh Lane.
- Particularly Station Road and Lower Road between the Church and the Ambulance Station.
- Station Road, very narrow and overgrown on railway bridge.
- Terrible cyclists block traffic as forced on Road uneven cycle tracks.
- Station Road, Lower Road, Wendover Road, Risborough Road - School times.
- Pavement in poor repair, dangerous for the elderly and disabled.
- Station Road over Railway Bridge.
- Station Road on Eskdale Road side. Cyclists use this - far too narrow.
- Unused cycle paths narrowing the Roads are a concern.
- Lower Road from Hospital to Village School is too narrow for children cycling and pedestrians.
- Absolutely yes. Lower Road and Risborough Road.
- By the Station and Lower Road.
- Station Road over the bridge at rush hour times.
- Lower Road (40mph part of Road). Station Road by the bridge.
- Pavements along Station Road - particularly on the bridge.
- Dangerous and polluted.
- Station Road when walking young children to and from the village School.
- Overgrown hedges restricting pavement width. Also, cars parked on pavement.
- Station Road.
- Station Road at busy times.
- Dangerous for those who are walking.
- Station Road.
- If the field next to the Belmore is to be developed, there must be a pavement laid on that side of the Road. If visiting the Belmore, it can take considerable to time to cross the Road.
- Anytime.
- Outwards to goat centre.
- More cycleway.
- Station Road and parts of Lower Road.
- Station Road.
- Lower Road and Station Road.
- Around the Station and railway bridge.
- Station Road.
- I think Stoke Mandeville has a very good pavement system.
- Apart from Lower Road to the Station this is very narrow.
- The Lower Road pavement from the village to the Hospital is also a cycle route and is too narrow for safety in many places.
- Pathways are adequate.
- Also the condition of the pavements - many are mud baths at the moment and need resurfacing.
- Station Road.
- Lower Road north by autocentre.
- Station Road is narrow, concern when walking child to School.

- Lower Road has barely any pavement and what is there is broken and muddy, too narrow, no lighting.
- Towards village from Aylesbury.
- A413 from Castlefields towards Station Road. Lower Road between The Bell and Asda.
- Station Road when walking young children to and from the village School.
- Narrowness on Stoke Mandeville bridge.
- Lower Road and Station Road, when delivery vans park, there is no space to pass except on the Road.
- Station Road - unsafe for walking with small children.
- Many - in all areas.
- Marsh Lane. All the time.
- Station Road.
- Station Road rail bridge.
- Like 18.
- Lower Road from opposite The Bell Pub to the Hospital.
- Lower Road.
- Only when vehicles are parked half on/half off pavements.
- Pavements are not in a good state or repair lack of pavement down Marsh Lane is highly dangerous at School times. Due also to inconsiderate parking of parents.
- Station Road, no room for cycle path.
- Station Road crossing over railway bridge.
- Marsh Road.
- Station Road has narrow and badly maintained footpaths.
- Station Road - Lower Road - at all times.
- Marsh Lane.
- Station Road especially. When there is a lot of foot and bike traffic to and from the local Schools at rush hour time.
- Station Road.
- Risborough Road and Lower Road.
- Pavements along Station Road are narrow in places.
- And the ignorance of home owners who don't control bushes and drivers who make passing on pavement impossible.
- I'm worried about idiots parking on pavements etc.
- It's just too dreadful to walk anywhere!
- Station Road.
- Marsh Lane at any time of the day, Risborough Road between the care home and the petrol Station.
- Station Road dangerous as narrow for School walk and children on scooters.
- Station Road in particular - especially when delivery vans think that the pavement is their personal parking space forcing pedestrian to walk round the vehicle on the Road. Where is a police man or traffic warden when you need them - actually I've seen police cars do this too?
- Station Road is the worst. To get to the park or shops from the Wendover end is a hazard. Pavements are narrow and it is difficult to walk in tandem with children.
- Station Road.

Obstruction to visibility on Roads and Pavements

- Station Road.
- Roundabout opposite St Mary's.
- Cars parked to near to junctions.
- Eastcote Road to Wendover Road, Station.
- Parked cars - park on pavements.
- Parked cars.
- Again Marsh Lane.
- Dorchester Close. Carters Ride.
- Lower Road.
- Trees on Lower Road.
- Station Road.
- Village.
- Hedges at junction of Station Road.
- Overgrown pathways.
- Overgrown paths due to hedges and bushes.
- Ad boards everywhere.
- The electronic sign in front of bus stop by Thornbrook House.
- Area around School am and pm outside post office shop.
- Caused by parked vehicles.
- Particularly exit op Ligo Avenue onto Station Road.
- A413.
- Station Road and Wendover Road - Rush Hour Morning and Evening.
- Any Roads where vehicles park on both sides.
- Parking on pavements.
- Lower Road by the School.
- Over Railway Bridge.
- Cycleway e.g. Wendover Way across driveways.
- Parking on footpaths and verges.
- Eskdale Road - parking too close to roundabouts.
- Eskdale Road.
- Overgrown hedges along Lower Road and winding nature of the road create visibility obstructions.
- Many pavements are very uneven - tree roots and utility works - others are regularly obstructed by overgrowth.
- Station Road, overgrown hedges obscuring vision when vehicles turning onto or off of main road.
- Hedges and cars.
- Commuter parking at junctions instead of Station car park - Hampden Road/Orchard Close - every working day.
- A lot of parked vehicles on the Roads due to a lack of car park spaces with the new houses built.
- All junctions in Station Road.
- Amount of parked cars outside houses because people don't use their off Road parking or garages.
- At certain times of the year grass and weeds are allowed to grow obscuring turnings.
- Emerging from Kynaston Ave, the view to the right has often been obscured by overgrown trees on the corner. It's currently obscured by a roadworks sign.
- Station Road, Lower Road, Risborough Road when delivery vehicles and similar stop.
- No yellow lines so stationary vehicles obstruct view for people coming from side roads or the shop.

- Parked cars on residential roads.
- Parked cars all around the village and surrounding areas.
- Walking from Stoke Mandeville - Aylesbury there are frequently cars/lorries blocking the entire pavement meaning pedestrians have to risk walking on the incredibly busy road.
- Station Road, overgrown hedges obscuring vision when in vehicles turning onto or off of main Road.
- Eskdale Road.
- Corner of Station Road and Wendover (hedge encroaching pavement) all day
- As mentioned in Q20, when construction work is being carried out or delivery vans park, pedestrians have to go around the vehicles to pass when they cannot see around.
- Like 18.
- Hawkslade Estate.
- Station Road when couriers/delivery vans etc. park half way on the pavements. Also Lower Road for the same reason.
- Hospital parking and commuter parking - destruction of verges and cars parked on pavements - no prosecution or deterrents.
- Anton Way most times of day with resident and non-resident parking on bends esp. Isis Close and that part of the road.
- Along Station Road, Eskdale Road.
- Exiting Brudenell Drive onto A4010 is very difficult due to speed of traffic and recent alterations to the junction when it was resurfaced.
- Corner of Swallow Lane and Station Road has bad visibility.
- Station Road overhanging shrubbery from Station to Dorchester Close.
- Anton Way and roads off it, too many cars parked on road all the time.
- Not yet!
- Local to home.
- Leaving Dorchester Close, view to left not great due to hedges.
- No more roads. No more houses!
- Cars parked unnecessarily on pavements everywhere.
- Station Road and around the School badly parked vehicles at various times of the day.
- They were farm tracks, originally, not made for the car.
- A413 cycleway used as parking also Station Road pavement.
- This only applies when vehicles park on the pavement.
- Station Road at the humpback bridge if you have to cross at the Wendover end visibility is poor. No one slows down and it's always very busy.
- The road to Stoke Mandeville Hospital has awful lighting in the dark.
- Parking on the main road through the village causes issues on a regular basis even at non rush hour times.
- Hedges, mostly in private houses, get overgrown and obstruct the view of oncoming traffic. The Station turning right into Station Road and the same for Ligo Avenue are two examples.
- Station Road.

Lack of safe places to cross the Road

- Main Wendover-Aylesbury Road.
- Station Road, Risborough Road, Lower Road.
- A4010 and B4443 throughout the day.
- Risborough Road.
- Wendover Road.
- Old Risborough Road.
- Junction Station/Risborough Road.
- Station/Risborough Road.
- Wendover Road/Station Road Junction. Risborough Road/Station Road junction.
- It's impossible to cross Risborough Road at peak times.
- Risborough Road Station Road near Wendover Road end.
- Outside the train Station.
- Station Road, Risborough Road, Wendover Road.
- Wendover Road junction with Station Road.
- East End of Station Road.
- Risborough Road and Wendover Road.
- From bus stop by Thornbrook House across to Stoke House side.
- Perhaps could be more crossings.
- Centre of the village.
- Station Road and Risborough Road.
- Station Road.
- Station Road between railway and A413 - anytime & Risborough Road – anytime.
- Station Road - Lower Road.
- Station Road from Station Road to Wendover Road on foot and on mobility scooter.
- Station Road - more places.
- A lack of safe places to cross of Churchill Avenue.
- Wendover Road.
- Station Road SM and Wendover Road.
- Around Churchill Avenue Bridge between Bowler Road and Gainsborough Road.
- Station Road, Risborough Road, Wendover Road.
- Lower Road/Wendover Road.
- Wendover off Station Road.
- Near senior Mandeville School.
- A4010 by the Church.
- For the elderly, very young and disabled.
- Wendover Road/Station Road roundabouts.
- Should be a zebra crossing to bus stop away from roundabout.
- No but it will be with all these housing proposals.
- Station Road/Wendover Road.
- A413 and Station Road.
- Wendover Road.
- Wendover Road, Station Road at all times.
- Traffic lights out of action.
- Could do with better Road crossings near School.
- Near the roundabout on A413 and Station Road and along Lower Road, there are no pedestrian crossings.
- Station Road and Lower Road, Wendover Road. Rush hour and School times.
- Station Road and Lower Road.

- By the Station and Lower Road.
- Risborough Road morning and late afternoon.
- Station Road at busy times.
- On Wendover Road.
- Station Road, East of the bridge.
- Particularly on Lower Road opposite Belmore Centre.
- All along Station Road.
- Crossings available but some areas are a bit tricky to cross.
- Wendover Road/Station Road junction. Risborough Road/Station Road junction.
- By the Belmore.
- Lower Road during morning and evening 'rush' hour.
- Around the School, Risborough Road, vicinity of Railway Station.
- The roundabout at the cross of Churchill Ave and Mandeville Road. Not sure if this spot is in the Stoke Mandeville area.
- Wendover Road and Station Road, especially when getting off buses and needing to cross the Road afterwards.
- Station Road, Wendover Road, Lower Road, Risborough Road.
- Station Road.
- Other than the existing crossing isn't working - someone crashed into it.
- Station Road and Wendover Road.
- Lower Road.
- Risborough Road is often difficult to cross due to traffic speeds.
- Not just the lack of places, but also the lack of consideration from drivers. I use the zebra crossing every weekday and rarely cross without several cars speeding past without noticing me. It's very dangerous, particularly in the dark.
- Wendover Road and Station Road.
- Marsh Lane, during School run. Risborough Road, if School crossing patrol is not there.
- Wendover Road at School times.
- By Hospital to Winterton Drive. Not as far up as Asda.
- Station Road at busy times.
- Around the roundabout at Lower Road/Station Road and generally along Station Road where there is regularly people crossing in heavy traffic.
- Station Road & Wendover Road.
- Station Road requires traffic calming, particularly when the A4010 is stopped off.
- Getting to Swallow Lane from the 300 bus stop in both directions.
- Wendover Road is very difficult to cross during rush hour.
- Lower Road opposite School, should be with traffic lights for the children crossing.
- It is difficult to cross the Wendover Road in rush hour.
- Like 18.
- Bus stops along Wendover Road should all have crossing places even a central island would help.
- Station Road east end.
- During the rush hours at the junction of Risborough Road, Station Road and Lower Road.
- Station Road Dorchester Close to Station.
- Crossing Wendover Road can be difficult.
- Lower Road.
- The crossing area on Station Road by the Wendover Road is too near to the junction of the roundabout. Cars need to slow down in Marsh Lane by Stoke Mandeville Combined School as it is also difficult to cross there.
- Risborough Road when the lollypop lady is not there.
- Risborough Road at all times.

- A crossing was put in opposite Asda which has cause major traffic congestion!
- Crossing the Road at roundabout in front of the Church can be tricky, without the lollipop lady.
- Station Road, by Station.
- Main Roads.
- Crossing the roundabout opposite the Hospital doesn't feel safe a lot of time. Even though there is a crossing near Asda, it's not always convenient to cross there.
- Station Road needs another crossing.
- No more roads. No more houses.
- Wendover Road at all times - there are bus stops but no way of crossing the road near them.
- Lower Road at all times, doesn't seem to have any crossings for such a busy road.
- Mandeville Road.
- The roundabout by the School.
- I nearly get run over going to the Station.
- Wendover Road, Station Road any time.
- A413 daytime, Station Road daytime.
- The pedestrian crossing on Lower Road needs to be made more obvious and there needs to be a pedestrian crossing across the Risborough Road close to The Bull PH.
- Train Station.
- But this is more due to the volume of traffic. Crossing Station Road or Wendover Road is a nightmare even with central islands.
- Junction by hairdressers is treacherous without lollipop lady.
- Crossing to the Station at the Wendover Road end of Station Road.
- Station Road needs a crossing nearer the Station as people dart across the Road there.
- Station Road.

Large vans and Lorries passing through Stoke Mandeville

- A413 and Station Road.
- Station Road.
- Risborough Road and Station Road.
- Station Road and Lower Road.
- Lower Road and Risborough Road.
- Risborough Road.
- Near Station.
- Parked cars.
- Lorries, tractors destroying grass verges.
- Station Road.
- All day long. Station Road.
- Lower Road, Station Road.
- Lower Road for pedestrians/small children walking.
- Station Road.
- Station/Risborough Road.
- Between Hospital and SM Villages during rush hours.
- Station Road, all day.
- Village.
- Station Road is unsuitable for HGV's.
- You feel very close to huge lorries when walking along Station Road.
- Station Road.
- All the time especially Station Road.

