

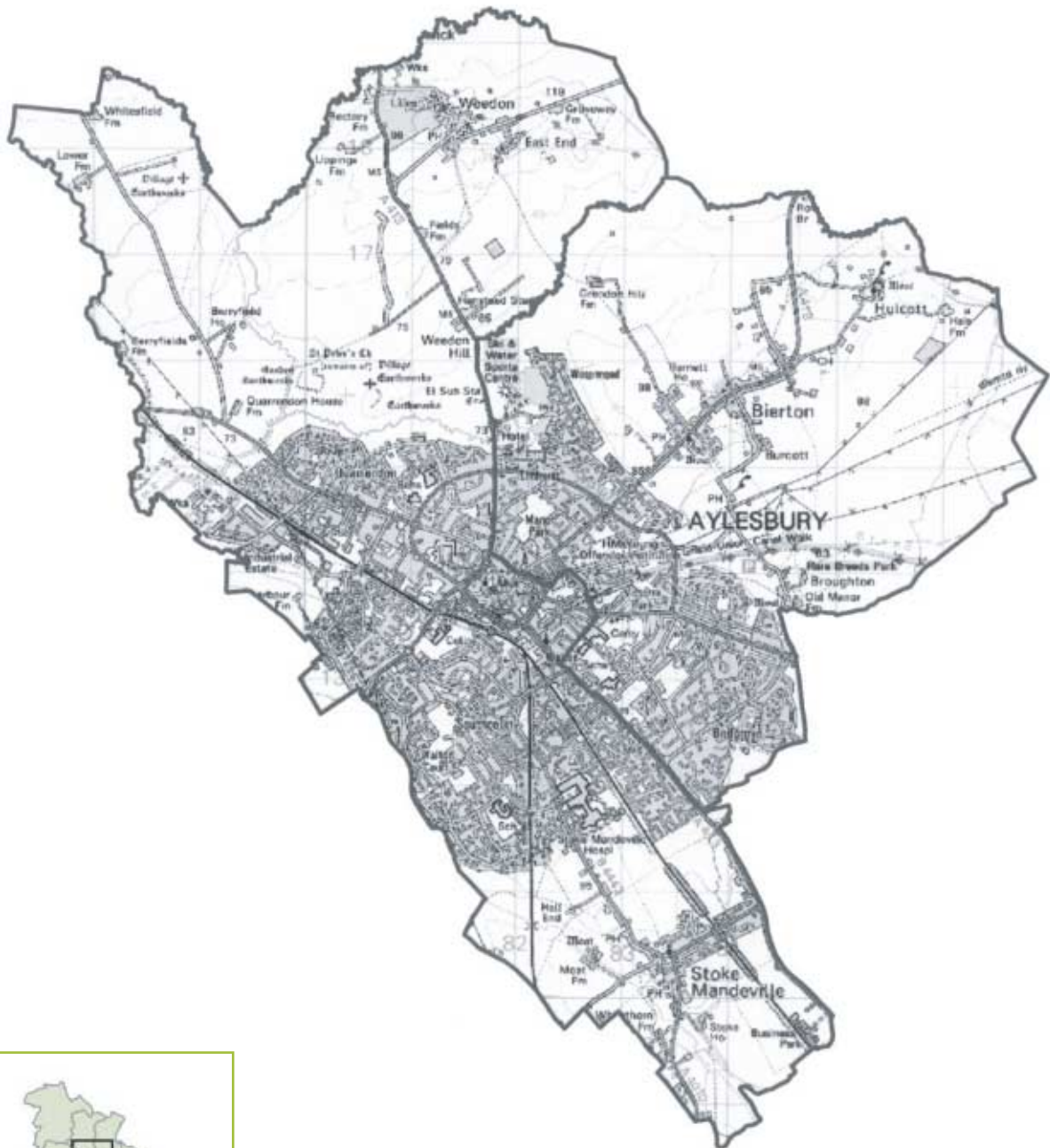
## 2.1 Aylesbury Area Action Plan



**CONTENTS**

<b>INTRODUCTION .....</b>	<b>A5</b>
<b>PREPARING THE AREA ACTION PLAN .....</b>	<b>A5</b>
<b>AYLESBURY AREA ACTION PLAN .....</b>	<b>A7</b>
<b>Enhancing accessibility .....</b>	<b>A8</b>
<b>What you told us .....</b>	<b>A8</b>
<b>What the community told us .....</b>	<b>A8</b>
<b>What we've already done .....</b>	<b>A8</b>
<b>Data and technical assessment .....</b>	<b>A8</b>
<b>Actions to enhance accessibility .....</b>	<b>A8</b>
<b>TACKLING CONGESTION .....</b>	<b>A9</b>
<b>What you told us .....</b>	<b>A9</b>
<b>What the community told us .....</b>	<b>A9</b>
<b>What we've already done .....</b>	<b>A9</b>
<b>Data and technical assessment .....</b>	<b>A9</b>
<b>Actions to tackle congestion .....</b>	<b>A10</b>
<b>IMPROVING THE ENVIRONMENT .....</b>	<b>A13</b>
<b>What you told us .....</b>	<b>A13</b>
<b>What the community told us .....</b>	<b>A13</b>
<b>What we've already done .....</b>	<b>A13</b>
<b>Data and technical assessment .....</b>	<b>A13</b>
<b>Actions to improve the environment .....</b>	<b>A14</b>
<b>IMPROVING ROAD SAFETY .....</b>	<b>A16</b>
<b>What you told us .....</b>	<b>A16</b>
<b>What the community told us .....</b>	<b>A16</b>
<b>What we've already done .....</b>	<b>A16</b>
<b>Data and technical assessment .....</b>	<b>A16</b>
<b>Actions to improve road safety .....</b>	<b>A17</b>
<b>MAINTAINING AND MANAGING THE TRANSPORT ASSET .....</b>	<b>A18</b>
<b>What you told us .....</b>	<b>A18</b>
<b>What the community told us .....</b>	<b>A18</b>
<b>What we've already done .....</b>	<b>A18</b>
<b>Data and technical assessment .....</b>	<b>A18</b>
<b>Actions to maintain and manage the transport asset .....</b>	<b>A18</b>
<b>DELIVERY PROGRAMME .....</b>	<b>A21</b>
<b>AYLESBURY AREA ACTION PLAN .....</b>	<b>A22</b>

Figure 1 - Aylesbury Action Plan area



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## INTRODUCTION

The County Council's Second Local Transport Plan (LTP) sets out a twenty-year vision for transport, and describes the authority's priorities, strategies and plans for the next five years (2006 to 2011). The five transport priorities for Buckinghamshire are:

- Enhancing accessibility
- Tackling congestion
- Improving the environment
- Improving road safety
- Managing and maintaining the transport asset

Four of the five (accessibility, congestion, environment and safety) reflect the Government and Local Government Association's 'shared priority for transport' whilst the fifth responds to the needs and aspirations of people who live, work and travel in Buckinghamshire.

