

## **6.1 Bedfordshire and Buckinghamshire Cross-boundary strategy**





**Buckinghamshire County Council**  
and  
**Bedfordshire County Council**



## **CROSS – BOUNDARY TRANSPORT STRATEGY**

North-East Buckinghamshire  
& South West Bedfordshire

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## Foreword

Buckinghamshire and Bedfordshire County Councils have prepared this Cross-boundary Transport Strategy as part of their Second Local Transport Plans (2006-2011) to describe how they will work jointly across their respective administrative boundaries to ensure the delivery of integrated transport policies that deliver national and regional, as well as local, sustainable transport objectives that:

- Tackle congestion;
- Improve road safety;
- Enhance access to key facilities and services; and
- Improve air quality.

In particular this document sets out a range of transport measures that will be complemented by the completion of the Stoke Hammond and Linslade Western Bypass, currently being jointly promoted by both Councils. This strategy statement therefore seeks to maximise the benefits of that scheme in delivering sustainable transport objectives. This will be achieved by:

- Improving management of strategic transport infrastructure and services;
- Integrating proposals for schemes, projects and initiatives to promote greater use of public transport, walking and cycling; and
- Exploring opportunities to achieve better value for money in the delivery of transport services.

## INTRODUCTION

Buckinghamshire and Bedfordshire County Councils are committed to local transport improvements that will encourage economic growth, widen travel choices, and tackle the adverse effects of traffic. First Local Transport Plans for both authorities (for the period 2001 to 2006) described detailed transport strategies, outlined programmes of work and set targets for both national and local objectives and indicators.

The councils have made good progress against those targets and have used available resources to complete schemes that encourage and promote sustainable travel, provide facilities for all road

users in both urban and rural areas, and improve the quality of life for all.

By adopting a sensible and balanced approach to transport issues and considering the travel needs of all its residents, Buckinghamshire and Bedfordshire have successfully developed and delivered a package of 'integrated transport' measures (such as public transport improvements, traffic calming and infrastructure for walking and cycling) and 'soft' travel behaviour projects (such as travel planning, marketing and promotion).

Both councils have now developed their Second Local Transport Plans (including Action Plans for different authority areas and Cross-boundary Transport Strategy Statements with neighbouring authorities), which set out how they will meet the Government's Shared Priority for transport, to:

- Tackle congestion;
- Improve road safety;
- Enhance access to key services and facilities; and
- Improve air quality.

Public transport is seen as key to the delivery of the shared priority.

In Buckinghamshire, the Second Local Transport Plan includes an Area Action Plan for the Wing area that incorporates the communities of Stoke Hammond and Soulbury, including the area around the Stoke Hammond and Linslade Western Bypass.

In Bedfordshire, the County Council published a Travel Strategy for Leighton / Linslade in 2003. This was completed before the publication of the Milton Keynes and South Midlands Growth Strategy, which identifies Leighton / Linslade as an area for growth. Therefore, whilst the Travel Strategy sets out a programme of work that will widen travel choices and encourage sustainable travel patterns in the urban area and forms an integral part of the Second Local Transport Plan, it will need to be revised as the plans for growth are progressed.

## 2 VISION FOR TRANSPORT

In the development of their Second Local Transport Plans, Buckinghamshire and Bedfordshire County Councils have set out their vision for transport. Both councils aim to:

*Provide the strategic and local transport infrastructure and services to support growth, sustain and develop the economy, and provide access for all; whilst protecting and enhancing the local environment and securing the safe, free and efficient movement of people and goods.*

The Cross-boundary Transport Strategy sets out how this vision can be achieved by identifying policies, schemes and measures that will tackle congestion, improve road safety, enhance access to key services and facilities, improve air quality and provide better public transport.

It is recognised that many of the identified measures will deliver against more than one of the shared priority themes, but for ease of reference they have been included within the most appropriate area.