- Station Road.
- SM is not suitable for very large vehicles.
- Always undesirable on all Roads.
- All Roads through the village.
- Evenings in Station Road - house vibrates.
- Lorries in particular.
- Large vehicles mainly on A4010.
- Everywhere.
- Station Road speeding over bridge slamming on Road.
- Station Road.
- So large on Station Road bridge, mirrors overhang pavements.
- More when HS2 starts.
- Anywhere on Roads passing through Aylesbury.
- At all working hour times.
- Churchill Avenue and Ellen Road.
- Station Road.
- Station Road/Lower Road.
- All Roads.
- With narrow pavements they nearly drag you into the Road.
- Particularly Station Road and Lower Road at any time.
- All the time.
- Cannot believe how some of them car travel down Marsh Lane and over crossing.
- Station Road, Lower Road, Wendover Road, Risborough Road.
- Station Road - Anytime.
- Station Road.
- All main roads especially A4010 and Lower Road.
- A413.
- Station Road.
- Station Road all day.
- Station Road, Lower Road and Risborough Road.
- Station Road.
- Station Road vehicles too large for Road design.
- At all times, Ellen Road has become a rat run for heavy vehicles.
- Lower Road needs improvement.
- At all times via Station Road and Lower Road as the Roads are very narrow.
- Station Road can't cope!
- Wendover Road all times.
- Lower Road, Station Road and Risborough Road.
- Most SM Roads are B Roads not made for lorries.
- Station Road, Road is not wide enough for large vehicles without threatening pedestrians on the pavements.
- Lower Road is increasing busy every day all day.
- A413.
- Station Road during the day.
- But they often have no other option.
- Risborough Road - Station Road & Lower Road All times of the day.
- Station Road- anytime.
- Station Road.
- Station Road - every working day.

- Station Road.
- Roads aren't built for these. Especially on the existing housing estates.
- Wendover Road/Lower Road. 24 hours a day.
- Hawkslade. Large lorries constantly up and down the Road, travelling too quickly. Already had my side mirror broken off my car.
- This will, one hopes, eventually when HS2 arrives, and in the meantime what other route is available to vehicles large or small.
- They regularly come past the end of our garden, which is opposite SM Ambulance Station. Often, they cause the house to shake.
- Lower Road, daytime.
- As above.
- Roads leading to, and at the roundabouts, of main arterial Roads.
- Along Lower Road.
- DEFINITELY. My house shakes. Also very concerned about POLLUTION.
- All Roads at various times.
- Risborough Road and Station Road.
- Risborough Road, A413, Station Road.
- Arla lorries are the worst example.
- Station Road.
- Occasionally now but worried about increase with HS2 construction and house building.
- Particularly worried about its likely increase when work on HS2 begins.
- Again with the A4010 closing this is going to change everything.
- Station Road and Lower Road.
- But we are bound to have thousands of them when you build the railway.
- Risborough Road. Station Road.
- They do not respect the 30mph limits.
- Our house shakes as they go past.
- When construction starts.
- Station Road.
- Station Road, all times of day.
- Large lorries on narrow Roads in the dark - Lower Road, Station Road near the pubs Woolpack and Bell – dangerous.
- Frequent. All times of day.
- Station Road, Road is not wide enough for large vehicles without threatening pedestrians on the pavements.
- Large vans and lorries travelling down Risborough Road at all hours.
- Everywhere.
- A413.
- Station Road, all Day.
- Throughout the day, constantly except the weekend.
- All areas.
- Rush hour - all roads.
- Station Road delivering to Tesco, Asda etc. Marsh Lane going to farms.
- Station Road.
- Station Road & Lower Road.
- Like 18.
- All hours of the day and night!
- ASDA traffic increased.
- Not yet but when HS2 and proposed development arrives all areas will be susceptible!
- They travel at speed we do need a ring road.

- Station Road all day.
- Risborough Road, Lower Road, any time of day.
- Far too many large lorries, causing damage to roads & drains/kerbs and very close to pedestrians.
- Risborough, Station and Lower Road any time.
- At all times.
- Past the primary School and along Station Road.
- Station Road and Risborough Road. Always as there is no alternative.
- In particular Station Road which is too narrow for large vehicles.
- Station Road - Any time of day.
- Risborough and Lower Road.
- When they get lost they are a nightmare.
- Most concerned about HS2 construction traffic.
- New development off Isis Close in Hawkslade – lorries travelling to and from the site are ruining the road.
- Station Road at any time is a small Road for large lorries.
- Station Road.
- Since they reinforced the bridge, we get lots of heavies.
- A413 all times.
- All times.
- Anytime.
- Station Road.
- Station Road & Lower Road. All hours ("Blue Route").
- Lorries passing through is a real pain at all times of day.
- Leading into out of and through the village at all times of the day.
- It is at an acceptable level at present but when HS2 work starts will almost certainly be a different matter.
- Lower Road.
- Station Road.
- When HS2 construction begins.

Are you concerned about the location of bus stops when travelling in and around Stoke Mandeville?

- Station Road.
- Stoke Grange.
- In Station Road need bus because we do not have one that will run hourly.
- By Church.
- When are they being placed regarding HS2?
- Bus stops along Lower Road could do with proper pull in stops and improved signage.
- There is no bus stop and bus route via SM Station.
- The existing bus stops are not conveniently located for key destinations such as the School and the Community Centre. The Railway Station is not served by regular bus services.
- Station Road.
- Busses are the worst culprits from excess traffic speeds in the village.
- There are not many. No pavements or clear signage.
- Near Hospital on top of roundabouts.
- Opposite SM Hospital - extremely dangerous.
- Bus stop at end of Hawkslade Furlong which blocks the exit from the road.
- No bus stop at Station.
- Bus stops in numerous places near roundabouts.
- Little opinion as don't use them.
- The ones near Hospital are dangerous.
- Wendover Road. It is a wide, high speed road, but there are no crossings anywhere near the bus stops.
- I never use the bus.
- Stupid and dangerous having a bus stop opposite Brudenell Drive.

Visibility at Road Junctions

- Lower Road/Station Road junction.
- Vans parked in Dalesford Road block visibility from Thorp Close.
- Station Road.
- Eastcote Road and Elm Farm on to Wendover Road.
- Station Road/Eskdale Road.
- Swallow Lane.
- Dorchester Close.
- Exit from Station.
- During am and pm rush hours.
- Hughenden Green on to Winterton Drive.
- Ligo Avenue with Station Road.
- Ligo Avenue Railway Station.
- Exit at Railway Station.
- Station Road/A413 Wendover Road.
- Cars parked near to junction.
- By Railway Station.
- Too many lanes being introduced.
- Particularly Swallow Lane/Station Road, Marsh Lane/Lower Road, Station Approach and Station Road.
- Winding nature of Lower Road and Risborough Road.
- Station Road, turning into or off from the Road due to parked vehicles and overgrown hedges.

- Some junctions obstructed by parked cars.
- Commuter parking at junctions instead of Station car park - Hampden Road/Orchard Close - every working day.
- Eskdale/Station Road junction.
- Only when overgrown areas create blind spots.
- Brow of hill by Railway Station.
- Parked cars at Road junctions.
- When verges are in need of cutting.
- Station Road, turning into or off from the Road due to parked vehicles and overgrown hedges.
- From Swallow Lane to Risborough Road.
- Turning right out of Stoke Mandeville Station is very dangerous as there is no visibility.
- But see earlier comment about Isis Close.
- Only when inconsiderate parked vans etc.
- Brudenell Drive junction is appalling. You take your life in your hands when trying to turn right onto A4010. Can take 10 mins unless you gamble. Needs improving.
- Swallow Lane and Station Road any time.
- Not yet!
- A413 at rush hour and lunchtimes.
- Leaving Dorchester Close (hedges on left overgrown).
- I'm more concerned with fields and wildlife.
- Going into the A413 from Station Road.
- Station Road both roundabouts.
- Due to some of the large radii on the roads e.g. Petersfield and Castlefields to the Wendover. Road, pedestrians and cyclist have to be on the road to clearly see if any cars are coming.
- Same answer as number 21.

Inadequate supply of off Road Parking

- Around the Station.
- Swallow Lane.
- Drivers park at bus stop.
- Church Court, Swallow Lane and Hampden Road.
- Anton Way over night.
- Elm Farm.
- Lorries for new development park up on Anton Way, not very nice.
- New housing by Hospital.
- Everywhere, they park outside house at Eskdale Road, opposite local shop etc.
- Station Road/Eskdale Road.
- Village.
- On many of the newer housing estates cars have to park on roads and pavements.
- Housing estates.
- On the housing estate most of the time.
- Everywhere.
- Although becoming more difficult.
- Stoke Mandeville Hospital, Schools.
- Eskdale Road.
- Always undesirable on all roads.
- Plough Close, Bowler Road.
- Too many vehicles for available spaces in Hughenden Green/Winterton Drive/Kynaston.

- Cars park in Dorchester Close/Ligo/Eskdale for Station.
- Station Road.
- Parking congestion on side roads, off Station Road is becoming endemic.
- Hospital employees parking in nearby local roads.
- All round the village.
- General.
- Vehicles partly parked on pavements.
- Everywhere all over.
- Anton Way - but they all have garages but don't park their cars in them and park on the road.
- Overflow for Hospital parking - people unwilling to pay for high parking fees.
- Around the School on Lower Road.
- Nearly everywhere.
- The School cannot cope with the cars dangerous parking no pavements.
- Hamden Road, full of Station parking including on junctions.
- Commuter parking in Hamden Road. Residents' sign not enough i.e. don't go all along the road and yellow double lines on road, in front of owner houses i.e. in front of driveway.
- Eskdale Road- evenings/weekends and commuter parking.
- Most Roads near Station and new development proposals.
- Village centre near School, if want to develop business in village need parking too.
- Station Road.
- More efforts need to be made by Chiltern Rail and Stoke Mandeville Hospital to relieve parking pressure on local Roads.
- When taking children to and from the local School.
- General new house design never allows sufficient parking space - always more houses per acre seems to be the principle.
- Very bad in Hawkslade. Not enough space around Stoke Mandeville junior School when children are being dropped off and collected.
- Community Centre car park often full also Eskdale Road.
- Hawkslade Estate is a nightmare.
- Charmfield Road, Elm Farm.
- Despite attempts to improve the situation, we still have problems in Kynaston Avenue with vehicles from Hospital staff and visitors and ASDA shoppers.
- If more houses are built.
- Causes problems around Hospital and ASDA.
- Most taken by commuters.
- Everywhere.
- Around School at start and finish times and around roads near to Station.
- Only specifically at School times.
- Busy Times at Woolpack - Risborough Road.
- The more off Road parking that is supplied the more risk to commuters using it to avoid paying railway parking costs occurs.
- Everywhere!
- Station Road.
- Hospital area and around Stoke Grange.
- General issue compounded by Hospital and commuters.
- Ligo Road, Dorchester Close non-resident parking.
- Again Station Road & Wendover Road.

- Ligo Avenue often gets congested at the end near Station Road, and parking is too near to the corner.
- For primary School.
- Anton Way.
- Restricted parking for residents - Kynaston Ave, Winterton Drive.
- The Woolpack Pub Risborough Road.
- Like 18.
- Hawkslade Estate.
- Most residential housing areas.
- Appalling issues around the Hospital and use of on street parking by Hospital patients and ASDA staff.
- Some of the side Roads are very bad.
- Parking outside shop on Station Road not very suitable. Lots of people park on the road in Brudenell Drive making access difficult.
- Absolutely everywhere, due to Schools and commuters.
- Parking is getting worse, there are two cars parked outside my house on the council grass that are not mine. Asking the council to prevent this they said they have no money.
- Around the Primary School.
- Anton Way and roads off it all day.
- Sometimes. There are not enough driveways for those to park off road at the new Hamden Hall estate just off the Wendover Road.
- Generally not too bad but a priority as more houses are built.
- Particularly at the village shop in Stoke Mandeville.
- Mainly in estates.
- Lots of on street parking round Bowler Road and Rake Way has caused problems with visibility pulling out of junctions.
- Around Hospital.
- Many houses along Anton Way (Hawkslade) have no off-street parking, Road is often extremely congested as a result.
- Rail commuters block Roads in Ligo, Carters, Dorchester etc.
- Roads adjacent to Hospital & Station.
- Only in relation to new development where houses do not have sufficient parking on site.
- In general, while walking around the area, there are a lot of vehicles parked on roads and pavements.
- People park all round my house rather than use the Station car park.
- Everywhere.
- A413 & Station Road daytime.
- Marsh Lane during the School run.
- But perhaps we need to discourage car ownership, to make people think of using alternative forms of transport.
- Parking for the School and Station needs to be resolved, Brudenell Drive severely affected
- Hampden Road.
- Yes particularly on when it affects Station Road flow of traffic.
- Around the Station.
- Around Woolpack.

Lack of Cycle Routes when travelling in and around Stoke Mandeville.

- Within Stoke Mandeville Village.
- Station Road.
- More needed throughout.
- Need more non central routes cross county/town.
- Station Road, Old Risborough Road route along Lower Road is shared with pedestrians and is too narrow.
- Too many under used.
- If Station Road could have safe cycling for children would help School.
- Everywhere.
- Non-existent.
- Station Road.
- Pavements are for pedestrians.
- All around the village.
- Station Road-Lower Road.
- Adults riding on footpaths.
- From Hawkslade.
- Would like cycle paths along Station Road to join up existing cycle paths between Asda and village and down Wendover Road.
- All over Stoke Mandeville.
- I prefer cycle routes to be on their own not with pedestrians.
- Cyclists enjoy Marsh Lane, no footpath or cycle route - routes poorly maintained.
- But going into town at gyratory at Police Station, cycle route peters out.
- Station Road and Lower Road.
- At the moment too many cyclists ride on the pavement to keep away from the traffic.
- Need safe crossing places to join up existing routes.
- Throughout Aylesbury the much touted cycle paths are in a shocking state of repair, often easier to cycle on the road. Particularly concerned re Lower Road from Hospital towards School, too narrow and too close to main road to encourage School children to use regularly.
- People have to ride on pavements due to extremely narrow roads.
- There are not enough particularly the lack of one on Station Road!
- Station Road and Risborough Road most of the time.
- Cycle paths shared with pavements.
- Too dangerous as it is without more traffic!
- Most roads are too narrow for cyclists and the number of heavy vehicles that use the roads.
- Station Road is very busy and not really wide enough to accommodate a cycle path however not good to be a cyclist on this road.
- No cycle route through the village.
- Station Road.
- Cyclists tend to ignore the cycle paths that are available and use the road, which adds to the traffic congestion.
- All roads in and out of the village.
- Everywhere.
- They exist, but are rarely used.
- Station Road.
- I think there could be more down Risborough Road towards the Terrick Roundabout.
- A cycle route linking Wendover Road to Lower Road is much needed - Station Road is very dangerous for cyclists and the cycle route from the village to the Hospital along Lower Road urgently needs widening.