This Urban Action Plan explains what the LTP means for the Aylesbury Area (shown in Figure 1). This approach is in line with the County Council's 'Getting Closer to Communities' initiative that aims to match services to local needs and address local priorities.

### Preparing the Area Action Plan

To ensure that the Area Action Plan addresses local priorities, we have considered information, feedback and comments collected from a number of sources, including:

#### **What you told us**

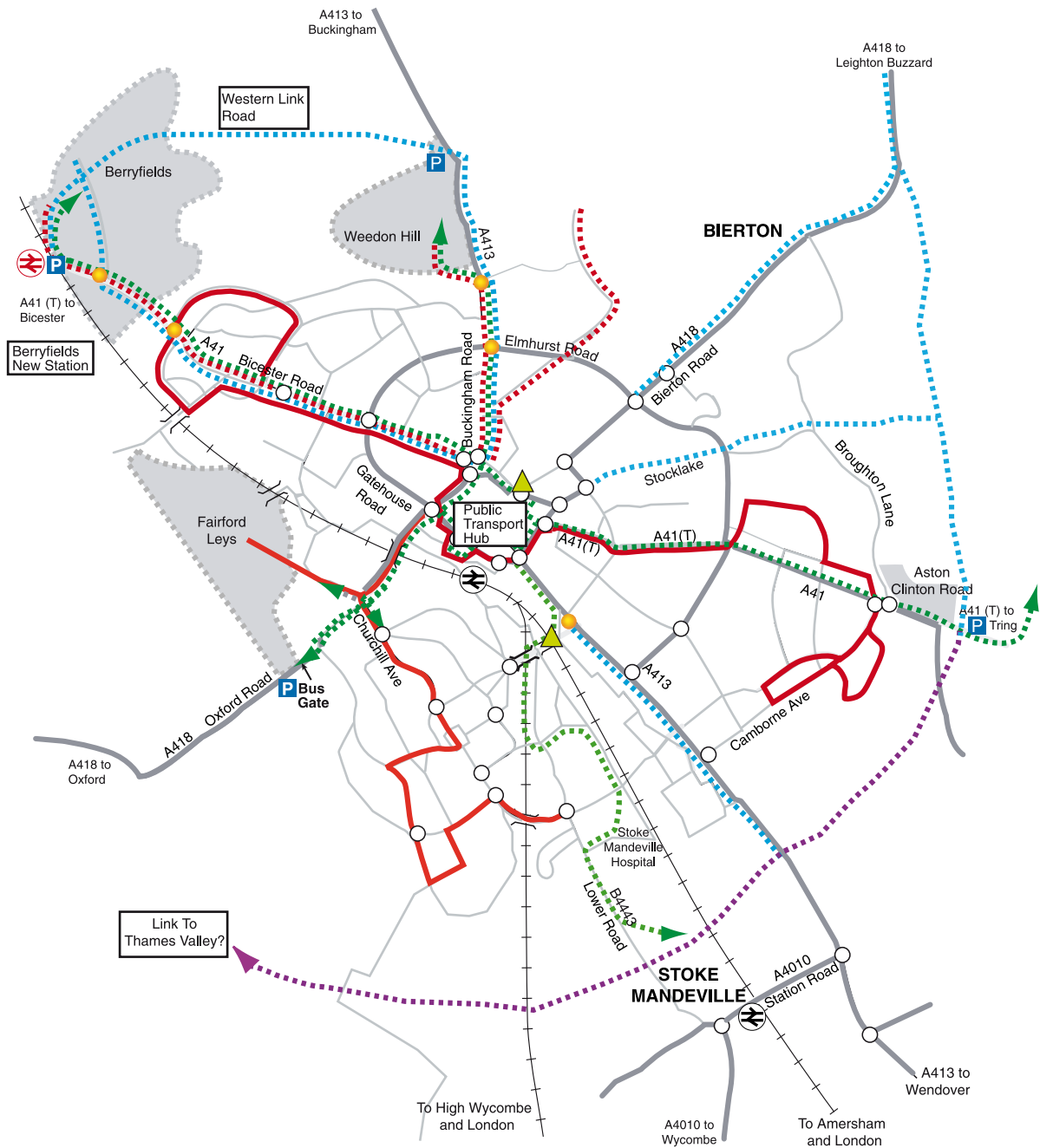
- 'Transport Matters' surveys (returned by 1500 Buckinghamshire residents)
- Local project consultations
- Annual Transportation Service surveys
- Letters, phone calls and emails
- Consultation on the Second LTP
- Consultation on the draft Area Action Plan
- 'Transport Matters' event for Aylesbury
- Internal professional Area Action Planning days

#### **What the community told us**

- Annual transport symposia for Members and stakeholders
- Market town health checks, village appraisals and parish plans
- Local Committees and Local Area Co-ordinator activities

We have also collected supporting data and technical information to prioritise actions that will be most effective at addressing locally important issues.

**Figure 2 - Our Transport Vision for Aylesbury**



**Map Key**

- - - Proposed Road Network and Road Improvement
- - - PPTC
- - - Existing Quality Bus Partnership Routes (Including Silver Rider)
- Major Development Areas
- Junction Improvements
- P Park-and-Ride Site
- + + + Railway
- Major Roundabouts
- - - Proposed Quality Bus Routes
- ▲ Bridge Improvement
- - - Indicative Road Improvement



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## AYLESBURY ACTION PLAN

The urban area covers the town of Aylesbury, and the adjoining settlements of Bierton with Broughton, Hulcott, Watermead, Quarrendon, Stoke Mandeville, Weedon and Coldharbour. The population of this wider area exceeds 69,000 and it is the second largest settlement in Buckinghamshire. Figure 1 shows the extent of the Action Plan area.

The transport network for Aylesbury has seven clearly identifiable radial routes,

- A41 – (High Street to Tring Road)
- A418 – (Vale Park Drive to Bierton Road)
- A413 – Buckingham Rd (North to Buckingham)
- A41 – (Gatehouse Road to Bicester Road)
- A418 – Oxford Rd (South west to Thame)
- B4443 – (Mandeville Road to Stoke Road)
- A413 – (Walton Street to Wendover Road)

This clearly shows how the existing network is focussed on the town centre.

Surveys on journeys to the town centre suggest that 15% are made on foot, 3% by bus, 3% by train and 3% by bicycle highlighting the potential for modal shift to sustainable travel modes.

