

TRANSPORTATION

(SUSTAINABLE TRAVEL PLUS TRAFFIC AND PARKING)

- Poor public transport, rural location, most journeys will be reliant on private cars, little or no car sharing by current prison staff, not easily accessible for visitors; goes against all Government policies
- Only one irregular bus service from Aylesbury which does not run on a Sunday. No connections by bus with other local towns.
- May 2021; total vehicle numbers through Edgcott ranged from 3,709 vehicles to 3,973 per day; the new prison would increase this by an estimated 30%
- The proposed new mega prison would further compound residents' misery and coincide with peak construction phases of HS2 and EWR
- Insufficient housing in the locality to house some 550-750 staff and hence the vast majority of staff would be located in a wide, distant area from the site. Only seven of the current prison officers live in the parish of Grendon Underwood
- The range of car parking spaces required is likely to be closer to 600 compared to the estimated number in the outline plan of 453
- Significant doubt on the ability to deliver a robust and sustainable travel plan due to the location
- The prison will not be easily accessible for family members wishing to visit inmates and hence will have an impact on the well-being of inmates
- The volume of construction traffic involved in building such a new prison would be hugely significant and would have a devastating impact on the local villages
- The estimated carbon emissions from staff journeys alone is in excess of 1,000 tonnes of carbon per annum