- There are plenty.
- Station Road.
- I am more concerned that the cyclists don't use them!
- Station Road, Lower Road and Risborough Road.
- Inadequate cycling routes along Station Road means cyclist either impeded traffic or risk pedestrian collisions.
- Just cyclists not using them on Lower Road.
- Station Road pavement too narrow and dangerous for children to cycle on.
- Station Road narrow path.
- Station Road.
- Cycle routes between Hospital and village ignored by cyclists.
- All over Stoke Mandeville.
- Would like to see more but think it would be difficult - not a priority even though I do cycle a considerable amount.
- Station Road.
- Station Road, Risborough Road.
- There needs to be a link between the cycle path on the Wendover Road and that on Lower Road via Station Road. Far too many cyclists cycle illegally on the Station Road footpaths.
- Marsh lane is very popular with cyclists and also the route through Bishopstone.
- When the cycle path ends and you have to go on the Road, especially doing a full circuit via Terrick from the Risborough Road.
- Risborough and Station Road. Too busy for children to use the road.
- All of the village.
- Cycling on the busy roads is dangerous and so I avoid it at peak times.
- Wherever a cycle route is on a road with parked cars.
- Main roads don't cater for safe cycling.
- Along Wendover Road, the cycle route seems to be there and then is gone; the pavement is not wide enough for cycles and pedestrians. Station Road has no cycle path and is so busy it should have one. Lower Road has no cycle path, so cyclists are often on the pavement, which is not always wide enough.
- You can't cycle down the pavement; they are too narrow for safety, (except on A413 into Aylesbury).
- Station Road rush hour.
- Station Road and Risborough Road and a dedicated cycle lane on Lower Road are needed. Sharing the footpath with pedestrians does not work and is dangerous.
- Station Road.
- Station Road is narrow and the paths are not suitable or wide enough. Cars do not leave sufficient space when overtaking me.
- As mentioned before. It is difficult to get to the park and shops.
- The roads are awful with pot holes around this area.

Illegal parking at the Side of the Roads

- Swallow Lane.
- Dorchester Close. Carters Ride.
- Road opposite train Station. If cars/vans park affect the traffic.
- Mostly in cul-de-sacs around area.
- Nash Lee Lane at junction with A4010. Also along Lower Road.
- Plested Court.
- Outside houses on the pavement along Lower Road.
- Often have to walk in road because of cars parked on pavements in Station Road.
- Village.
- Vehicles parking on pavement so pedestrians have to walk in the road.
- Residents have no choice.
- Around Stoke Mandeville Hospital outside Schools, side streets.
- Wherever it occurs.
- Drivers using post office or picking up School children from train lines in Eskdale Road as you turn onto Station Road making it difficult for cars entering and leaving Eskdale Road
- Bowler Road, Anton Way, Orwell Drive, Plough Close, Hawkslade, Rake Way.
- Station users parking in residential Roads.
- Near Station.
- Station Road-Lower Road.
- Some roads unable to park outside the house.
- Everywhere all over.
- Big issue due to Station Avenue, Dorchester Close etc.
- Dorchester Close.
- Lots of people bring home work vans and this causes lots of illegal parking and places look a mess.
- In Hampden Road.
- On grass verges for School runs.
- This happens all around the village - All times of the day.
- No areas listed, as parking is legal on all roads without yellow line.
- Anton Way and many other emergency vehicles and busses have problems.
- Hospital staff parking on Bradenham Walk, Roblin Close, Kynaston Avenue, etc.
- Outside the Woolpack, evenings especially Thursdays.
- Indiscriminate parking seems to be a common matter in today's society - it is difficult to know what more could be done to minimise its impacts.
- Hate the new yellow lines.
- All roads near the Station that do not have parking restrictions.
- General parking on pavements, blocking pedestrian walkways.
- On pavements everywhere.
- Commuter parking at junctions instead of Station car park - Hampden Road/Orchard Close - every working day.
- Station Road. Also parking on verges in Eskdale Road.
- Hawkslade, parking on bends and corners making it impossible to see.
- Elm Farm Road.
- If the parking is as a result of commuters leaving their cars, otherwise most parking can be accommodated.
- One vehicle parked in Station Road can bring traffic to a standstill.
- around the Station - Ligo Avenue etc.
- Kingston Avenue and surrounding rounds by the Hospital.

- Hospital & ASDA.
- At School times - inconsiderate parents.
- A little, but it is well managed the majority of the time.
- Station Road.
- Only during School drop off and pick up times.
- Quite frequently obstructive parking causes chaos in Station Road.
- Inconsiderate parking outside the Post Office in Station Road.
- Railway Station parking culprits.
- Particularly when it blocks pavements - there are a lot of children, elderly, wheelchairs and dog walkers in the village.
- Station Road.
- Still an issue in roads that have restrictions.
- Ligo Avenue non-residents parking after restricted parking times.
- When events take place at the Woolpack there are a significant number of cars parked inappropriately along Risborough Road.
- Everywhere.
- At the entrance and round the bend of Brudenell Drive - All day.
- At the top of Swallow Lane where it is prohibited, particularly BT vans.
- All areas especially weekends and evenings.
- Residential Roads on Stoke Grange.
- Kynaston Ave, Winterton Drive.
- Around Stoke Mandeville Rail Station area roads.
- Concerned about illegal parking everywhere! Happens frequently in Stoke Leys because of Hospital tends to be at any time of day - less since yellow lines; see comments on bends at Isis Close earlier.
- Chequers Court by Hospital Staff & Visitors.
- This can cause safety issues.
- Station Road.
- We now have double yellow lines at the start of our road, yet people are too lazy to walk a few yards further to park away from these lines, in order to get to the local shop.
- Elham Way and William Harding School.
- Through roads in Hawkslade, Bowler Road and Rake Way.
- On Bowler Road, cars and vans park on this Road making travel difficult.
- Rail commuters block any space left on Ligo, Carters, and Dorchester.
- Near Hospital.
- Already a huge problem. Please don't make it worse.
- Ligo Avenue.
- Station Road at various times of the day.
- People just don't care.
- Ligo Ave.
- Station Road & A413 anytime.
- Parents collecting their children from SMC School regularly obstruct the driveways of residents making it impossible to get on/off private driveways. Parking along Marsh Lane at this time regularly restricts traffic to one lane and causes frustration and anger with other road users and a consequent danger to the children trying to cross the lane when arriving at or leaving the School.
- My driveway has frequently been blocked, plus parking on yellow lines at end of road.
- Eskdale Road and Dorchester Road during working hours.
- Near shop on Station Road.
- All around the Station.

Access for Emergency Services

- Along Station Road at peak times.
- Petersfield/Castlefields.
- Station Road and Lower Road.
- By William Harding School and SM farm shops.
- Station Road.
- Hawkslade Close - overnight.
- Kynaston Avenue.
- Use of turning circles as extra car park on estates.
- Lambourne Avenue, cars on both sides of road.
- Dorchester Close. Carter Ride.
- Congestion on Mandeville Road. If Roadworks gridlock!
- Along Station Road. Stoke Mandeville, always busy.
- Station Road.
- Village.
- The Hospital has constant traffic problems, especially during rush hour.
- Being close proximity to Stoke Mandeville Hospital, Station Road is a problem.
- Housing estates - most of the time due to parking issues.
- Ambulance Station.
- Old Motts Garage Estate.
- Bowler Road, Anton Way, Orwell Drive, Plough Close, Hawkslade, Rake Way.
- Especially in School area, cars parked to pick up children, Roads in Chestnut Way and Marsh Lane narrow.
- Station Road and Lower Road.
- Confined by parked vehicles.
- Station Road A413.
- In Brudenell Drive where parking on the road is causing problems.
- Problem areas. Station Road, Mandeville Road. A4010 down Wycombe Road.
- Anton Way - but they all have garages but don't park their cars in them and park on the road.
- Rush hour and School run times.
- Kynaston Avenue.
- When traffic blocks Station Road.
- Particularly ambulances in Station Road, Risborough Road and Lower Road at any time.
- The volume of traffic is already untenable and will kill people when ambulances can't get them to the Hospital.
- Not always possible.
- Access often difficult in Hampden Road.
- Eskdale Road- severely narrowed due to parked cars.
- Most roads near Station, Anton Way and Ellen Road.
- Major issue doe ambulances 15.00-19.00 when traffic is Stationary both ways on Station Road and Lower Road.
- Station Road bottleneck most times of day.
- Roads are too narrow to allow ambulances to pass safely and quickly.
- Particularly Station Road in the evenings when ambulances struggle to get through the busy and narrow road.
- General problem on estate roads.
- Station Road particularly during rush hour.
- Someone will die due to traffic congestion and all the smug councillors/builders and their money will have blood on their hands.

- During busy periods it must be increasing difficult for emergency vehicles to get to incidents.
- Related to general road congestion.
- Station Road.
- Commuter parking at junctions instead of Station car park - Hampden Road/Orchard Close - every working day.
- Some emergency vehicles wouldn't access parts of Hawkslade due to residents parking on the roads.
- Station Road (ambulance crashed last week). Lower Road. All day.
- Double Parking on Estates.
- Sometimes caused by irresponsible parking.
- During congested rush hours.
- Station Road.
- Side Roads, during the day.
- Commuter parking compromises access.
- Too much traffic at peak times - Station Road.
- Station Road - dreadful access during peak times. Another accident this week, involving an ambulance.
- Around School picking up and dropping off time, there could easily be a problem one day around the School/The Bull/Brudenell Drive.
- Both Lower Road and Station Road can be virtually impassable to emergency vehicles at busy times of the day.
- That will get worse with increased housing as the Stoke Mandeville Hospital is on a B Road.
- Every day we see ambulances struggling to get through the traffic.
- Around Stoke Grange.
- Lower Road. When busy how can ambulance pull safely onto road? Generally traffic so bad I doubt response times are met.
- Ligo Ave inconsiderate parking leaving insufficient width for large emergency and waste collection vehicles.
- Stoke Mandeville is a vital route for Ambulances and their movement is often impeded by traffic build up on Risborough Road and Station Road.
- Everywhere - whenever there's a heavy traffic problem.
- People park in the turning place at the end of Brudenell Road, unfortunately they are visiting residents.
- All times in the week along Lower Road, but especially 8-9 am, 2.45-3.30pm and 4.45-6.30pm.
- Side roads.
- Often ambulances struggle to get around the traffic when it's stationary.
- Station and Lower Road.
- All residential areas.
- Lower Road - there is little room for blue light vehicles.
- Pretty much on all residential roads across the parish.
- When roads are so very busy it can cause significant delays.
- With the closure of many NHS A&E Departments and Stoke Mandeville becomes the main A and E department for an even larger area. I am concerned that the congestion we have in Stoke Mandeville every week day at rush hours could be potentially causing loss of life because emergency vehicles are being caught up.
- Yes, they would have great difficulty getting a fire engine down Brudenell Drive.
- Rush hour traffic morning and evening Risborough Road, Station Road, Lower Road and Wendover Road. Traffic in standstill.
- Hawkslade particularly bad.
- Winterton Drive.

- Top of Marsh lane by the School.
- Particularly Stoke Leys area and on Hawkslade.
- Particularly along Lower Road. Main Road to the Hospital. Access for ambulances.
- There is significant 'blue light' traffic which is often impeded by the volume of traffic on Lower Road and Station Road.
- As per previous.
- Volume of traffic at busy times outside the Hospital especially if there is an incident such as a burst water main, everything comes to a complete standstill making it very difficult for emergency vehicles to pass, Lower Road is the only access point by the Hospital so is vital for safe and timely transport of sick patients.
- Bowler Road due to cars parking on the main road.
- Anton Way has cars parked on both sides of the road at times, especially evenings.
- Lower Road & Station Road because they are only 2 lane and ambulances cannot get down them when the roads are congested.
- Already a huge problem, please don't make it worse.
- Ambulances struggle in the rush hour.
- At peak times in Station Road.
- Not sure.
- Station Road, Ligo Ave.
- Rush hours.
- Emergency vehicles travelling to/from SMH are regularly held up by static queues of traffic travelling into Aylesbury along Lower Road and Station Road towards Wendover Road during the evening rush hour.
- Rush hour on Station Road and the Roads at either end.
- They simply could not get down my road at School drop off times.
- SM Hospital all along Station Road is a problem particularly at morning and evening rush hours. One frequently has to pull over to let a blue light ambulance through.
- Station Road.
- Along axis routes when congested.