Aylesbury Vale District Local Plan (adopted in 2003) includes proposals for the substantial expansion of the town. The location of this growth is based on the Aylesbury Land Use and Transport Strategy (ALUTS) jointly agreed between the District and County Councils.

The main features of the Strategy are:

- Concentrations of development at three major urban extensions (Major Development Areas) at locations that maximise the potential for access by public transport
- Links from the MDAs to the town centre with developer funded Primary Public Transport Corridors (PPTCs)
- Improvements to other public transport corridors, part funded by brownfield developments within the town
- Development of a comprehensive pedestrian and cycling network to serve both the whole town and to link the MDAs to the existing urban area
- The provision of new roads linking the MDAs where required

The role of Aylesbury as a growth area has been reinforced by the Milton Keynes and South Midlands (MKSM) Sub Regional Strategy, which confirms up to 23,500 new dwellings, and accompanying employment and other facilities, for the town up to 2031. The District Council's Local Development Framework will determine the location of this growth and will help identify the significant transport infrastructure required. An Aylesbury Multi-Modal Study has been jointly commissioned to assess the nature and scale of this infrastructure and this will feed into an Options Paper (for publication in Summer 2006) and a review of the LTP and Aylesbury Area Action Plan.

## ACCESSIBILITY

To enhance accessibility we have to improve everyone's ability to access key services (employment, education, healthcare and shopping). Access solutions might be transport provision, but could include delivery services, changing opening hours of facilities or improving internet access. Accessibility issues are not only limited to rural areas. Access to essential services can be equally difficult within urban areas like Aylesbury due to the largely radial nature of bus services.

### What you told us

- Increase availability of public transport to rural and some urban areas
- More cycle ways needed like the Stone – Aylesbury
- Inconsistency of current concessionary fare schemes

### What the community told us

- More bus services needed especially during evenings and weekends
- Better and more up to date bus time table information
- Improvements to the cycle network

### What we've already done

- Gained CIF approval for the Aylesbury Public Transport Hub, an exciting proposal to promote and increase the use of public transport across Aylesbury town centre
- Developed the accessibility strategy and improved pedestrian and cycle access across the railway as part of the LTP
- Developed 'Getting Closer to Communities' to identify local accessibility issues
- More than 3,000 passengers each week using the Silver Rider service, improving access from the Fairford Leys Estate to the town centre
- Launch of the high quality cycle route from Stone to Aylesbury

### Data and technical assessment

To identify current accessibility in the Aylesbury Urban Area we have completed audits for peak time and off peak public transport access to major centres for all households.

- 99% of households can access a major centre within 30 minutes using public transport in the morning peak period
- 98% of households can access a major centre within 30 minutes using public transport at off-peak times

### Actions to enhance accessibility

During the Second LTP period we will:

- Identify and progress improvements to the Rights of Way network to enhance access to key services and facilities
- Identify and progress improvements to public transport, cycling and walking routes across Aylesbury and to other local centres to enhance access to key services and facilities
- Work with partners to develop and implement accessibility action plans for employment, education, healthcare and shopping
- Work with the local community to identify accessibility needs, and develop and implement a local accessibility action plan

## CONGESTION

To tackle congestion we have to identify and improve routes and junctions that are most prone to delays, usually because they carry the most traffic, and encourage everyone to consider whether some trips could be made by bus, train, cycle, on foot, or by sharing the journey with others.

### What you told us

- *Routes into Aylesbury can get very congested at peak times*
- *Improve cycleways and footways to help relieve congestion*
- *Need a bypass from A41 Aston Clinton Road to A418 Hulcott crossroads*
- *County Council must be more proactive to get a bypass*

### What the community told us

- *Major growth will increase congestion*
- *Tackle congestion at major junctions*
- *Work with schools who currently don't have travel plans*

### What we've already done

- Red Route 9, a Quality Bus Partnership in Aylesbury, has grown in ridership by 39% since its launch in February 2003
- Traffic growth in Aylesbury, 10% less than the County Council's target
- Active school travel planning in Aylesbury that has contributed to more than 17% reduction in 'school run' car trips in just three years
- More than 3,000 passengers each week using the Silver Rider service, to get to the railway station and town centre

### Data and technical assessment

Aylesbury has, and continues to experience, significant congestion problems within the town centre, on the Wendover Road Gyratory system and in the town centre itself. In fact, the latter two are the third and fifth worst congestion 'hotspots' in Buckinghamshire according to our annual survey of residents, and both can experience major congestion at peak times because of traffic levels (see Figure 3).

Combining our resident surveys and our technical assessment has enabled us to identify four Priority Congestion Management Corridors (PCMCs) in the Second LTP that will be prioritised for action:

- Bicester Road Corridor (A41 north)
- Buckingham Road Corridor (A413 north)
- Tring Road Corridor (A41 south)
- Wendover Road Corridor (A413 south)

We are carrying out more detailed assessment of the corridors to pinpoint the junctions or sites that create 'bottlenecks' and need to be treated first.

## Actions to tackle congestion

During the Second Local Transport Plan period we will work hard in Aylesbury to meet our four congestion objectives:

- Keep traffic moving
- Achieve modal shift
- Manage / reduce need to travel
- Increase / build new transport capacity

We will take measures to tackle congestion and minimise traffic growth across Aylesbury, with a particular focus on the four PCMCs that will benefit from significant investment in the next five years. Initially we will:

- Measure variability in journey time on the four PCMCs to identify the junctions and sites that create 'bottlenecks'
- Set a target for journey time reliability on the four PCMCs

### To keep traffic moving we will:

- Develop and implement improvements at targeted 'bottlenecks' on the four PCMCs
- Complete the Strategic Network Hierarchy (SNH) to identify routes that are most suitable for all forms of travel and ensure that appropriate traffic uses the correct routes across Aylesbury
- Develop a Freight Strategy for Buckinghamshire to both reduce the impact of heavy vehicle movements and secure effective delivery arrangements
- Develop a Signing Strategy to ensure that all vehicles, including HGVs, use the most appropriate routes
- Use our Network Management Duty to co-ordinate all roadworks on the highway to minimise congestion and reduce delays
- Introduce dynamic car park signing to direct traffic to available parking and reduce unnecessary journeys on the network
- Develop Intelligent Transport Systems and Urban Traffic Management and Control (UTMC) systems to manage and improve traffic flows and capacities in the town centre and on the key radial corridors
- Create Primary Public Transport Corridors (PPTCs) incorporating bus priority measures, cycling and walking routes to support existing and proposed Quality Bus Partnerships and Park & Ride services to maximise travel capacity