## 3 TACKLING CONGESTION

### 3.1 Stoke Hammond and Linslade Western Bypass

The Cross-boundary Transport Strategy is based on the completion of the Stoke Hammond and Linslade Western Bypass “major scheme” project, currently under construction, that delivers significant congestion relief, road safety and overall quality of life benefits for the residents of Linslade, Stoke Hammond, Soulbury and other villages across North East Buckinghamshire. These communities currently suffer from significant levels of “inter-urban” through traffic between Aylesbury and Milton Keynes, owing to the absence of a credible strategic road route.

The bypass has been designed to minimise the impact of the route on the environment and measures are planned to mitigate against the effects of the new road. The most recent consideration, now adopted by Buckinghamshire County Council, is the relocation of the proposed layby away from the fenland area.

The completion of the bypass will enable existing roads to be reclassified and reinforce the routing of through traffic away from Leighton / Linslade. Most of the current A4146 route within the town and the B4032 east of the bypass will be

reclassified, so that Stoke Road, Leighton Road, West Street and Billington Road will no longer be part of an 'A' road, and Soulbury Road and Old Road will no longer be part of a 'B' road. Lake Street will keep its 'A' road status, as part of the A4012, continuing along Grovebury Road to the southern bypass, to highlight this route as the main access to the town's industrial areas.

This strategy ensures that the delivery of the bypass scheme is part of a broader package of sustainable transport measures. The benefits arising from completion of the bypass are “locked in” by implementing a range of schemes that seek to maximise the opportunity for sustainable travel and, where appropriate, minimise travel need.

### **ACTION**

- Detailed design of the Stoke Hammond and Linslade Western Bypass to incorporate revised location for proposed layby
- Reclassification of the A4146 within Leighton / Linslade and B4032 east of the bypass, upon completion of the bypass
- Completion of the Stoke Hammond and Linslade Western Bypass in line with the approved programme (anticipated December 2006)

### 3.2 Traffic Management

The development of the bypass will enable the councils to work with local communities to identify specific traffic management measures and pedestrian and cycling facilities, appropriate to both the environment and local needs and aspirations. Agreed measures will be introduced after completion of the bypass. Wherever possible, community participation and consultation events will be organised in conjunction with speed limit review consultations (see 4.0).

Both councils are obliged, through the requirements of the Traffic Management Act, to keep traffic moving and co-ordinate road and on street works to minimise disruption. To meet this duty Bedfordshire will be updating or replacing traffic signal controls across Leighton / Linslade to improve traffic flows. It is anticipated that these will incorporate Urban Traffic Control (UTC) to improve the management of the local transport network.

The issue of heavy goods vehicles within Leighton / Linslade is acknowledged by Bedfordshire and they are keen to remove unnecessary lorry movements in the town. However, the council recognises that the introduction of weight restrictions or specific lorry bans in Leighton / Linslade cannot be considered until both the Stoke Hammond & Linslade Western and Dunstable Northern bypasses are complete, since measures in advance of that time would lead to additional heavy goods vehicle movements in other local communities.

### **ACTION**

- *Both councils will work with communities to identify traffic management schemes for introduction on completion of the bypass*
- *Consultation events for traffic management measures and speed limits will be organised together, wherever possible*
- *Bedfordshire will improve traffic signal control efficiency in Leighton / Linslade by updating the present UTC equipment*
- *Bedfordshire will introduce weight restrictions in Leighton / Linslade once the implications of major schemes are determined*

### **3.3 School Travel Planning**

Both councils are committed to central government targets for all schools to have School Travel Plans in place by 2010. Both councils are working actively with schools across the area to support the development of School Travel Plans.

Both councils conduct annual travel surveys with all their schools, and all schools with travel plans set targets to address congestion or improve safety. Both will continue to work pro-actively to promote the benefits of School Travel Plans and will share resources, where appropriate, to maximise the outcomes from their activities.

#### **3.3.1 School Travel Planning in Buckinghamshire**

Buckinghamshire has a target to reduce car use on the school run from 44% to 30% by 2008 across the county (car use in 2004 was 35%).