Other

- Should have a pelican crossing opposite the Station. Concerned about how much it costs to park at train Station.
- Poor street lighting in Station Road.
- Parking on footpaths.
Parking in side Roads.
- Drivers have no respect for those travelling by bus and just park in the bus stops.
Cars parked in turning bays on Stoke Grange and Elm Farm.
- Station parkers. Parking on corners, and on pavements - Hampden Road, Orchard Close and Chalgrove End.
- State of footpaths on approach to SM Hospital from Winterton Drive. Wheelchairs having to use the road. Three wheeled scooters too, due to sloping gradient.
- Lower Road is too narrow for current and future traffic. The footway and cycle route are too narrow. Future developments will only increase the safety risks here. It is also a main blue route for ambulances and must be improved.
- Refuse any new build until main unitary authority completes a bypass. We are already gridlocked. Once incident brings the whole town to a standstill. We will never encourage new business whilst you continue allowing development without major infrastructure development.
- Road system around all of Aylesbury is bad. Any accident, road repair, or busy times and Aylesbury comes

- to a halt. This needs addressing first before and building starts.
- Pedestrians struggle to cross any of the main roads - particularly Risborough Road.
- The amount of heavy traffic is really noticeable. Traffic coming back from Amersham/London causes Station Road to queuing traffic regularly at the roundabout. When problems with Aylesbury also extra traffic. Risborough Road most mornings at the Terrick roundabout is congested mainly with traffic going left at the roundabout towards Wendover. Occasionally traffic used to cause a few problems but it is becoming more of the norm. With extra properties this will get worse and to add to that construction traffic for HS2.
- Pot holes. Heavy volume of large vehicles not suitable for our roads. (Not suitable for such volume and weight of traffic). Grid lock at School run times and rush hour. Ambulances can't get through and over Station Bridge endangering lives.
- Crossing the Roads from Church to bus stops. Zebra crossing in Lower Road needs repainting - doesn't seem to show up very clearly as traffic often fails to stop even though limit is 30 and pedestrian waiting to cross.
- The state of road infrastructure in Stoke Mandeville and Aylesbury plus the weight/volume of traffic using it means, if you lose one road e.g. gas leak, flood, roadworks, broken down vehicle (all recent in the last 3 years) for even a short period all other roads become stop/start, slow moving adding houses without addressing this with significant access roads will only exacerbate the problem.
- Crossing by School is very dangerous as cars ignore this even if children are waiting to cross. It is an accident waiting to happen. Needs proper lights.
- Turning off Wendover Road into Scout Hut. Speeding cars overtaking on Station Road.
- No wherever possible plan journey off peak period times.
- Cars parking in side roads for Train Station. Ambulances in Station Road held up in traffic.
- There needs to be a 40mph stretch between 30mph and 50mph on Risborough Road.
- Daily speeding of traffic in Orwell Drive easily 45-50mph every day.
- Speed of traffic - Risborough Road, Lower Road.
- I walk regularly around SM. As a pedestrian, I'm particularly concerned about cyclists on footpaths not designated as cycle routes e.g. Station Road. Many footpaths which are cycle routes are very narrow and dangerous for pedestrians due to the excessive speed of many cyclists.
- Since the roundabout was altered the traffic over it is much faster. Zebra crossing on Lower Road - had several near misses there by cars that didn't stop even though we were crossing. Cannot go out between 5-7pm as Station Road & Lower Road become car parks.
- A bus service to link Stoke Mandeville. Bedgrove would be a benefit and cycle path along Station Road.
- There are a large number of young families & elderly. Traffic constantly speeds; no decent crossings. Poor maintenance of existing infrastructure causing huge tailbacks - all from only one incident on most occasions too much traffic, not enough roads - by-pass.
- Amount of traffic on Lower Road and Station Road.
- I see and welcome the Roadside Road safety training given to School children in the village, but this will be compromised by road safety cuts at the local authority level. HS2 and its construction traffic impact on safety and pollution. Disproportionate housing development and its impact on already congested roads.
- To cross Station Road is very frightening. The volume of traffic and no crossing between Station Road and Wendover Road, when disabled too far to walk over the bridge to the crossing on the other side and pavement on right side too narrow and sloping for mobility scooter .
- I use a mobility scooter and encounter problems with motor cars and white vans obstructing the pavements more or less anywhere in Stoke Road.
- Co-Op parking can be a hazard.
- The stupid idea to build an Asda store on Mandeville Road when people keep pressing the lights between 4.15 and 6.45 traffic a problem. Tail bacs all the way to petrol Station near Terrick Roundabout just a joke.

- Car parks on pavements, blocking the pavement for wheelchairs and push chairs. Cyclists still ride on the road when there is a cycle track provided
- Not easy for School children to cross Station Road and Wendover Roads, due to heavy traffic and lack of zebra crossings.
- Station Road is simply unfit for purpose in every regard.
- Traffic pollution, particularly on Station Road and other roads when grid locked.
- Hedges at School allowed over the years to encroach on visual and driving road width very poor and dangerous. Fly tipping along the whole of Marsh Lane is out of control.
- Cars do not acknowledge cyclists. I ride along Station Road daily - 10 journeys 5x2- 3/4 of these I need to be on my guard.
- Yes, getting out of Wendover Park onto A473 - set to get worse - very dangerous. We never did get the roundabout here promised. Instead it's a 200 yards down the road for all the extra houses to be built. Lucky them!
- Crossing by the School there have been many breath holding moments when traffic fails to stop.
- Station Road being used as a rat run and excessive amounts of large trucks are on the increase. Pollution levels are becoming too high and need monitoring.
- Size of juggernaut lorries - dangerous to cyclists - could they be redirected via Wendover bypass and Wendover Road not A4010.
- Cars parked on pavements.
- Very dangerous for School children/Scouts at evening rush hour trying to cross Wendover Road and Station Road to travel to use public transport or access scout hut on this busy junction. No Pelican Crossings at all for Pedestrian/Cyclists except near Eskdale Lane. Totally inadequate. 40 mph limit on Wendover Road is too high for a road with housing on both sides and cycle paths alongside.
- No more houses. No more traffic!
- People parking on pavements are a big problem.
- With all the piecemeal development plans being put forward, need an overall strategy for the village to deliver much overdue road, path and cycle route improvements and effectively finance these via developer's commitments whenever possible.
- Double decker buses are nearly always empty and are not necessary through Stoke Grange. They travel too fast and swerve in and out of parked cars. They also cause houses to shake.
- The problem is more the volume of traffic heading into/out of the centre of Aylesbury - the 3 north/south roads into the town are very busy - has got worse since traffic lights installed on A41. They should be a review of how much traffic is transiting through Aylesbury (ANPR should be able to provide the stats) to build a suitable infrastructure for the town.
- 20 years here, originally no jams, kids walked to School etc. now too many jams, dangerous and polluted.
- Traffic becomes gridlocked if there is any congestion.
- There should be 20mph speed limit in main residential areas.
- Just the speeding on Station Road.
- The large lorries at all time of the day cause a massive risk to those walking with the added concerns over the huge amount of pollution caused by standing traffic.
- We just have to accept traffic congestion.
- Having lived in the village for 37 years I am appalled at the increase in traffic volume on village roads that were never designed for it. The thought of the extra traffic from additional housing concerns me greatly.
- Chicken or egg? Until all major six routes into Aylesbury are linked with a bypass, it is pointless local councils trying to grab government housing grants to build new housing, when current infrastructure cannot cope and has already failed.
- Access out of Stoke Mandeville Station is dangerous, cars travel too quickly over the bridge.
- I would like to see speed warning indicators placed at each end of Station Road, the current position of the illuminated sign is too far into Station Road.
- Mainly, how is that B Road supposed to cope with additional traffic from new housing developments?

- Speeding.
- Overgrown hedges.
- Growth of traffic from new developments and HS2, before required infrastructure roads around Aylesbury (including aspirational routes) are in place.
- A pelican crossing on Station Road, on Wendover Road side of the Station would make crossing safer. Also a pelican crossing by Hampden Hall estate as this road is very dangerous to for pedestrians to cross.
- Too much traffic.
- Zebra crossings could be better lit.
- Lack of maintenance to hedges adjacent to footways.
- Worried about increasing traffic during construction of HS2 and new developments when it's already very busy at rush hour down Station Road and Lower Road.
- Road conditions are poor in certain areas and there is often considerable debris on the roads. Such as stones, mud but these are associated with farmers and therefore are part of the natural thing we expect in this area.
- The condition of the road surfaces is dangerous in the village to many potholes exist.
- Speed limits exceeded.
- Speed of drivers on narrow dark roads. Lack of street lighting.
- Marsh Lane and Bishopstone - dangerous at night.
- No alternative routes for through traffic, plus future impact of HS2 construction.
- Road narrows as reach first houses on RHS from Aylesbury by pedestrian refuge.
- The Roads into and out of Stoke Mandeville are already heavily congested at peak times and for longer than they used to be. Any new developments must improve overall the ease of getting into and out of the village and not just focus on the immediate area of the development.
- Poor air quality along Station Road caused by vehicles when it is congested with stationary traffic and having to walk children to and from the School.
- Someone drove into and knocked down the traffic lights at the pedestrian crossing on Station Road - how on earth does something like that happen? In general people drive too quickly through the village and approach the Lower Road roundabout too quickly.
- It only takes 1 little problem for the entire area to be totally congested and this has happened 4 times in recent months causing absolute chaos!
- Volume of traffic. The roads cannot cope with the vehicles owned by the present households without adding more. Most couples who are working have a car each. With 30k houses add another 30K+ cars.
- Traffic calming for Station Road, when A4010 is stopped off.
- No.
- From experience, the narrow footpaths from Swallow Lane to Wendover Road, cyclists holding up traffic on already busy Lower Road by not using the cycle paths car drivers not giving way to emergency vehicles. School traffic - we have witnessed many accidents during pick up/drop off times.
- No.
- Yes - there needs to be a decent ring road - as there is nowhere else local to cross the railway.
- Just speed, especially on the Risborough Road.
- Too many people bring their works vans home and parking them outside residential properties overnight i.e. Anton Way.
- Mentioned previously, large trucks at speed over Station Road Rail Bridge with its narrow paths on bridge and approaches.
- Putting up speed limit signs is a waste of money as most drivers drive according to the conditions. The volume of traffic limits the speed now!
- Station Road and Lower Road - it now can take 10 minutes to access from Kynaston Avenue in the rush hour periods.
- Speeding along the Risborough Road and Lower Road is severe, with complete disregard by traffic,

- including public transport vehicles, for the actual speed limit.
- Eastcote Road onto Wendover Road needs roundabout.
 - Once again as it's so important. The only AE for miles since High Wycombe closed down is Stoke Mandeville and ALL approach roads are impassable twice a day during long rush hour periods. Building anywhere on Risborough or Lower Road would be madness.
 - Kids on motorbikes with no crash helmets, also road user's general skills or lack off.
 - Pot holes and state of the roads when cycling.
 - Traffic is too heavy as a proper by pass around Aylesbury is needed to avoid congestion and vehicles finding rat runs to avoid congestion.
 - Congestion and safety when pulling out of driveways and safety of young children on the busy roads - particularly Risborough Road
 - The streetlights, which have become very unreliable in places, leaving crossings and stretches of road unilluminated.
 - Only congestion. Adding more traffic to an already stretched Road system appears to be a ridiculous decision.
 - Yes pot holes and poor lighting.
 - No.
 - Condition of the roads is terrible.
 - Commuters parking in roads away from the Station.
 - Amazed there are not more accidents at the Railway Station turning due to the speed of traffic flying over the bridge when cars are trying to leave the Station.
 - By pass needed.
 - No more cars, no more roads, no more houses!
 - The junction of Eastcote Road and the A413 requires a roundabout now, let alone catering for any future development.
 - What will happen when they start building HS2? Will I be able to move around at all? God, I swear I'll move away!
 - No.
 - Overloaded roads with more development of housing.
 - There needs to be clearer signing of the right hand bend on the Lower Road prior to the Belmont Centre. There have been in excess of 8 vehicles (including one ambulance) leave the road at this point and collide with the hedgerow or houses. In recent years.
 - Narrow path on Station Road when taking children to School. Would walk to School more if safer.
 - Only the common problem of volume.
 - There should be controlled crossing points at each end of Station Road, as well as on the Wendover and Lower Road.
 - No - thank you.
 - Speeding through the village, although the limit is 30, 20 through Station Road would make it quieter and safer.
 - Only that there is too much traffic already and with increased housing it will only get worse and more difficult for Emergency Service vehicles.
 - Illegal parking for the Station is growing! Parking on corners.

Question 6d. Thinking about things that could be done to encourage Road Safety in Stoke Mandeville (bearing in mind future traffic growth due to new developments), which of the following do you feel would be important? Other

- A cycle crossing from the Dog Walking track in Hawkslade connecting next to Booker Park School and carrying on past the Sport and Social Club and out on to the main road opposite Asda would

encourage many people to bike to the Station instead of drive, as it would cut off approximately one mile.

- Increase bus shelters, Hawkslade and Stoke Grange.
- Build a bloody bypass. People don't work in Aylesbury but have to queue through it everyday to get out of it. We are a dormitory not a business town.
- Speed restrictions will be automatic with any new buildings - just more congestion and hold ups.
- Double yellow lines all along Station Road or road made much wider.
- More Roads, a by-pass Road from Northlee to Oxford Road.
- Visible police camera speed checks on Station Road.
- Difficult to predict at this stage.
- Cyclists use the pavements in Station Road giving no consideration for pedestrians. Could they be banned from using the very narrow pavements? Is it possible to widen pavements to accommodate mums and children with prams going to and from School?
- A better thought out road system would ease traffic in busy areas. Widen roads - by-pass around the village.
- If a new road is built joining Lower Road and Wendover Road a weight restriction should be put on Station Road.
- Provision of a footpath down Lower Road especially past the School linking to footpath.
- Less traffic.
- Please consider house safety there should be a 60mph in Stoke Mandeville Parish.
- Enforce existing speed limits.
- Above not necessary as new traffic will slow everything down. Already at a standstill at 5.30 on A413 into Aylesbury. Perhaps a few fast food vans along the way would be good. We can eat while we wait in the queue.
- In time on entering the village, it will be necessary to put more speed camera in place that work at all times.
- No more houses.
- No point in having designated cycle lanes they don't use them.
- There must be no new developments except around HS2.
- Don't build then no more issues?
- Build a bloody Aylesbury bypass!!
- An additional Road crossing facility, say midway between SM Station and Wendover Road.
- HS2 contractor to be obliged to make maximum use of rail to transport material to/from construction areas/sites.
- Many road calming measures simply create more traffic issues as traffic ceases to flow.
- No point in designated cycle routes if they are underused.
- There is no capacity for more traffic at the moment.
- Many cyclists don't use the £2m worth of cycle routes already installed!!!!
- Simply don't build anymore houses.
- No more roads.
- Eastcote Road/Wendover Road. Always risky to get on to A413.
- All the speed signs are there. If people are going to speed, they'll speed anyway.
- Residents parking only.

Question 7. If you do have difficulties accessing community facilities, and different parts of Stoke Mandeville, using the current network of rights of way and cycleways what is your difficulty and where do you experience it.

- Getting to the Train Station from Hawkslade is a long process, as you have to go back on yourself

up Bowler Road and Churchill Avenue. Would be better if there was a train crossing near Booker Park School.