### To achieve modal shift we will:

- Enhance cycling routes, networks and facilities across Aylesbury to encourage more journeys to be made by bicycle, supporting the Cycling Demonstration Town status
- Improve pedestrian routes, networks and facilities across Aylesbury and from the MDAs and outlying areas to the town to encourage more trips to be made on foot
- Create Primary Public Transport Corridors (PPTCs) incorporating bus priority measures, cycling and walking routes to support existing and proposed Quality Bus Partnerships and Park & Ride services
- Introduce new Quality Bus Partnerships for the MDAs and other areas
- Develop Park & Ride services on the Bicester Road corridor (from Aylesbury Vale Parkway station), Buckingham Road corridor and Tring Road corridor
- Continue to work with schools across Aylesbury to develop School Travel Plans and initiatives to reduce car use and improve safety on the school journey
- Continue to work with businesses across Aylesbury to reduce the proportion of car use on the work journey

- Expand our personalised travel planning activities, working with developers and new residents to influence travel habits and reduce the number of journeys made by car

### **To manage or reduce the need to travel we will**

- Progress recommendations in the Aylesbury Parking and Access Study:
- Encourage short stay parking in the town centre to maintain economic vitality
- Encourage commuters to use alternative parking (such as Park & Ride sites)
- Use parking charges to deter commuter use of town centre car parks
- Introduce dynamic car park signing to direct traffic to available parking and reduce unnecessary journeys on the network
- Work with Aylesbury Vale District Council to ensure that MDAs and future growth areas are accessible, incorporating services and facilities to reduce travel needs
- Encourage businesses to adopt flexible working practices to manage travel needs

### **To increase or build new transport capacity we will progress a number of projects:**

- **Aylesbury Public Transport Hub**

The Public Transport Hub will provide bus priority around the town centre, making better use of the ring road to create bus lanes; create a link from the railway to the bus station; upgrade and enhance the bus station with improved facilities; provide 'super-stops' with enhanced facilities and passenger information; provide a new stop in the High Street to improve town centre access; create traffic-free zones in Market Square and Kingsbury Square; increase the frequency and reliability of bus services; and reduce journey times.

- **Southcourt pedestrian / cyclist bridge**

The bridge supports Aylesbury's Cycling Demonstration Town status by linking cycle routes to the west of Aylesbury to the station and town centre and providing a quality cycle route that avoids either the main Gyratory system on the A413 Wendover Road or the complex roundabout junction at the end of the A418 Oxford Road at the junction with White Hill.

- **Aylesbury Vale Parkway Station**

This station to be located at the Berryfields MDA provides an extension to the existing Aylesbury to Marylebone line, and forms part of the route for the proposed East-West Rail project, linking Aylesbury with Oxford and Bletchley. It also provides the basis for multi modal interchange facilities.

- **Western link road**

The MDAs at Berryfields and Weedon Hill will be connected by a new 'western link' road (provided by the developers) between the A413 North and A41 West.

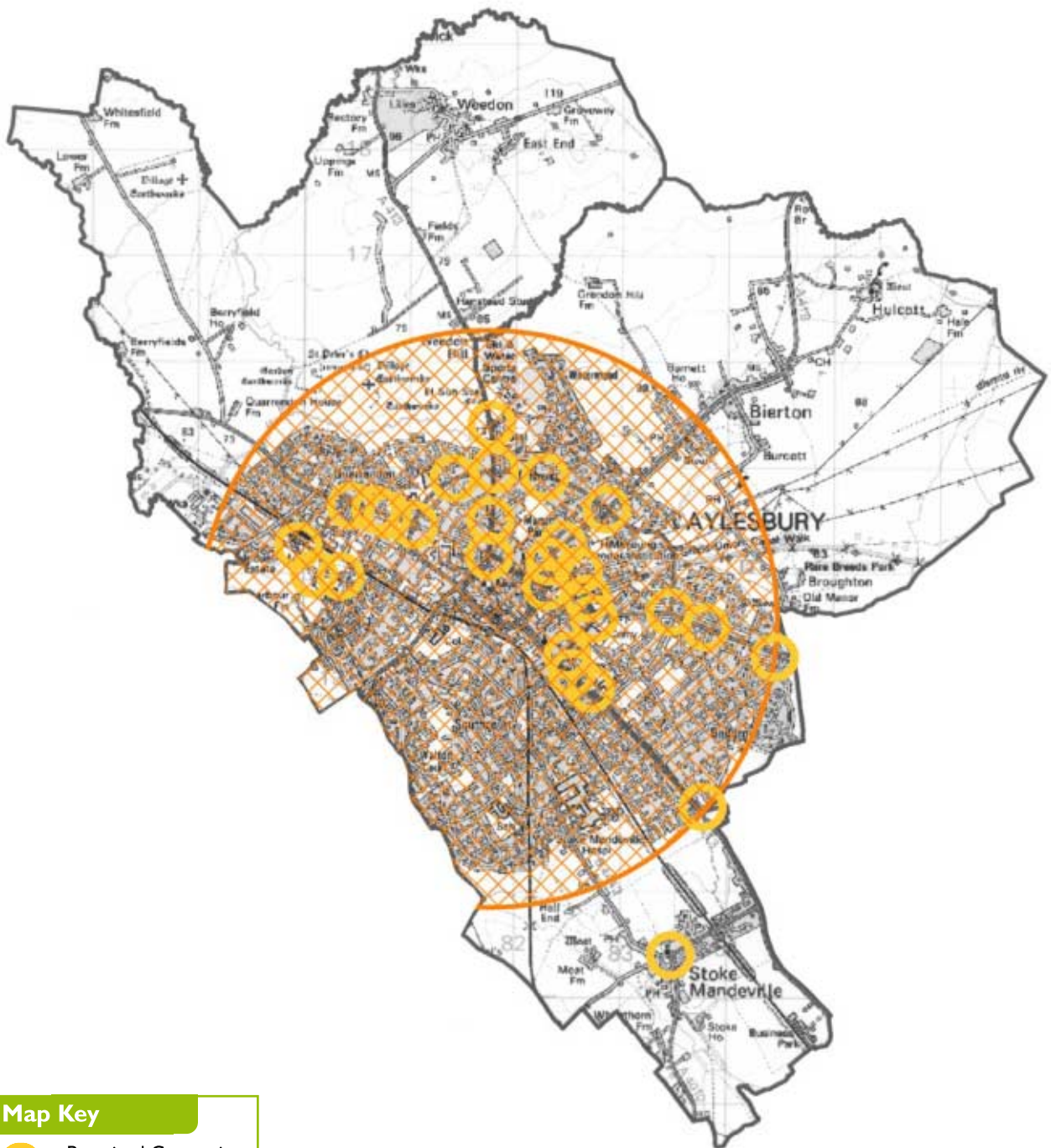
- **A418 improvements**

We are progressing proposals to improve the strategic route between Milton Keynes and Aylesbury. This would not only improve inter-urban connections but would also provide a new route into the town centre (via Stocklake) and a link to the A41 Aston Clinton Road, effectively creating bypasses for Bierton and Aylesbury east. The implementation of A418 improvements depends on securing Government funding via a major scheme bid during the Second LTP period.