The County Council also aims to have worked with all its schools to support the development of School Travel Plans by 2008. Currently the

County Council has developed, or is developing, travel plans with over 170 of its 268 schools.

In respect of the North East Buckinghamshire area adjacent to the Stoke Hammond and Linslade areas:

- There are no primary schools in Soulbury or Stoke Hammond
- Two of three primary schools serving the wider area have active School Travel Plans and are seeking to address travel issues from outlying villages to reduce the need to travel by car
- Secondary school pupils living in Stoke Hammond and Soulbury are entitled to free home to school transport as they live more than three miles from their nearest appropriate school.

#### **3.3.2 School Travel Planning in Bedfordshire**

Bedfordshire has a target to reduce car use on the school run to 30% by 2006 across the county (car use in 2003 was 35%).

Currently the County Council has developed, or is developing, travel plans with over 80 of its 204 schools (excluding special and independent schools).

In Leighton / Linslade:

- Eleven of sixteen lower schools have active School Travel Plans and 4 have benefited from engineering based Safer Routes to School projects
- Three of four middle schools have active School Travel Plans, the fourth has expressed an interest and three have benefited from engineering based Safer Routes to School projects
- One upper school has benefited from an engineering based Safer Routes to School project.

**ACTION**

- *Both councils will continue to work actively with schools across the area to support the development of School Travel Plans*
- *Both councils will share resources, expertise and experience, where appropriate, to maximise benefits*

**3.4 Workplace and Personalised Travel Planning**

Both councils have strategies in place for developing workplace and personalised travel plans across the area and will work together to ensure a joined up approach to the development of workplace travel planning in the Leighton / Linslade area.

They will continue to promote and secure workplace travel plans, either voluntarily or via the planning process and will share resources, where appropriate, to make the most of promotional opportunities. However, they also recognise that without a commitment from the business, workplace travel plans are highly unlikely to succeed.

Both councils plan to expand their personalised travel planning services during the Second Local Transport Plan period to ensure that residents in existing and new developments are aware of sustainable transport choices. Where appropriate public transport services may also be supported by subsidies collected via planning agreements.

**3.4.1 Workplace and Personalised Travel Planning in Buckinghamshire**

Buckinghamshire has developed 56 workplace travel plans countywide, collectively covering almost 19% of the county's employees. The County Council's Travel Plan (Travel Choice) has seen employees reduce their car travel to County Hall by 22%, since 1999. Buckinghamshire also promotes car share, sustainable travel and flexible working to reduce the need to travel by car.

The County Council has a Travel to Work Officer, who offers support and advice to local businesses wishing to develop travel plans, and a Personalised Travel Planning Officer, who works with families and individuals to encourage sustainable travel.

**3.4.2 Workplace and Personalised Travel Planning in Bedfordshire**

In Leighton / Linslade, Bedfordshire continues to secure travel plans via the planning process, as a condition of planning permission, examples include Tesco in Vimy Road and the Health Centre in Mentmore Road.

Bedfordshire also uses the planning process to secure significant contributions towards sustainable travel and other safety initiatives such as improved road crossings, cycle routes and safer routes to school schemes.

To encourage workplace travel plans the County Council provides training, support and advice for interested employees within companies and has its own Travel Plan, incorporating measures to encourage employees to make more sustainable journeys.

**ACTION**

- *Both councils will continue to promote and secure workplace travel plans, either voluntarily by working actively with businesses, or via the planning process*
- *Both councils will share resources, expertise and experience, where appropriate, to make the most of promotional opportunities*
- *Both councils will expand personalised travel planning with families, groups and individuals to influence travel behaviour*
- *Both councils will continue to implement Travel Plans for their own organisations to ensure that they set the right example*

**3.5 Road User Charging**

The councils recognise the success of congestion charging in London but believe that isolated toll roads are not a good idea, because they encourage traffic to use local and frequently unsuitable roads. National government is promoting public debate about the possible future for a national road-charging scheme.