- Would like more social gathering at the Community Centre.
- Unsure if we are supposed to access Bucks S & S from Ruskin Close. As a polling Station those coming from the Hospital side of Mandeville Road have to cross the busy road with no crossing, no footpaths on BCC side.
- Crossing the road from Ligo Avenue. Coming out of Ligo Avenue in the car first thing in the morning (from 7am-9.30am) traffic at standstill nearly every morning. Took 15 minutes from Ligo Avenue to School some mornings on my way to work.
- The Builders have closed off the walk way at the bottom of Isis Close, onto 'dog walking' track on Hawkslade – why?
- Cycling along Station Road with children. The road is not safe. I can cycle to Wendover more safely 3 miles away than 1 mile to Eskdale Road.
- Only through volume of traffic, even only through volume of traffic, even to post a letter opposite the Woolpack, you have to wait a few minutes to cross road safely and the same coming back.
- Public footpaths; stiles - some can be very difficult to climb over. A few have been replaced with metal kissing gates i.e. near the Bell Pub, could the old wooden ones be replaced to give safer and easier access to all?
- Footpath out back of park requires maintenance - the constant boggy bit means travelling over the fields to the park isn't possible. Most other parks well maintained.
- Lack of convenient bus route to Bedgrove and lack of cycle path along Station Road.
- Not at the moment.
- Lower Road - trying to get to and from Stoke Mandeville Hospital.
- Pavement too narrow and sloping on to the road bridge too high for the older people to walk over the Bridge.
- Access to footpaths small from Lower Road via the School.
- Cycling up Station Road - no cycle path. Butlers Cross to Stoke Mandeville - no cyclepath. Uneven cycle path towards Wendover. Yes footpaths are very poor everywhere from my home to my stables are being closed or move further away.
- Around Hampden Road, road routes are for pedestrians, cut throughs would help access to main bus routes etc.
- Cycling down Station Road to the post office and the Community Centre.
- Difficulty walking is connectivity and cyclin. Lack of safe road crossings on Wendover Road, Station Road. If you can't cross the road safely, the only option is to drive.
- Everywhere as there are too many people! No more houses!
- Cycleways generally in poor state, Lower Road Hospital to School Cycleway is dreadful, narrow and very close to traffic; we have had numerous near misses when our children have cycled to School.
- Cycling to SM Community Centre via lower road feels risky.
- Traffic.
- No cycleway across the village centre.
- Getting from Wendover Road and anywhere involving Station Road at peak times.
- Some of the footpaths, stiles and gates for walkers need attention and some stiles are dangerous.
- I can be difficult getting to the Hospital or Doctor's surgeries.
- Getting to the public footpaths over fields requires a long walk on main roads.
- Currently unclear where all the public rights of way are in Stoke Mandeville.
- Only when there is a road problem i.e. roadworks, burst water main etc.
- Between A413 and village centre.

- Being a wheelchair user not all pavement road crossings are sloped.
- Cycling along Station Road is dangerous.
- Not enough off road cycle paths.
- Too much traffic.
- Traffic queues on A413.
- No cycle path on Station Road.
- There needs to be a footpath along the Risborough Road between the Care Home and the Petrol Station (The only point on the entire A4010 between High Wycombe and Aylesbury where there is no footpath).
- But only because cycle ways are only in place on the Wendover and Lower Roads - and don't seem to have had end to end thought - e.g. crossing the main roads.

Question 8. To help us understand which historic buildings and assets matter to you, please specify any other historic buildings and/or assets you would like to see protected.

- Church of St Mary.
Woolpack Inn.
- Stoke Mandeville School - Lower Road.
- The Bull Pub - Risborough Road.
The old Church site - off Risborough Road near Stoke House.
- Stoke Mandeville Primary School - Lower Road.
- Old Church ruins off Risborough Road.
- Village Church and grounds.
- The Bell PH.
- Various cottages along Lower Road.
- Terrick House, Risborough Road.
Church, Lower Road.
Woolpack Inn, Risborough Road.
- The Bull - Brudenell Drive/Risborough Road.
- All Grade II buildings are listed for a reason and should be preserved.
- All the above, also protect them from unsuitable adjacent development.
- Stoke Mandeville Parish Church.
The Bull Pub - Risborough Road.
The Bell Pub - Lower Road.
Old School building - Lower Road.
- Church of St Mary - Lower Road.
Tudor House - 225 Wendover Road.
- All of them.
- Bucks CC Sports Club/Lower Road.
- Church of St Mary/Lower Road.
- Village Church.
Community Centre.
Allotments.
Burial Grounds.
The Ark.
- Church of St Mary Lower Road.
Stoke House Risborough Road.
- All have their own character and historical background all to be judged on their own merit.
- Old Stoke Church.

- All. No houses. No building.
- Bucks CC Sports & Social Club Lower Road.
- N/A.
- The Primary School in Stoke Mandeville village.
- Any historic buildings should be protected.
- N/A.
- Agree with original list.
- The Village School and green.
- All adds character and interest.
- Stoke Mandeville railway station buildings. Protect older properties and gardens on Wendover Road (no inappropriate replacement or upgrading by speculative builders).
- Surely, if they're listed, they should all be protected? Otherwise, what's the point in having the register?
The Churches would be high on the list.
- Chapel House on the corner of Chapel Road.
- All of them.
- 47 Risborough Road (Pondmead) was the village sweet shop in the early 1900's. If the traffic conditions continue to shake the house that is over 300 years old for much long it will probably fall down!
- I would like the Churches and Lower Road to be protected. Farmhouses with historical relevance and we know who they belong to.
- N/A.
- The Bull PH, Risborough Road.
- No others.
- N/A.
- Oak Tree House, junction of Risborough Road/Lower Road; Combined School, Lower Road.
- They are all listed for a reason and therefore should be kept as such.
- The Barn (currently used for cars) at Old Moat Farmhouse is listed in the Domesday Book and should have specific protection.
- I'm less interested in listed buildings, they are valuable but I value open space more.
- I'd rather you knock down stupid buildings to rebuild on the site instead of ruining fields and green areas. How in the hell can you compare the value of a building to fields? Space? Wildlife? Your priorities are all wrong.
- Preserve History. When we have visitors, they are attracted to these places.
- Any listed property.
- Stoke Mandeville Combined School (Old Building).
Red House Farm, Lower Road.
- G) Woolpack Inn. Risborough Road.
W) Church of St Mary. Lower Road.
- The Site of old St Mary Church.

Question 9a. How often do you use the following recreational facilities in Stoke Mandeville?

Other.

- Public Footpaths - more than once a week.
- Mobile Library - Occasionally.
- Methodist Hall, Eskdale Road.
- Would use basketball net at QEII if it was built better.
- Play area Witham Way Stoke Grange.
- No I do not go to anything because I cannot get up Station Road because of the pavements are too bad for a wheelchair user.
- Allotments, Local Pubs.
- Public footpaths.
- Marsh Lane bench.
- Public footpaths/right of way - more than once a week.
- Stadium Gym - More than once a week.
- Open space off Elizabeth Close.
- Use footpaths more than once a week.
- Allotments.
- Ambleside playing fields, used often. Footpath across land between Wendover Road and Station road, daily.
- Certain facilities I foresee using more in the future due to lifestyle changes.
- N/A.
- Hawkslade Community Centre – occasionally.
- Bucks CC Lower Road already causes too much noise pollution.

Question 9b. Do you feel any of the facilities listed in 9a should be improved, or expanded? If so, please say which and how you would like to see them improved.

- Bucks County Council Sports and Social Club, Lower Road. Tennis Courts and in disrepair. No lights at night. Threatening to be there, as people hang out there. Could be a really nice location if it is refurbished properly.
- Car parking should be expanded at the Community Centre.
- Playing Field, Eskdale Road. Create water feature/woodland park where SMD018 is proposed.
- Community Centre Barley Crescent - a more varied programme of events to encompass more activities for older residents.
- Community Centre Hawkslade - meeting or craft classes during the daytime for older people - at present time it's only play School every day. What about 3-4.30pm.
- Eskdale Road Park. The facilities have improved and well kept, maybe toilets to be available at weekends and School holidays.
- Community Centre - opened on a Sunday for families of Stoke Mandeville to meet.
- QEII Playing Field - Cricket Square.
- Children's Playground. More equipment aimed at older children.
- Bucks CC Sports and Social Club - upgraded and decorated to attract more members and some good quality entertainment.
- Playing Field Eskdale - there are lots of activities plus play areas for families. What about creating a dog park - there are many dogs in the village.
- Children's playground - it is a little unthought out and outdated. Holds the interest of my toddlers for about 10 mins.
- Playground - new children's activities - more for 7-10yr olds.
- Children's playground QEII Playing Field; Excellent facility which could be enlarged.
- Look at the pavements and Bridge for people using wheelchair so we can get there and use the facilities because we do not have any transport (community bus) for local use.
- Bucks CC Sports and Social Club - currently being improved so would like to see project completion prior to making any comment.
- The Ark extended, refurbished for youth club.
- Defibrillator at School.
- Ensure accessible service e.g. outdoor gym appropriate for wheelchair users.
- Eskdale Road Community Centre - Indoor Sports Facilities e.g. basketball and badminton.
- Stoke Mandeville Stadium. Access roads are dangerous due to on road parking and lack of traffic calming.
- Fields - No more houses.
- BCC Sports and Social Club, needs major overhaul to run down facilities. Tennis courts dilapidated and very poor access road and signage. Need better community promotion for use.
- Bucks County Council Sports Club needs investment for refurbishment of its building and tennis courts, cricket pitches. Also we should add a children's play area.
- Children's playground ground made suitable for all weather.
- Bucks CC Sports & Social Club redone, new changing rooms and improvement to football pitches drainage.
- Table tennis – removed.
- QEII playing field car park made bigger.
- Community Centre. Parish Council should publish how often centre is used and publish the specific dates and times Centre is available for hire.
- Sports and Social Club could do with a major revamp. It's a good-sized hall, but the floor is filthy and would discourage people from hiring it.

- Allotments - if proposed development goes ahead, more new allotments will need to be provided pro-rata.
- Tennis courts.
- Just protect them and let them stay as they are.
- With more homes = more people = the need for more recreational space, sports pitches etc.
- Better maintenance on occasion.
- Children's playground - a sprung tarmac surface instead of the grass as the park become unusable after heavy rain and is prone to dog/fox mess.
- BCC Sports and social club/knock down and rebuild.
- Children's playground - Queen Elizabeth II needs fencing at the back as children can get out on their own behind the hill.
- Bucks County Council SSC has the facilities which need renovation particularly the sports fields impacted by drainage issues due to the School expansion. This could be a community site as with minimal cost improvement.
- Bucks CC Social Club junction and access road.
- Don't expand any of them.
- Parking at Barley Crescent to be used for facilities.
- Children's play equipment is poorly maintained and outdated.
- Bigger children's play area if possible.
- New houses mean they all have to be improved to maintain quality of life.
- Children's play area at Hawkslade.
- Maybe open a community run Coffee Shop from the Park Room during busy times.
- Skate Park is barely worth having - more money should be spent here. Let's encourage our children to play/go outside. We have the space so let's use it.
- Wet weather play area.
- No HS2.
- Outdoor gym – removed.
- Land adjacent to QEII playing field and Lower Road made into woodland/picnic area.
- Eskdale Community Centre. Our yoga class had to move out because we were expected to shift the furniture in the room. People were leaving the class for that reason.
- Children's playground - update/upgrade/more equipment.
- No vans or residents evening parking.
- Add a seating area to the skate park.
- Parking for cars using the facilities only.
- Picnic area with a cover would be nice at the park.

Question 9c. Are there any other recreational facilities not included in 9a that you think should be provided in Stoke Mandeville?

- A public park for the use of the elderly.
- Queen Elizabeth Playing Field - more parking.
- All weather pitches.
- Five-a-side Astro football pitch.
- BCC S&S/tennis courts upgraded or play equipment installed.
- Football team playing in village.
- Green bowling 3/4 court.
- Park for children on Hawkslade - ideal site is on the land near the Co-Op.
- Leisure centre/health club/gym.
- Bowling green.
- Duck pond - playing field or behind.
- Day Centre.
- Tennis Courts - Somehow ensure they are not used for other activities. Our tennis games last year were quite often disrupted by people playing football and using bicycles and roller-skating.
- Peaceful, traffic free walks, footpaths.
- Hawkslade - Be good to have a wider range of activities for young people.
- I'd like a coffee cafe near Hawkslade Community Centre.
- New sports centre with Pool/Sauna/Steam Room. Guttman is really for disabled and is overused and old and totally inadequate. Vale pool is far too small for Aylesbury Garden Town in the new development area suggested between Risborough Road and A413.
- An adult facility for Physical Exercise and Dance.
- Climb over styles - Replaced with kissing gates.
- Develop a walking/cycle route linking stadium, BCC Club, QEII Park suitable for wheelchairs with a loop route to tie the Parish community together.
- Children's play area near SM Hospital. There is none on this side of the village.
- I think the facilities provided in Stoke Mandeville are pretty good.
- Coffee Shop.
- Croquet Club at the Community Centre playing fields.
- Bike Park.
- Enhanced rural public footpaths for those with less mobility, but still active. This could be subject of a claim under HS2 Community Funds.
- Playgrounds at Hawkslade.
- Indoor Gym and Swimming Pool.
- Indoor gym at Queen Elizabeth Park.
- The fields east of Lower Road and adjacent to the QEII Playing Field would be better used as an extension/enlargement of the playing field for recreational space than for housing.
- Clear walking and cycling routes and access.
- Dedicated sports facility, football, tennis, hockey, swimming, fitness etc.
- Lido at the Eskdale Road park.
- More pubs and restaurants where possible varied locations.
- N/A.
- Coffee shop in Elm farm shops.
- Bucks CC SSC has the room to expand.
- A gym.