- **Other distributor / link roads**

Growth proposals for Aylesbury support the need for additional link roads around the town, although their exact location has yet to be determined. The development of Aylesbury Vale District Council's Local Development Framework will identify future growth sites, enabling us to prioritise the necessary additional infrastructure. It is unlikely that any of these schemes will be progressed during the Second LTP period.

Figure 3 - Congestion Hotspots on roads in area



Map Key

-  Perceived Congestion Hotspot
-  Perceived Urban Congested Area



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## ENVIRONMENT

The environment in Buckinghamshire is one of our greatest assets and transport can have negative impacts on that environment unless carefully managed. It is important that we work with others to enhance public spaces and streetscapes, and improve air quality. Sensitive delivery of transport schemes to maintain and enhance the quality of the environment will be central to the Aylesbury Area Action Plan.

### What you told us

- *Air pollution within the town is a problem*
- *Noise pollution is the most important transport matter in Aylesbury*
- *Noise and pollution are a problem in Bierton*

### What the community told us

- *Concerns over the recently declared Air Quality Management Area for Tring Road*
- *Need to minimise clutter and not over use street furniture*
- *Minimise effects of light pollution in the town*

### What we've already done

- Worked with Aylesbury Vale District Council to prepare an outline Air Quality Action Plan for Tring Road Air Quality Management Area
- Set the Bucks Air Quality Standard (BAQS) that exceeds national standards and establishes 'buffer zones' to prevent air quality deterioration
- Established the Bucks Air Quality Management Group and developed an Air Quality Strategy with Milton Keynes Council and all four Buckinghamshire District Councils
- Followed environmental guidelines to reduce the impact of transport schemes
- Reduced the impact of staff travel by cutting sole car use by 27% in six years
- Completed the Strategic Environmental Assessment of the LTP

### Data and technical assessment

Aylesbury Vale's first air quality review and assessment was carried out in December 2000. It found that the risk of exceedences for all but one of seven pollutants was negligible, and therefore no further action was required. More information about nitrogen dioxide was collected in 2001 using continuous roadside pollution monitoring and analysis of traffic data. This suggested that despite concerns, levels of NO<sub>2</sub> were below the air quality standard.

Subsequent reviews and assessment identified that NO<sub>2</sub> levels on Tring Road had exceeded the National Air Quality Standard, and an Air Quality Management Area was declared in summer 2005. Traffic counts and data analysis have been carried out to support the development of an Air Quality Action Plan.

The Strategic Environmental Assessment has considered how transport policies and plans will affect the environment, including biodiversity, fauna, flora, human health and landscape. It has also helped to identify measures to reduce or eliminate the environmental effects of transport.

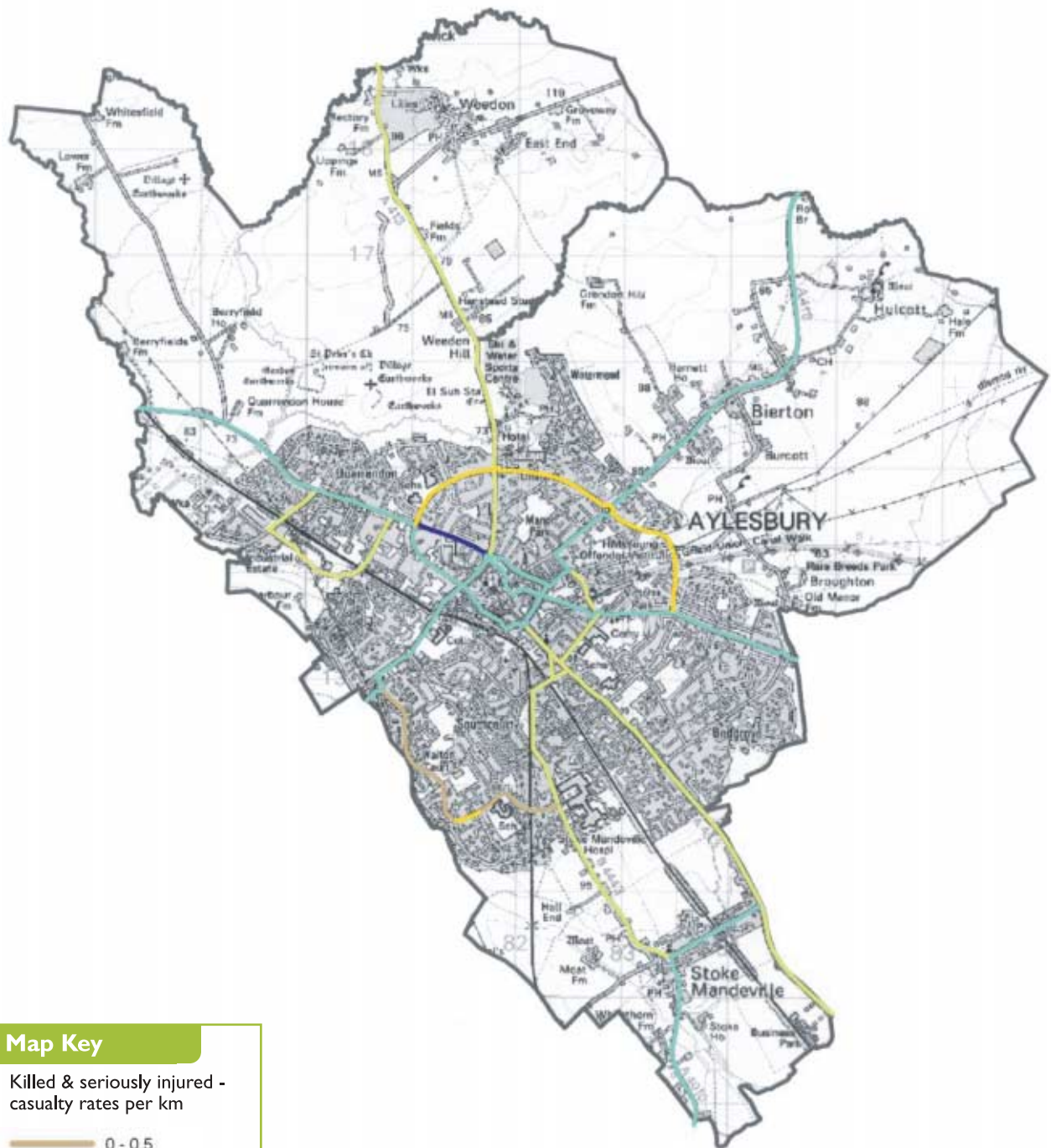
### **Actions to improve the environment**