- Children play area on Hawkslade - on the green around the 'dog walking path' - including seating areas.
- All weather surface for multi sports use when conditions too wet to use playing fields. Community Centre.
- Public sports hall - for playing badminton, squash, roller skating, ice skating facilities. Not one that can only be accessed when there are no team games going on.
- Outdoor area that can house fitness classes.
- Race track.
- Family Pub near shops in Hawkslade.
- Less people.
- Library and coffee shop on Lower Road or Risborough Road.
- Cycle/walkways routes across the back of Station Road
- Path around the edge of Elizabeth II playing field for dog walking.
- Wildlife area.
- Community Centre - More Parking.
- Sports changing facilities.
- Quality gym.
- Environmental/wood area to walk around.
- Ornamental ponds, lakes.
- BCC Club play facilities modernise to similar standard to near The Mandeville School.
- Outdoor gym and renovated tennis courts at BCC Sports Club.
- Restaurant.
- Garden.
- N/A.
- Eskdale Road has the room to expand.
- Golf course.
- No more houses.
- Cashpoint - by the shop!
- Picnic benches.
- At a development site along Lower road, ensure sizeable, accessible 'destination' play, picnic, and leisure area created.
- Café.
- N/A.
- Strip club.
- Leave the fields alone.
- Better local convenience store.

Question 10c. 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.

- In February 2016 we were offered a 7 week local Doctor's appointment and we are over 75 years of age – Bedgrove.
- Over subscription - any -Wendover Health Centre.
- Out of Stoke Mandeville limited parking – Whitehill.
- They can only offer appointments in 6-8 weeks' time - day and night – Bedgrove.
- Lack of appointments/normal opening hours - Wendover Health Centre.
- Do not know.
- Poplar Grove is a long way to walk when unwell. It can take 30 minutes to get though on the phone and up to 3 weeks to get an appointment.
- Not always able to get an appointment when one is required - daytime - Wendover Health Centre.
- Not enough Doctors.
- Own Doctor not available - anytime – Bedgrove.
- Surgery is too busy - all times - Wendover Surgery.
- Traffic problems and difficult to book appointment – 9am-5pm - Poplar Grove.
- Overstretched already - am - Westongrove Wendover.
- Takes two or three weeks for appointment - 9am to 5pm – Oakfield.
- Too long to wait for appointments – Wendover.
- Lack of bookable appointments – all - Bedgrove Surgery.
- No Drs Surgery in Stoke Mandeville and morning appointments before work are difficult to get with work – Bedgrove.
- Doctor you wish to see is not always available - Bedgrove Surgery.
- Trying to get an appointment to see the Doctor - Poplar Grove.
- Difficulty with times required for appointment. Call waiting times. Availability of consistent care in complex cases – day – Mandeville.
- Takes up to 3-6 weeks to get an appointment with Doctor - never next day – anytime - Westongrove Wendover.
- Bus Service - Popular Grove Practice.
- Long wait for appointment. Have to drive to Surgery or get buses – day - Wendover Health Centre.
- Doctor never available. Always a nurse – Wendover.
- We don't know why on several occasions we have waited weeks for appointments - Weston Grove.
- Distance - my Surgery is across town - rush hours 9am and 5pm – Berryfields.
- In and out bad transport to Aylesbury.
- Takes two buses to get there - Wendover Health Centre.
- Sometimes have to wait 2 weeks – Bedgrove.
- Overpopulation and no Doctor in Stoke Mandeville – always – Wendover.
- Long distance to walk to get there - Whitehall Surgery Aylesbury.
- Road congestion 7-10am - Oakfield Road.
- Reliant on two buses to make an appointment. Taxi used sometimes - am and pm - Wendover Health Centre.
- Can speak to Doctor on phone if needed. 2 week wait if want a non-emergency appointment - Mandeville Surgery.
- Can not see Doctor for emergency appointments - best a phone call later or appointment 2-3 weeks later, so Stoke Mandeville Hospital is the only help - Oakfield Surgery anytime.

- Making appointments are sometimes difficult - Wendover Health Centre.
- Long wait for appointments - Wendover Health Centre.
- Appointments at Doctor's are difficult as a result of increased numbers of people against static levels of resources - afternoon 1500-1800 - Wendover.
- Have to travel to other side of Aylesbury - all - Poplar Grove.
- Trying for appointments is hard, 2-3weeks not good if your ill, no home visits etc. - Day and Night - Wendover Health Centre.
- Always very busy, no appointments for days, sometimes 1 a week - Weston Grove Practice.
- Too many patients - not enough capacity - no new GP's being built despite more houses - Poplar Grove.
- Presumably too many patients per Doctor – Bedgrove.
- Delays/waiting times for appointments - all times of day.
- Too few Doctors – Bedgrove.
- 3-4 week waiting list for appointments - am - Westongrove Bedgrove.
- Shortage of Doctors.
- Can't get an appointment - 1/3 week wait on average - Poplar Grove.
- Surgery does not appear to offer anything but appointments on the day, rather than being able to book appointments in advance for non-urgent – day - Poplar Grove.
- Volume of patients - makes booking a simple review very difficult – Bedgrove.
- No direct public transport link for non-drivers – anytime - Poplar Grove.
- Difficult to obtain an appointment within 2 weeks, sometimes more - anytime - Mandeville Practice.
- Difficulty in getting through on the phone. Difficulty in getting a non-emergency - Poplar Grove.
- Have to go to Wendover – always – Wendover.
- I work in West London; if I'm unwell then I can't usually get an appointment without calling at 8am or going in person which needs a day off - Wendover Health Centre.
- No routine appointments available anymore - Whitehill Surgery.
- We need the car. Horrendous appointment system at Bedgrove.
- Bus service only every 2 hours – Wendover.
- Having to dial a number then press number hoping it will connect. Usual waiting time is $\frac{3}{4}$ of an hour, just to try and talk to a Doctor - 8am Hannon Road.
- Very high demand at all times - Mandeville Surgery.
- Not on a bus route - Westongrove Wendover.
- Extreme distance if car unavailable - Westongrove Wendover.
- Because of wheelchair - Aston Clinton and Wendover.
- Always busy have a job to get appointment.
- Getting your Doctor's appointment is approx. 3 weeks, unless you class yourself as an emergency - Bedgrove Surgery.
- Phone up for an appointment and they won't give you one even though the Doctor said to do this. They make it very awkward, don't take account of the fact that we work. Not flexible or accommodating, make you feel as if you are a nuisance - anytime during the Day - Mandeville Surgery.
- It can be hard to get through on the phone for an appointment – morning - Hannon Road.
- They have too many patients - Wendover Health Centre.
- Bedgrove Surgery is totally overloaded with patients. Getting appointments takes a long time if you wish to see specific GP. Waiting times are long - all the time – Bedgrove.
- Change of bus – day - Walton Court.
- Demand on Doctor's Time - am - Wendover Health Centre.
- No public transport close by surgery – anytime - Wendover Health Centre.

- It is hard at times to get an appointment at Mandeville Practice for adults. Found with children really easy. New phone system has helped, but I think this could be confusing for elderly - Mandeville Practice.
- 2 week delay in getting an appointment – anytime – Wendover.
- You can only book an appointment for the same day. If you call after 8.30am it's too late - 8am - Poplar Grove.
- Too many patients not enough Doctors – Mandeville.
- Lack of Doctors, unable to see your Doctor 2-4 weeks. Typical wait – anytime - Westongrove Practice.
- Getting a routine appointment – Whitehill.
- Availability of appointments – Bedgrove.
- In Wendover not Stoke – Wendover.
- Crossing Aylesbury – most - Poplar Grove.
- No appointments available ever. Have to attend emergency walk in centre to be seen – Bedgrove.
- Without transport, public transport is too infrequent, often have to wait over a week for an appointment – all - Wendover Health Centre.
- Too many people wanting to use - anytime of day.
- So booked up with appointments. 2 Surgeries combined the volume of patients 9am to 12am - Poplar Grove Surgery.
- Volume of patients - all times – Bedgrove.
- Transport or lack of. Also trying to get an early appointment - Westongrove Medical Centre.
- More users/Less resources – day - Bedgrove Surgery.
- 2 buses (into Aylesbury and out again) or taxi – Bedgrove.
- To ring for an appointment - Wendover Health Centre.
- Too many patients - all times - Wendover Health Centre.
- Getting Nurse appointment for routine vaccination, getting non-urgent appointment with preferred GP - out of School hours anytime - Wendover Health Centre.
- The Practice is too large need more Doctors – anytime - Wendover Health Centre.
- Too many people - Bedgrove Surgery.
- Too many patients for too few appointments -all times of day - Poplar Grove.
- Non-emergency appointments, take up to 6 weeks - Bedgrove Surgery.
- Recently have found the Health centre to be very unhelpful, bordering on useless.
- With growing community there is dire need of a Doctors Surgery within Stoke Mandeville village area to balance Mandeville and Bedgrove Surgeries load.
- Westongrove (Bedgrove) almost impossible to get an appointment even for a future date.
- Too many patients per Surgery.
- Too long a wait. Can't see own Doctor within 3 weeks of calling. Already too many patients.
- The Bedgrove Doctors have very limited booking availability often requiring a call first thing in the morning. Instead of displaying the cost of missed appointments they could focus on how many patients are seen late or time taken to get appointments.
- Traffic - although short distance, parking.
- Lack of appointments – day - Poplar Grove.
- Always at least a 2 week wait to see my Doctor.
- We're registered at Meadowcroft Surgery so travelling across town for appointments can be a real issue.
- Oversubscribed.

- Bedgrove Surgery - can never see the same Doctor twice.
- Registered with a Doctor across town. Traffic always bad. Have been late getting there due to road works and traffic problems in Aylesbury. Difficult to get an appointment in the first place.
- My Surgery is in Wendover. The Surgery in Bedgrove would have been easier to get to, but they say my postcode means I have to go to the one in Wendover. Non-emergency appointments can be several days away.
- Early morning appointments are difficult due to volume of traffic. Doctor's is on other side of town from home, town centre is usually very congested.
- Lead appointment time over 4 weeks, emergency appointments fill up within minutes - all day – Bedgrove.
- Getting an appointment is taking approximately 14 days for a specific Doctor.
- Bedgrove surgery impossible to get a non-emergency appointment with 1 month
- Over booked.
- Unable to book in advance an appointment with GP for 2/3 weeks' time due to volume of patients.
- Mandeville Surgery Hanover Road Walton Court.
- Not enough Doctors in parish.
- Mandeville Surgery no appointments available.
- Westongrove Surgery Bedgrove. Large numbers of people needing appointments at same time.
- Anytime, any day, getting an appointment is difficult period. Calls not answered and lack of available appointments - Bedgrove Health Centre.
- Traffic delays.
- I don't have difficulty as such getting to the Doctor, it is just very inconvenient not having a Surgery in the village. It's is always difficult to get an appointment with the Doctor.
- A four week wait for an appointment re a meds review - Bedgrove Surgery.
- Main problem is getting out of our drive! We've missed Doctor's appointments at Bedgrove due to the constant traffic in Stoke Mandeville and no cars letting us out when we need to turn right out of our drive. Very depressing!
- Wendover Health Centre.
- No answering phone.
- Oversubscribed and lack of staff.
- Average wait for a standard appointment at Bedgrove Surgery is almost a month.
- Bedgrove Surgery. It's very difficult to get an appointment with my own Doctor sooner than 2 weeks.
- Bedgrove Health Centre - unbelievably difficult to get an appointment.
- To many patients per Doctor allocated
- Travel to the other side of Aylesbury to go to a good Doctor - Poplar Grove.
- Bedgrove Surgery, an appointment with a Doctor is difficult owing to the amount of people using the surgery.
- They are too busy.
- We have to travel by car as there is no Doctor's surgery in Stoke Mandeville.
- Too many patients since merging 2 practices together. 8am - 1pm - Poplar Grove Practice.
- I can access all of these easily as I have a car. None of these facilities are available in Stoke Mandeville and should be added if planning goes ahead.
- Always extremely busy & is on the other side of Aylesbury.
- Traffic and parking at Wendover Health Centre.
- Traffic – morning & late afternoon - Polar Grove.
- Too many patients – am - Poplar Grove.
- Parking at Medical Centre in Wendover.
- Mandeville Practise, appointments system in disarray, seems lack of Doctors is the problem.

- Mandeville Surgery - long wait for blood test and routine Doctor's appointments. Fine for urgent appointments.
- Whitehill & Fairford Leys. Now only possible to make an appointment for a 5min telephone conversation with a GP.
- Meadowcroft - late pm.
- It would be ideal if the earliest and latest appointments of the day were reserved for people who have full time jobs.
- Wendover Health Centre is very busy.
- Bedgrove Surgery. Increased population in the area means increased waiting times.
- Overloaded. Soonest available appointment is often 4-5 weeks away even if you are totally flexible about time or day. It has been like this for 4 or 5 years now. Poplar Grove Practice.
- Mandeville Practice.
- Difficult to answer as the Mandeville Surgery Hannon road have recently changed the booking facility, have found it easy and difficult to get a booking, they are overloaded. I cannot book online.
- Doctor is Poplar Grove, difficult to travel to when feeling unwell.
- Difficult to get an appointment to see own Doctor at Poplar Grove Surgery.
- Whitehill Surgery - difficult to get appointments in a reasonable time.
- Too busy, shortage of appointments – staff.
- GP not available for appointments.
- Poor public transport connections to Poplar Grove.
- Mandeville Surgery, few to no appointments available.
- Doctors never available except at 4 weekly notice.
- Lack of available appointments - Bedgrove Surgery.
- Length of time for a 'standard' (non-emergency) Doctors appointment is considerable.
- Book in advance appointments.
- Mandeville Surgery - always have at least 2 week wait for more routine appointments. Emergency appointments are also difficult to obtain especially when trying to fit them around work. Generally there doesn't seem to be enough GPs to staff the Surgery at the right level.
- Traffic getting across town is so variable I have often missed appointments.
- Have to wait weeks to see the Doctor unless leg is currently dropping off.
- Difficulty getting an appointment at short notice - Mandeville Surgery.
- Too many people, no more houses.
- 4 to 6 weeks to get an appointment with own Doctor - during the day - Bedgrove Surgery.
- Across town journey.
- Overburdened service.
- Wendover busy.
- Bedgrove already serves a large community.
- Difficult but not impossible to arrange an appointment within 24 hours at Bedgrove.
- GP is in Bedgrove and appointments are usually available as "emergency" appointments but when it is not an immediate need, but you just want to see a GP within a few days, is nigh on impossible.
- Westongrove Surgery full up and overflowing.

Dentist

- Out of Aylesbury - Aston Clinton.
- They cannot offer services outside of the usual 9-5hrs – Malthouse Dental Centre.
- Lack of appointments - normal Opening Hours - Aston Clinton Dental Centre.
- Traffic problems - 9-5 - Watermead Dental Practice.
- No Dentist in Stoke Mandeville - High Wycombe.
- Waiting times for service for non-urgent treatment - Out of School Hours - Fairford Leys.
- No local Dentist available. Have to travel out of area – day – Langley.
- Limited opening times – weekend – Aspire.
- Reliant on two buses to make an appointment. Taxi used sometimes.
- No NHS spaces are available – Tring.
- Finding an NHS Dentist when new to the area - none at present.
- None local. Always booked months in advance.
- Traffic problems - peak times – town.
- Use one in centre of town. Parking/travelling there difficult, especially when travelling in School times – Eastgate Cambridge Street.
- No direct public transport links for non-drivers anytime - Fairford Leys.
- Have to go to Aylesbury – always.
- We go to Amersham.
- Bus service only every 2 hours – Wendover.
- NHS Dentist always full.
- Not on a bus route – Tring.
- Extreme distance if car unavailable - Eastgate Centre.
- Change of bus – day - Fairford Leys.
- Busy for appointments. Have to allow time to get across ok to meet appointment times - anytime of day - Dentist Fairford Leys.
- Traffic 9am-10am and 3.30pm to 6pm - Eastgate Fairford Leys.
- Wendover.
- Only Dentist hard to access. Without transport, public transport is too infrequent.
- Too many people wanting to use - anytime of day.
- Bus, walk, taxi - Oasis, Buckingham Road Aylesbury.
- Routine Treatments - several weeks wait (Emergency is no problem) – anytime - Perry House Surgery Wendover.
- If there was a local Stoke Mandeville Dental Practice we would use it, we currently travel to High Wycombe.
- Book next appointment for 6 months ahead when at current appointment.
- Too many patients.
- Aylesbury is becoming traffic locked.
- Have to drive through Walton Court which is very busy in rush hour. Dentist popular in Fairford Leys, so not always easy to get an appointment.
- Private Dentist in Wendover, no problem. NHS Dentist more difficult.
- Traffic delays.
- We go to Fairford Leys so no problem.
- Tring Dental Surgery.
- No NHS rates.
- Similar.
- As above, hardly any NHS Dentists available.
- Have to go into town - Bourbon Street.
- We have to travel by car or bus as there is no Dentist in Stoke Mandeville.

- Roads busy and difficulty in parking in Aylesbury town centre. 8.30am -5pm - Cambridge Street Practice.
- I have to go into Aylesbury town centre for this as no NHS Dentists in Stoke Mandeville.
- Traffic - morning Aston Clinton.
- Parking - 24 hours.
- Could not find NHS dentist in Aylesbury.
- Could not even register at an NHS in Aylesbury, had to register in Tring Dolphin Square.
- Dentist fully booked for after School appointments for the next 6 months.
- Lack of Dentists in area.
- No more roads. No more traffic.
- Not enough Dentists.
- My Dentist is located in Bovingdon because when I moved to Stoke Mandeville 20 years ago this was the nearest NHS Dentist available. The distance makes it difficult to visit.
- I use a Dentist on the Tring Road.
- Traffic to access the only NHS Dentist across town.
- Dentist is in Fairford Leys and appointments are not usually a problem.
- So expensive.

Pharmacy

- Tring Road Tesco.
- Not aware of a Pharmacy in Stoke Mandeville - Bedgrove and Walton Court.
- Bus Service.
- Have to travel to Bedgrove (nearest) day.
- Limited opening times – weekend – Bedgrove.
- Reliant on two buses to make an appointment. Taxi used sometimes.
- Have to travel to other side of Aylesbury – Rowlands.
- Town.
- Have to go to Wendover – always - Lloyds Wendover.
- Lack of transport - Lloyds Bedgrove.
- We go to Bedgrove.
- Bus service only every 2 hours - Lloyds High St Aylesbury.
- Not on a bus route - Westongrove Wendover.
- Extreme distance if car unavailable - Lloyds Bedgrove.
- Day.
- Too far away to walk I need transport – Bedgrove.
- Traffic to either go up of down Wendover Road. Have to use car - anytime of day - or Wendover Pharmacy.
- Traffic/Parking 9 to 10am and 3.30pm to 6.00pm Fairford Leys Aylesbury Town Centre.
- Lloyds – Wendover.
- 2 bus journeys to Hampden Gardens - pharmacy now delivers to home.
- Only Pharmacy hard to access. Without transport, public transport is too infrequent.
- Not correctly located.
- 2 buses (into Aylesbury and out again) or taxi - Bedgrove Lloyds Bedgrove or High Street, Aylesbury.
- Traffic - although short distance, parking.
- OK.
- N/A - use the one near work.

- Access no problem - but always incredibly busy!
- Have to go to Tesco Tring Road.
- N/A.
- We have to travel by car to Bedgrove or by bus to Aylesbury as no Pharmacy in SM.
- It is on the other side of town but a good Pharmacy.
- Traffic – morning - Poplar Grove.
- Always very busy.
- No more people.
- Have to go into Aylesbury.
- Traffic to access any Pharmacy, none near us open late, have to go to Bedgrove.
- Pharmacy usually used is in Bedgrove - never had an appointment.

Optician

- Specsavers Aylesbury.
- Not aware of an Optician in Stoke Mandeville - Aylesbury Town Centre.
- Have to travel as none locally - day - Little Chalfont - all historic data at this location.
- Having to travel into town and find parking. Most times - Boots.
- Reliant on two buses to make an appointment. Taxi used sometimes.
- Don't know of any in local community.
- Town.
- Have to go to Aylesbury – always – Boots.
- We go to Aylesbury.
- Bus service only every 2 hours - Specsavers Aylesbury.
- Not on a bus route – Tring.
- Extreme distance if car unavailable.
- Day.
- Too far away to walk, need transport.
- Traffic to go to appointment and parking (limited spaces and cost) - anytime of day - Princes Risborough or Boots in Aylesbury.
- Traffic/Parking 9.10 3.30-6.00 Fairford Leys, Aylesbury Town Centre.
- Boots Aylesbury.
- In a town centre not conveniently located.
- Walk - train and walk – Ivan Cammack Wendover.
- Difficult if you want a specific Optometrist. Involves wait of a couple of weeks – anytime - Ivan Cammack Wendover.
- Inefficient work methods at Specsavers causing chaos.
- Aylesbury is becoming traffic locked.
- Boots in Aylesbury - OK.
- N/A - use the one near work.
- Have to go into town.
- As Dentist, no facility in SM.
- Roads busy and difficulty in parking in Aylesbury town centre 8.30am - 5pm. Specsavers.
- In town and always quite busy.
- Parking - 24 hours - Specsavers High Street.
- God Damned HS2.
- Have to go in to Aylesbury.
- In town, travel not easy in traffic and parking getting harder.
- Optician is in Aylesbury and appointments are not usually a problem.

Question 11a. Regardless of whether or not you have children of Primary School age (4-11 yrs), do you think it is important that there should always be adequate provision of School places within Stoke Mandeville to accommodate children living here?

- Sense of community. Ease of access for families.
- Education is important and children should be able to go to School near home. Is important for social skills also.
- Only for catchment area children.
- Need to reduce travel and ensure a community feel.
- It is important for a community feel and for children to walk to School.
- All new build developers should be made to build Schools/services to absorb their dirty work and not strangle existing choked facilities.
- My Children are grown up and away so have no idea what the problems are. Parents seem to have a choice these days and usually get what Schools they choose.
- Children should have the opportunity to go to the same School as other local children.
- Need more School places if more housing keeps being built?
- To cut down on driving and pollution in the area.
- It is a community developing matter (e.g. socialising) for both child and parent to use a local School.
- Community and continued renewal.
- Children should be walked to/from School.
- If they live in the village.
- Very important so children can walk to School and have their own local School.
- Why would we not want this?
- All children within the village should have the opportunity to be schooled in it.
- It is vital that young children should not have to travel long distances - the same applied to pre-School children.
- To create the local community.
- Off course our children are our future.
- Local children should be able to get into the nearest School.
- A good School with lots of quality teachers and facilities.
- I think it is good to be able to walk to School so local School places are important.
- Primary children should be able to walk to School.
- Children should be in local Schools with friends in their neighbourhood.
- Strongly agree.
- How many out of Stoke Mandeville intake.
- Very, very important for children living within catchment, both for School and children to socialise with their friends out of School.
- There should always be easy access for Schools.
- To enhance and maintain social structure of Stoke Mandeville.
- Excessive travel for primary age children should be avoided.
- Our son attended Pollyanna Pre School and Stoke Mandeville Combined School from age 3 to 11. Vital part of his being part of the Community and Village Sense.
- Too much School traffic as it is.
- With housing expansion plans proposed, will need more Schools and quickly.
- Too many issues with children attending Schools out of catchment.
- More housing = more children = more traffic.
- The village School is a key community facility and must be protected at all costs.
- But there is already. My wife works at Stoke Mandeville School. It works. Leave it alone. The School, Doctors, roads, trains - everything cannot cope with more.

- The village School is already full we moved here in 1998 and had to go to tribunal to have our child awarded a place at the village School. We live within 3 minutes' walk of the School.
- And there is not the capacity. The School is already full and there is no possibility of building expansion.
- Infants and Primary only.
- Transporting children of this age is not good policy. Parents quite reasonably do not like to send by bus/coach/school transport but every parent taking a child to School by car adds to traffic problems.
- It is very important that local children do not have to travel far to attend their local School.
- The Schools are already at maximum capacity. The planned developments will over subscribe the Schools further and reduce effectiveness.
- A village School is heart of the community and to be able to walk to School is very important.
- This should a given. If you live in the area your School should accommodate you.
- My child is due to start School in September we are in catchment but I'm extremely worried that she will not get a place at Stoke Mandeville School.
- If they live locally there would be less traffic and chaos.
- Control by not building more houses.
- The School is the heart of any village! Local children should have priority.
- It is good to be able to walk to a local School instead of having to drive.
- Absolutely, to build a sense of local community and also to reduce commuting to Schools elsewhere.
- We should expect to have to go further for education.
- The further afield parents have to go to take their children to School, the more crowded the roads become.
- Too many Schools in the area, too much traffic, too much noise.
- All children of Primary School age should go to their nearest Primary School.
- Stoke Mandeville Combined School is not going to be able to cope with the influx of children from 30 new houses let alone a further several hundred.
- The first Schools are an ideal way for children to meet new and make friends. It is also a brilliant place to build relations with adults in the community.
- It's a pity the School is so terrible now, shame on the education authority and headmistress.
- Important for locals to attend their local School within walking distance would be ideal.
- Young children need to be able to WALK to School ideally as that time is important as gearing up to. Or winding down from, the School day.
- Should be added to before the children arrive not as a panic measure afterwards.

Question 11c. If you answered 'yes' to the above, please tell us what the problem has been

- Over-subscribed.
- Had to appeal one child - won. 2nd child had a taxi provided by county for 3 years, took two appeals to get her a place. This was after moving to the village, one in year 3, and one in year 1.
- The School needs to be rebuilt in a location where it can cope with Stoke Mandeville children if it is just educating Stoke Mandeville children.
- No place at SM School, so had to go to Bedgrove infant.
- Oldest child aged 4 - yet to have School place confirmed so can't say for sure.
- Will find out on the 18th April.
- When we moved into the parish, we couldn't get our two girls into the School. (5 years ago).
- We chose to use an out of area School.
- We moved into the area and there was not room for the children so they have had to go to another School. One is still in School in Hemel Hempstead, as the School that two were allocated did not have room for him.
- Both children are older now and there were not as many people in the village over-subscribed.

Question 12c. Thinking about how you would like your business/ businesses to develop, is there anything that could be provided in Stoke Mandeville which would help you? Please tick all that apply. Other.

- Open countryside, accessible footpaths.
- Less traffic.
- Less restricted flow of traffic on each route.
- Question doesn't make sense!
- Cheap business rates.
- We should also encourage business that work in the rural sector.

Question 13. What sort of new business development do you think should be encouraged in Stoke Mandeville? Please tick one box in each row. Other.

- We feel 'none' there is easy access to both Wendover and Aylesbury.
- A gym in the village.
- There's no need to encourage more, as Aylesbury is easily accessible for everything and Bedgrove facilities are adequate.
- We are by the hills so an adventure centre, climbing etc. good for teenagers, trampoline adventure centre.
- Chemist should be in Stoke Mandeville.
- You cannot grow any business with our current infrastructure. New businesses go elsewhere where they have access routes.
- I am concerned we could lose the Post Office if it is no longer the only shop in the village; therefore, I am against more retail.
- Pharmacy/Doctors Surgery.
- Pharmacy.
- Doctors Surgery.
- Regardless of future development, some form of retail near Lower Road/Station Road/Risborough Road would be more than welcome.
- Cafes and Beauty especially.
- Accessible vocational training opportunity for people with disabilities.
- A Pharmacy.
- Nothing. Stop building.
- Business parks.
- A budget or mid-price hotel is my Tourism ask.
- I think we need small business in the area.
- We run the local pre-school and would ideally like our own building.
- No more GD buildings or houses or roads.
- Please note when I state Food Production, I do not mean large scale food processing factories.

Question 14a. Please give your views about potential sites suitability or otherwise for more commercial and light industry/ business developments in Stoke Mandeville.

Suitable

- Any land used should be well-integrated, and not destroy the countryside.
- We believe the most suitable areas for light industrial development in in SMD009 where the noise pollution from HS2 would be less important.
- SMD014.
- No views.
- SMD014.
- Agree SMD014 is suitable for employment development as this is within a commercial hub.
- SMD014.
- Agree.
- Alongside HS2 route as noise barrier and cheap accommodation for new/ existing businesses access from new bypass. Along Risborough Road, small scale industry/ retail and leisure.
- None.
- SMD005.
- SMD014.
- It would seem more suitable for land adjacent to HS2 route to be used for commercial or business development rather than housing.
- I suppose SMD014 would be possible as already set up as commercial sites.
- Tick in box.
- West of HS2.
- SMD014 if road structure can take it.
Anything backing on to HS2 if roads available.
- Any area near to HS2 is perfect for Industry.
- SMD014.
- No particular opinion about SMD014 or other suitable sites.
- Tick in box.
- SMD014 seems ideal for light industry.
- SMD014.
- SMD014 seems suitable but is very small.
- This area has had commercial development on for a few years. The road into site has been marked off and I have not experienced any difference in passing.
- SMD014.
- SMD014 look suitable for employment development. Manor Farm Lower Road has employment but would be suitable for exclusion.
- SMD014.
- Talk about attracting new business to the village! It took me 20 mins to find 'SMD014' it's tiny!!
- Such development should be confined to existing Wendover Road corridor and the business area to avoid inevitable infill and urban sprawl.
- WTV022.
- Yes a very good idea SMD014.
- With height restrictions.
- SMD014.
- SMD014 Area of land near to exiting railway line having minimum impact on surroundings.
- SMD014.
- SMD009.
- SMD014.