During the Second LTP period we will:

- Work with Aylesbury Vale District Council to continue the development and implementation of an Air Quality Action Plan for Tring Road
- Continue to monitor other sites and develop action plans where there are exceedences of BAQS
- Work with local partners to complete street scene audits and reduce clutter, particularly in Aylesbury town centre
- Identify and progress improvements to the Rights of Way network to enhance access to key services, facilities and the countryside for leisure purposes
- Continue to raise awareness of air quality issues using a range of media

**DRAFT**

**Figure 4 - KSI rates on routes in Aylesbury Urban Action Plan Area**



**Map Key**

Killed & seriously injured -  
casualty rates per km

- 0 - 0.5
- 0.51 - 1.0
- 1.01 - 1.5
- 1.51 - 2.0
- 2.01 - 2.5
- 2.51 - 3.0
- 3+



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## ROAD SAFETY

Research shows that human error is a major factor in 95% of all crashes and therefore to improve road safety we need to target road users that are most at risk, to influence driving and riding behaviour. All transport schemes will also need to prove that they have considered the safety of road users, and efforts to improve the road environment will continue.

### What you told us

- *We need more pedestrian crossings to make walking to school safer for children*
- *Speeding traffic causes a safety issue on routes into Aylesbury*
- *Concerns over safety of children travelling to and from Bierton school*
- *The roads are too dangerous for cycling at the moment*

### What the community told us

- *There are speeding issues across the area*
- *Rat running is a problem in rural areas*
- *Safer routes for cyclists and pedestrians are needed*

### What we've already done

- 12% reduction in casualties across Buckinghamshire in last five years
- Developed 'Be a Better Biker' campaign to reduce motorcyclist casualties
- Completed countywide Speed Management Strategy and begun countywide Speed Limit Review
- Launched 'Make the Commitment' campaign to encourage drivers and riders to drive within the speed limit
- Introduced Speed Indicator Devices (SIDs) for loan by groups and organisations
- Increased customer satisfaction with road safety by 7.3% between 2004 & 2005
- Salted approximately 44% of routes across the county during the winter to help reduce collisions.

### Data and technical assessment

The national road safety target is to significantly reduce the number of people killed and seriously injured (KSIs). Figure 4 shows the average number of KSIs per kilometre on roads within the Aylesbury area.

Bicester Road is the only route with a higher than average KSI per km rate. This is the only route that would be considered for engineering solutions, and proposals for safety improvements will be combined with congestion management measures to secure maximum benefits for the travelling public. Other reductions in casualties will be achieved by targeting 'at risk' groups using education, training and publicity.

### **Actions to improve safety**

During the Second LTP period we will:

- **Complete the speed limit reviews for:**
- **Area 7 – during 2006**
- **Area 12 – before 2009**
- **Area 13 – before 2009**
- Develop and implement co-ordinated congestion and safety improvements at identified sites on the Bicester Road PCMC
- **Review collision data to identify and treat other sites where the road environment is a major factor in collisions**
- Identify and progress improvements to cycling and walking routes and facilities to improve access and enhance safety for these vulnerable groups
- Reduce KSI casualties by targeting drivers and motorcyclists in high risk groups with appropriate education, training and publicity
- Work with the Police and other partners to reduce casualties and respond to local concerns, with targeted enforcement activities
- Integrate safety considerations into other strategies and programmes through 'mainstreaming safety'

DRAFT

## MAINTENANCE

Residents of Buckinghamshire have made it clear that managing and maintaining transport assets, such as roads and pavements, is an important priority. To ensure that we sustain and improve the quality of these assets, our activities need to be guided by both technical assessment and customer concerns, whilst seeking to meet wider transport objectives.

### What you told us

- *Some resurfacing and streetlighting maintenance is needed along main roads*
- *Pothole repairs are needed on some roads*
- *Improve footpaths especially where used by HGVs*
- *Footways are in poor condition and there is a lot of sign clutter*
- *The A418 is breaking up extensively on the Wing side of Rowsham*

### What the community told us

- *Increased maintenance of footways and cycleways*
- *Streetlighting improvements*

### What we've already done

- In 2005 Buckinghamshire was the top performing authority for the condition of principal and non-principal roads
- Increased customer satisfaction with the overall condition of roads and pavements by 53% since 2002
- 97.5% of dangerous potholes repaired within 24 hours of customer reports
- Improved response times to customer concerns with the establishment of a dedicated customer services team (Highways On Call)
- National recognition for improvements to service delivery with 'Transport Team of the Year' award

### Data and technical assessment

Figures 5 & 6 identify the current condition of roads and pavements across the area, using technical data collected by regular inspections of the network. These will be updated and supplemented by subsequent assessments and therefore represent only a 'snapshot' of current conditions.