- SMD014.
- All areas attracted by HS2 route.
- SMD014.
- SMD014.
- I do not feel qualified to provide an opinion.
- ST0015.
- Just a token site.
- SMD001.
- Alongside HS2 development so that housing is further away from the rail line.
- SMD014.
- On outskirts, so access easy by Car.
- SMD014 is suitable for commercial use.
SMD009 areas around HS2 track could be suitable for industry.
- None.
- Will depend on investment and infrastructure. Until then all will be unsuitable.
- SMD014.
- SMD001 & SMD002.
- Makes sense as the area around the selected site already houses this type of business.
- Business Park along A413.
- None please!
- At the avoidance of repetition, any development should be along the HS2 corridor.
- Jobs are required but watch traffic.
- SMD014, Triangle Business Park.
- Around Triangle business Park.
- Looks fine.
Don't agree with commercial businesses in the middle of residential areas. The two don't mix.
- Running out of time to consider this properly (don't know if I can save this and come back later!!)
- SMD009 - ST0016.
- SMD002 and SMD001.
- No issue with SMD014.
- Industrial development should be restricted to SMD014.
- Same issue as housing. Current infrastructure not up to expansion of commercial or residential development.
- Site is suitable. Road access easy but would need a roundabout to allow traffic flow.
- Expand existing site SMD014.
- None.
- Expansion of Triangle Business Park would be ok.
- SMD014 seems ok.
- No comment.
- SMD014 – suitable. Nowhere else.
- Industry should be discouraged as it would increase heavy goods vehicles and workers cars on a daily basis, adding to the already congested roads.
- Brownfield site (former Research Station) Risborough Road.
- Expand existing site SMD014.
- Not sure why this was chosen. Unless it's easy industrial units, but not everyone works in a light industry setting. An arts/creative hub could be included in one of the larger developments. A space for sole traders to rent a small office/studio etc.
- No opinion. All should be considered on merit.
- SMD015, SMD006, SMD018.
- SMD014 is probably suitable for employment development.

- SMD014 has a tiny area marked for development - can this not be expanded? Perhaps rather than putting houses on SMD002 part of that could be used for business development as it's close to the A413 which had good road links to the A41 and Aylesbury. Maybe SMD007 close to Hampden Fields might work?
- SM015 seems very small.
- This is a sensible use of the site SMD014. The Goat Centre Risborough Road and Auto Centre Lower Road areas could be utilised.
- No particular views.
- ST0016 and SMD009.
- Not in this location.
- With all the potential housing development in the Parish this site is too small to make any difference. Where are all the extra people going to work?
- SMD006 and SMD008 for accessibility from main road.
- By the looks of it, it is already being built. Is this the rear of the garden centre? If it is where the existing business park is I can not see any issues.
- SMD014 is logical. Parts of SMD009 are also logical, once the SM bypass has been installed. SMD007 is a possibility as it is in easy walking distance for Bedgrove, houses on the Wendover Road, and Hampden Fields, once developed.
- I think this location is fine.
- SMD002 would be the ideal site for business development as there is already some nearby.
- N/A
- I think it is suitable as it is already used for those purposes and I have found access to Triangle Business Park quite easy.
- SMD014.
- There needs to be some shops in the village itself - Triangle Park is too far away.
- Why not use the area around Arla on the A41 better roads linking to M25 and setup to expand. No need for more traffic to block Aylesbury and Stoke Mandeville.
- I agree and also perhaps SMD002.
- SMD014 & SMD010 would be suitable areas for business development away from main residential areas.
- No more development anywhere!
- Traffic considerations have to be understood and factored in. There appears to be a lot of locations unused in Aylesbury itself.
- Seems like a small site?
- SMD014 seems suitable for development.
There could be more light industrial development in and around Weston Park, Lower Road as part of SMD018.
- Industrial development must have good transport links.
- Agree SMD014 is suitable, along with surrounding area of that site.
- I feel that the area SMD014 is a good potential area to develop commercial and light industry, but I have a greater concern that we are expected to build more housing over huge areas of what was agricultural land to house people who will have to commute to their work places outside of the area as we have no local industry, and minute plans to grow it. All this plan does is to further congest our roads and railways as we become just another dormitory town.
- Far enough away not to impact residents and has access to good transport links.
- OK.
- Looks suitable with good access.
- Think it is already being used for employment use!
- SMD014. There are no other suitable areas according to the map.
- None.

- SMD014 looks ok.
- Along HS2 route.
- SMD018.
- I don't see any issue with this becoming a business development.
- The area earmarked for business development does not 'feel' like it's part of SM. Would need to consider other sites more central in the Parish.
- Wendover Road.
- WTVD22.
- Suitable.
- SMD014 OK.
Surely better use can be made of the Triangle Business Park - could this not be extended?
- We need to develop light industry and business to keep work here.
- SMD005 and SMD006.
- OK.
- Cannot see it on map.
- Go build somewhere else. Go level Rabans Lane industrial and build your houses there. We don't want them here.
- This is the only site as far as I am aware that is an ideal business park and perhaps could be expanded.
- Suitable.
- It seems to be a suitable place.
- None.
- We're just getting swamped.
- Suitable.
- Does not allow room for much development particularly in view of proposed planning applications.
- More use should be made of the industrial site at the Goat Centre and the land around the care home on Risborough Road; there are ideal brown site development opportunities at the old 'Pig Research Site' adjacent to the Fremantle Trust care home despite this area being cut off from the village with the invasion of HS2.
- None.
- SMD014 would appear to be suitably located in that it would be an expansion of an already existing business development area?
- SMD015 - closer to the Goats Farm Centre which already has a community of small businesses.
- SMD015 SMD012 SMD011 SMD013.
- No development of any kind; the roads can not cope.
- It looks as if SMD014 joins up with an existing business use area - if so this looks fine.
- No Comment.
- None - Infrastructure already struggling.
- OK.

Unsuitable

- Any land used should be well-integrated, and not destroy the countryside.
- No views.
- Stoke Mandeville is a village and I think unsuitable for light industry/business development.
- Any green field sites and existing residential sites.
- All the rest are unsuitable.
- Not wanted in this area.
- Along Stoke Mandeville Road. Further access points. Further delays.
- All other areas.
- All except SMD014.
- No bypass. No new business- look how Arla traffic has impacted Tring Road over the last 5 years.
- Access for larger vehicles would have to be researched. Station Road does concern me and I do not live on Station Road.
- East of HS2.
- Green belt land.
- Box ticked.
- SMD006.
- All others except SMD014.
- Box was ticked.
- SMD011, SMD012 & SMD013.
- All are unsuitable; I would like to sustain village status and rural sects of Stoke Mandeville.
- There are plenty of empty places in Aylesbury; you do not need to add to road traffic and road use.
- WTV022.
- SMD002, SMD001 & SMD018.
- SMD002, SMD007 & SMD008.
- WVT022.
- Flooding, too far from Public Transport.
- SMD008, SMD007 & SMD0015. Access for commercial usage could be a problem and also residential properties back onto this area.
- All.
- Along Lower Road.
- All areas!
- Anything south of Stoke Mandeville should remain green. Otherwise, you have destroyed the Parish.
- Areas to the West of Lower Road/ Risborough Road.
- We do not want any more light industry as this only adds to the congestion and pollution. Plant more trees create more recreational parkland and keep Stoke Mandeville green.
- Not next to current housing sites.
- Stoke Mandeville, other than the small areas currently engaged in commercial activity does not have the capacity to accommodate commercial enterprises.
- None.
- No comment.
- All others.
- Can't see any obvious space for industry - ease of access has to be key, and the roads are already stacked. Smaller hubs don't necessarily need 'industrial' size access.
- As 45.
- SMD001.
- SMD009 and the area between Lower Road and the railway line.

- No particular views.
- Not in this location.
- What other sites?
- SMD001 - lack of easy access points without major disruption to existing housing estates.
- SMD001, SMD008, SMD016 & SMD006.
- I agree they are not suitable.
- N/A.
- SMD010, SMD017, WTV015, WTV030 & WTV029.
- Why not use the area around Arla on the A41 better roads linking to M25 and setup to expand. No need for more traffic in Stoke Mandeville.
- Not SMD0005, SMD006 and SMD015.
Not SMD009 and STO016.
- I would not like to see business development in all other areas highlighted.
- OK.
- Commercial development would have good access on Wendover Road.
- Would be sensible to site employment in Aylesbury as it has the required services and transport links.
- Those earmarked for housing.
- Stick to SMD014.
- Not around Booker Park.
- Between the village and the town and south of the village either side of the railway.
- Risborough Road and Lower Road.
- I have none.
- SMD009 and SMD016.
- I am not sure that any of the roads around Stoke Mandeville could cope with additional traffic that new business may create, especially lorries and heavy vehicles.
- SMD013.
- Seriously, go build over existing buildings, stop destroying fields.
- Not sufficient knowledge to decide.
- They seem reasonable.
- None.
- Develop existing facilities - do not create any new fresh developments.
- There is no reason why small or light industries cannot be in any of the areas - and perhaps this would make sense as it would mean that residential parking during working hours could be freed for business parking.
- Any others are unsuitable.
- All sites unsuitable as roads cannot cope with any more traffic.
- No Comment.
- As above.
- Green field sites.

Question 14b. If you need new premises within Stoke Mandeville to operate or expand your existing business, or start a new business, what sort of premises are you looking for? Other

- Industrial.
- Farm Building Barn.
- Pre-school building.
- No new buildings.

Question 14d. If you are looking for new business premises in Stoke Mandeville, please estimate the size of premises you would require (In square metres)?

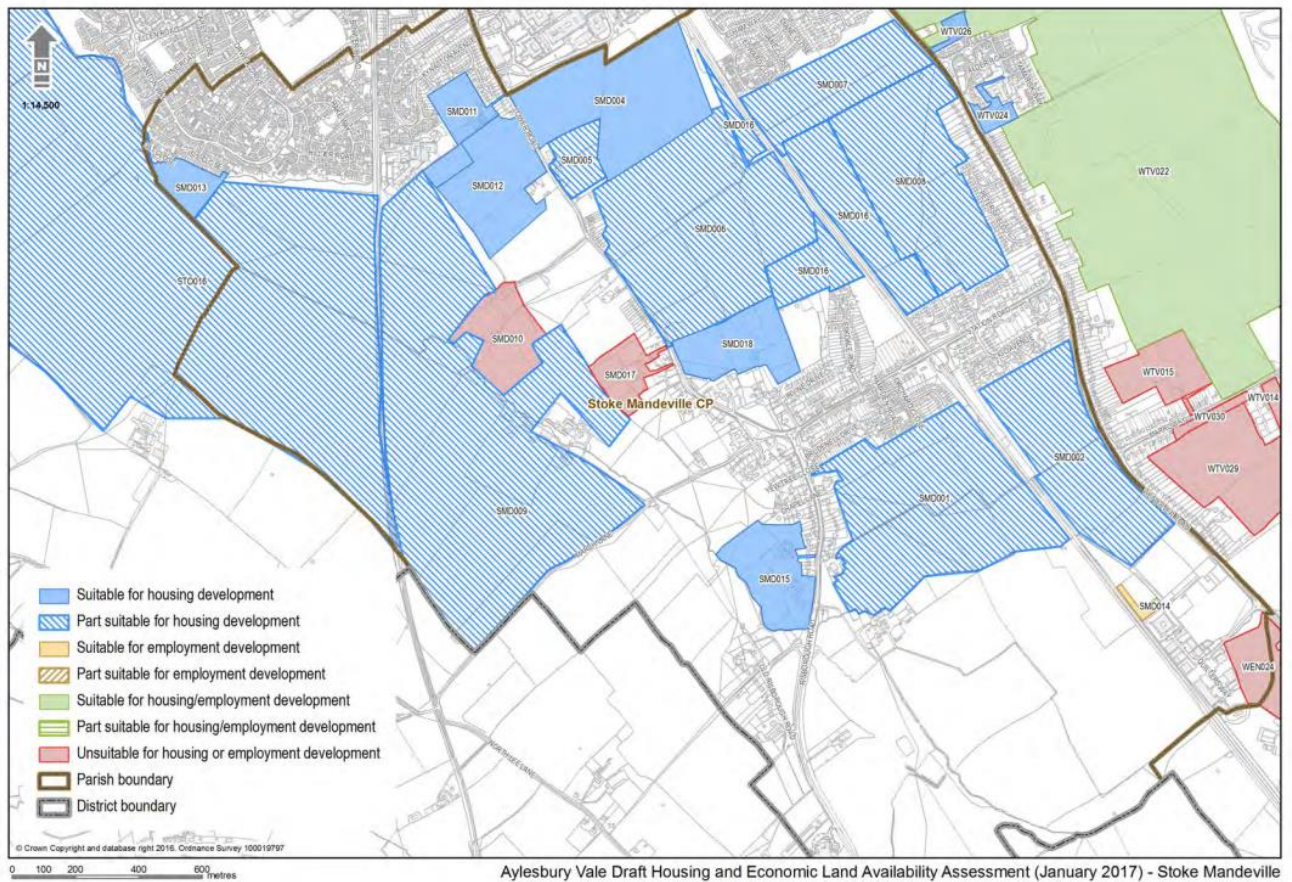
Existing Business(es)

- 1500.
- 1000.
- 30.
- 50m2 plus 200-400m2.
- 1000.
- 120.
- 200.
- 0 Go away.

New Business

- Small.
- 500-1000m2.
- 1000.
- 60.
- 300.
- 0 Go away.

Potential Suitable Site Developments Land Availability Map



Aylesbury Vale Draft Housing and Economic Land Availability Assessment (January 2017) - Stoke Mandeville