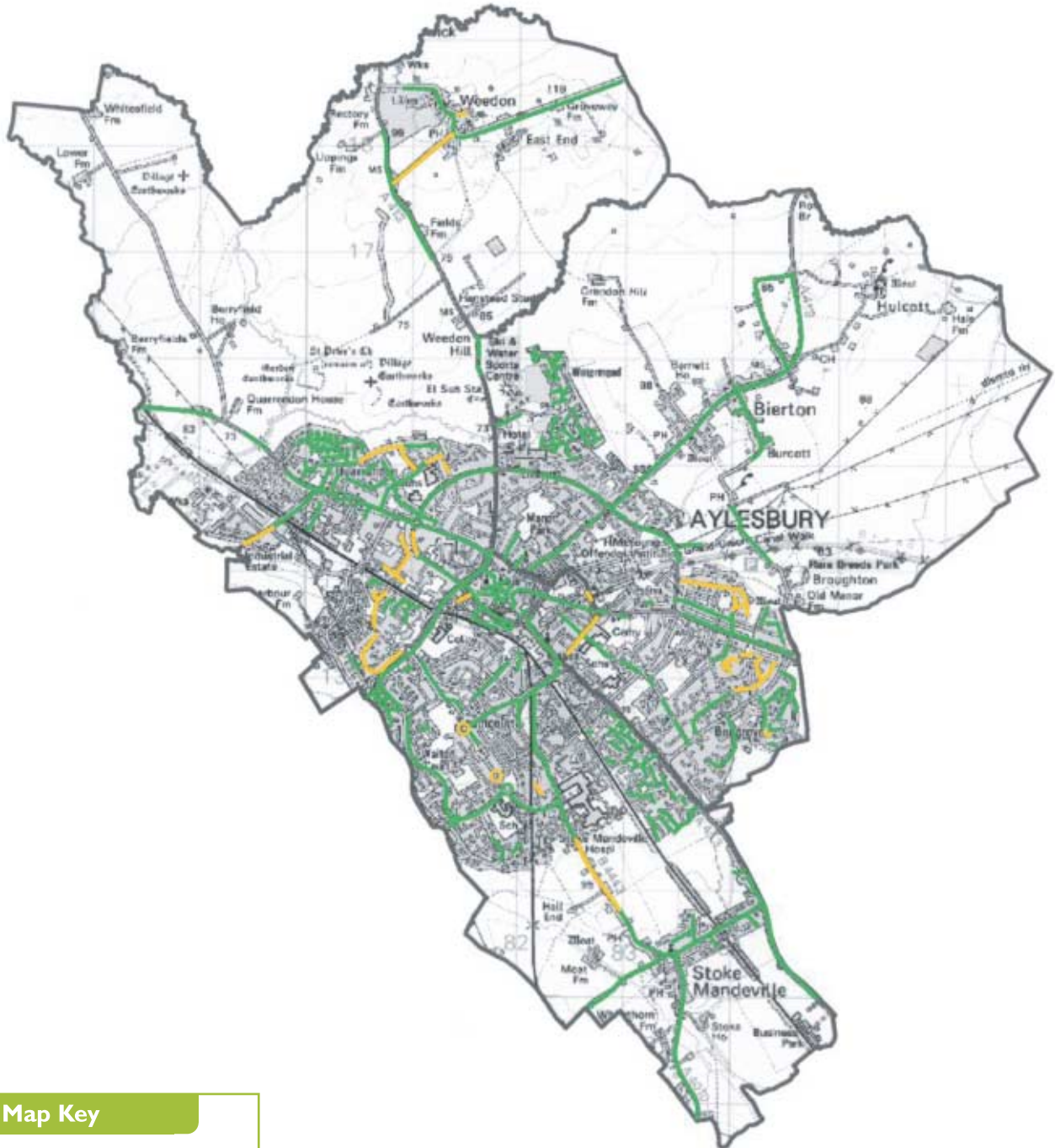
lengths assessed as lower priority (green) are unlikely to be treated during the LTP period because they are in a good condition, medium priority lengths (amber) may be treated by 2011, whilst higher priority lengths (red) are likely to be receive attention during the next five years.

### Actions to manage and maintain the transport asset

During the Second LTP period we will:

- Improve the condition of roads and footways in accordance with priorities established by our technical assessment and Transport Asset Management Plan
- Use customer feedback to develop maintenance programmes that respond to local concerns in the Aylesbury area
- Increase our emphasis on the maintenance of footways and cycle routes across the area to enhance accessibility and support sustainable travel
- Seek to exceed our current standard for pothole repairs
- Identify sites for trials of intelligent road studs as an alternative to or replacement for standard street lighting
- Introduce improved testing regimes for all street lighting columns
- Increase the use of recycled materials in maintenance activities, wherever possible

Figure 5 - Carriageway condition map



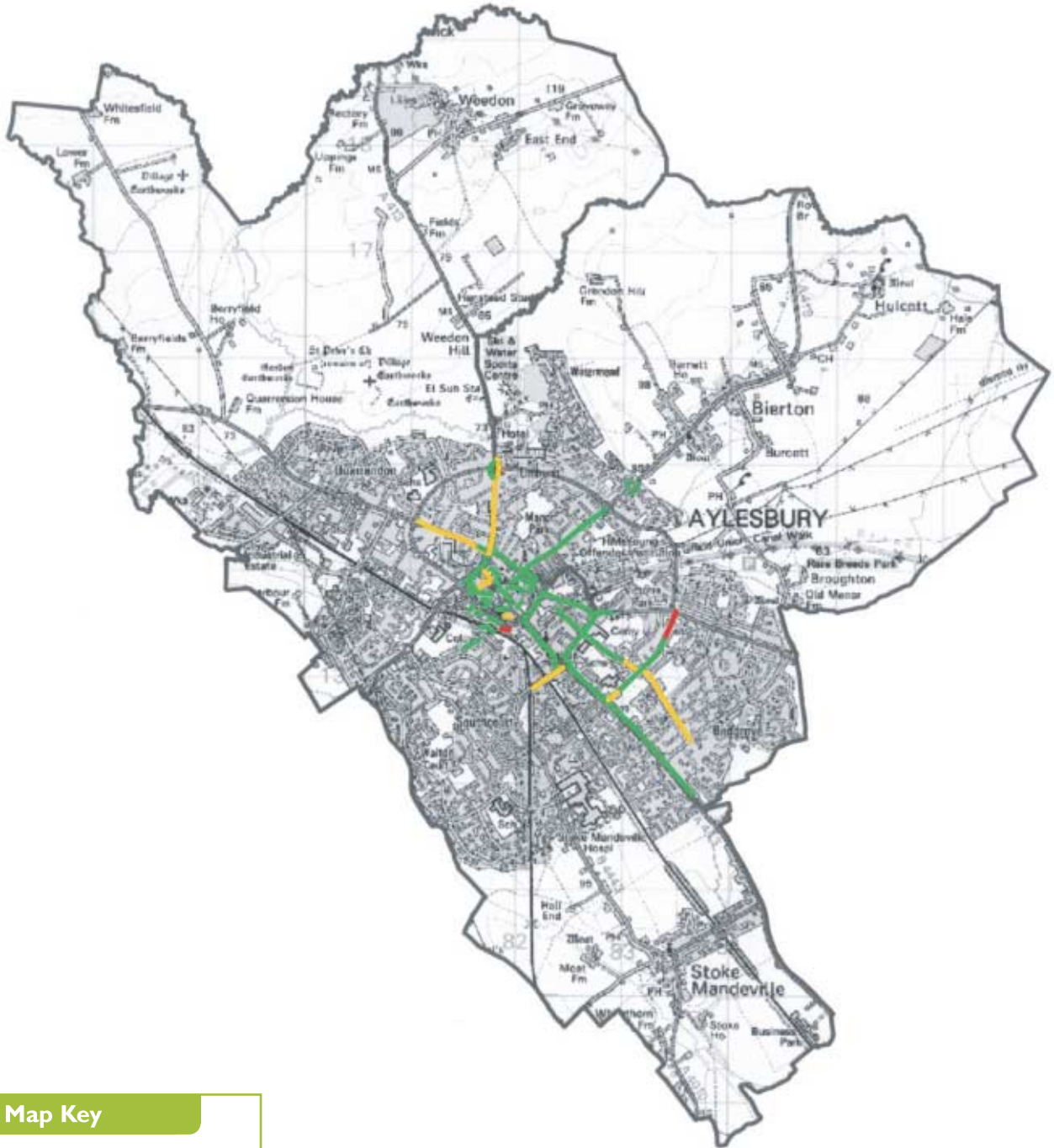
Map Key

- Lower priority
- Medium priority
- Higher priority



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**Figure 6 - Footway condition map**



**Map Key**

- Lower priority
- Medium priority
- Higher priority



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## **DELIVERY PROGRAMME**

LTP monies will be prioritised across the County using the Scheme Assessment Matrix to prepare annual work programmes that maximise value for money and meet transport objectives. We will also work with Aylesbury Vale District Council and other partners to identify and secure third party and external funding to accelerate the delivery of proposals, schemes and actions during the second LTP period.

**DRAFT**

<b>AYLESBURY AREA ACTION PLAN</b>	
<b>Enhancing accessibility</b>	<ul style="list-style-type: none"> <li>• Identify and progress improvements to the Rights of Way network to enhance access to key services and facilities</li> <li>• Identify and progress improvements to public transport, cycling and walking routes across Aylesbury and to other local centres to enhance access to key services and facilities</li> <li>• Work with partners to develop and implement accessibility action plans for employment, education, healthcare and shopping</li> <li>• Work with the local community to identify accessibility needs, and develop and implement a local accessibility action plan</li> </ul>
<b>Tackling congestion</b>	<ul style="list-style-type: none"> <li>• Measure variability in journey time on the four PCMCs to identify the junctions and sites that create 'bottlenecks'</li> <li>• Set a target for journey time reliability on the four PCMCs</li> <li>• Develop and implement improvements at targeted 'bottlenecks' on the four PCMCs</li> <li>• Complete the Strategic Network Hierarchy (SNH) to identify routes that are most suitable for all forms of travel and ensure that appropriate traffic uses the correct routes across Aylesbury</li> <li>• Develop a Freight Strategy for Buckinghamshire to both reduce the impact of heavy vehicle movements and secure effective delivery arrangements</li> <li>• Develop a Signing Strategy to ensure that all vehicles, including HGVs, use the most appropriate routes</li> <li>• Use our Network Management Duty to co-ordinate all roadworks on the highway to minimise congestion and reduce delays</li> <li>• Introduce dynamic car park signing to direct traffic to available parking and reduce unnecessary journeys on the network</li> <li>• Develop Intelligent Transport Systems and Urban Traffic Management and Control (UTMC) systems to manage and improve traffic flows and capacities in the town centre and on the key radial corridors</li> <li>• Create Primary Public Transport Corridors (PPTCs) incorporating bus priority measures, cycling and walking routes to support existing and proposed Quality Bus Partnerships and Park &amp; Ride services to maximise travel capacity</li> <li>• Enhance cycling routes, networks and facilities across Aylesbury to encourage more journeys to be made by bicycle, supporting the Cycling Demonstration Town status</li> <li>• Improve pedestrian routes, networks and facilities across Aylesbury and from the MDAs and outlying areas to the town to encourage more trips to be made on foot</li> <li>• Create Primary Public Transport Corridors (PPTCs) incorporating bus priority measures, cycling and walking routes to support existing and proposed Quality Bus Partnerships and Park &amp; Ride services</li> <li>• Introduce new Quality Bus Partnerships for the MDAs and other areas</li> <li>• Develop Park &amp; Ride services on the Bicester Road corridor (from Aylesbury Vale Parkway station), Buckingham Road corridor and Tring Road corridor</li> <li>• Continue to work with schools across Aylesbury to develop School Travel Plans and initiatives to reduce car use and improve safety on the school journey</li> <li>• Continue to work with businesses across Aylesbury to reduce the proportion of car use on the work journey</li> </ul>

	<ul style="list-style-type: none"> <li>• Expand our personalised travel planning activities, working with developers and new residents to influence travel habits and reduce the number of journeys made by car</li> <li>• Progress recommendations in the Aylesbury Parking and Access Study</li> <li>• Introduce dynamic car park signing to direct traffic to available parking and reduce unnecessary journeys on the network</li> <li>• Work with Aylesbury Vale District Council to ensure that MDAs and future growth areas are accessible, incorporating services and facilities to reduce travel needs</li> <li>• Encourage businesses to adopt flexible working practices to manage travel needs</li> <li>• Progress infrastructure projects:             <ul style="list-style-type: none"> <li>• Aylesbury Public Transport Hub</li> <li>• Southcourt pedestrian / cyclist bridge</li> <li>• Aylesbury Vale Parkway Station</li> <li>• Western link road</li> <li>• A418 improvements</li> <li>• Other distributor / link roads</li> </ul> </li> </ul>
<p><b>Improving the environment</b></p>	<ul style="list-style-type: none"> <li>• Work with Aylesbury Vale District Council to continue the development and implementation of an Air Quality Action Plan for Tring Road</li> <li>• Continue to monitor other sites and develop action plans where there are exceedences of BAQS</li> <li>• Work with local partners to complete street scene audits and reduce clutter, particularly in Aylesbury town centre</li> <li>• Identify and progress improvements to the Rights of Way network to enhance access to key services, facilities and the countryside for leisure purposes</li> <li>• Continue to raise awareness of air quality issues using a range of media</li> </ul>
<p><b>Improving road safety</b></p>	<ul style="list-style-type: none"> <li>• Complete the speed limit reviews for:             <ul style="list-style-type: none"> <li>• Area 7 – during 2006</li> <li>• Area 12 – before 2009</li> <li>• Area 13 – before 2009</li> </ul> </li> <li>• Develop and implement co-ordinated congestion and safety improvements at identified sites on the Bicester Road PCMC</li> <li>• Review collision data to identify and treat other sites where the road environment is a major factor in collisions</li> <li>• Identify and progress improvements to cycling and walking routes and facilities to improve access and enhance safety for these vulnerable groups</li> <li>• Reduce KSI casualties by targeting drivers and motorcyclists in high risk groups with appropriate education, training and publicity</li> <li>• Work with the Police and other partners to reduce casualties and respond to local concerns, with targeted enforcement activities</li> <li>• Integrate safety considerations into other strategies and programmes through ‘mainstreaming safety’</li> </ul>

**Managing and Maintaining the transport asset**

- Improve the condition of roads and footways in accordance with priorities established by our technical assessment and Transport Asset Management Plan
- Use customer feedback to develop maintenance programmes that respond to local concerns in the Aylesbury area
- Increase our emphasis on the maintenance of footways and cycle routes across the area to enhance accessibility and support sustainable travel
- Seek to exceed our current standard for pothole repairs
- Identify sites for trials of intelligent road studs as an alternative to or replacement for standard street lighting
- Introduce improved testing regimes for all street lighting columns
- Increase the use of recycled materials in maintenance activities, wherever possible

**DRAFT**