As largely rural areas, the councils support the principle of a national road charging scheme, as proposed by the Commission for Integrated Transport and reported on in the recently completed Government review of the feasibility of national road user charging. They regard it as the only effective way of developing road user

charging outside major conurbations.

### **ACTION**

- *Both councils oppose road user charging on specific roads in their area, but support the principle of a national road charging scheme*

## **4 IMPROVING ROAD SAFETY**

Both councils are committed to reducing casualties on roads across the area, meeting ambitious government targets, and improving safety for all road users. The completion of the bypass will bring significant road safety and quality of life benefits for the residents of Stoke Hammond, Soulbury, Linslade and other communities in the area.

Buckinghamshire approved its Speed Management Strategy in 2003, enabling it to review speed limits across the County on an area-by-area basis. The villages and communities in this area will benefit from these reviews. To ensure that reduced traffic flows on local roads affected by the bypass do not lead to increased speeds, prejudicing safety, revised speed limits will be introduced earlier than planned on these roads, to co-ordinate with the opening of the bypass. Both councils will ensure that speed limits are consistent across administrative boundaries. To enable the adoption of an integrated approach, community participation and consultation events for both speed limits and traffic management measures will be organised together, wherever possible.

The analysis of casualty data will continue to inform the development of local safety schemes for both councils. Where sites, areas or routes within the area are identified as priorities, the councils will work with the local community to determine cost-effective measures appropriate to the environment that will reduce casualties and collisions.

### **ACTION**

- *Buckinghamshire will review and introduce revised speed limits on affected roads to co-ordinate with the opening of the bypass*
- *Both councils will work to ensure that speed limits are consistent across administrative boundaries*
- *Consultation events for traffic management measures and speed limits will be organised together, wherever possible*
- *Where casualty reduction benefits can be achieved both councils will work with communities to agree local safety measures*

## **5 ENHANCING ACCESS**

### **5.1 Accessibility Planning**

The councils welcome the accessibility planning approach set out in the Government's recent guidance and are keen to increase social inclusion by improving accessibility. They are developing accessibility strategies for inclusion in their Second Local Transport Plans.

Both councils are preparing strategic accessibility assessments, using the 'Accession' software provided by the Government, enabling them to identify pockets of social exclusion and develop action plans to meet individual access needs. The use of common software means the authorities can share datasets, results and analysis to ensure that access to services and facilities is not restricted by artificial boundaries.

### **ACTION**

- *Both councils will work together to develop accessibility action plans for the area to ensure all can access services and facilities*

### **5.2 Walking / cycling access**

Bedfordshire has identified a strategic cycling network for Leighton / Linslade and will complete this during the Second Local Transport Plan to improve access to key facilities and services.

Both councils worked closely with Sustrans during the First Local Transport Plan to improve and extend the National Cycle Network and Bedfordshire recently constructed a bridge over the A505, close to Leighton Linslade, as part of

the National Cycle Network.

Both councils will work together to ensure that access to, and facilities at stations encourage the use of sustainable travel modes, and they will share promotional materials to encourage local commuters to cycle or walk to the station.

### 5.3 Rights of Way Improvement Plans

The councils recognise the central role played by

#### **ACTION**

- *Bedfordshire will complete the strategic cycling network for Leighton - Linslade between 2006 and 2011*
- *Both councils will work to improve access to, and facilities at stations for pedestrians, cyclists and bus passengers*

the Rights of Way network in providing transport links to, from and around both urban and rural areas, and both are developing Rights of Way Improvement Plans. These will be integrated with the Second Local Transport Plan to deliver against both congestion and accessibility objectives.

The proposals for the bypass include a bridle and cycle way connection from Blechley to tie in with the existing network near Stoke Hammond.

## 6 IMPROVING AIR QUALITY

#### **ACTION**

- *Both councils will develop Rights of Way Improvement Plans to improve transport links to, from and around the area*
- *The contractor will complete a bridle and cycle way connection as part of the construction of the bypass*

There are currently no declared Air Quality Management Areas covered by the Cross-boundary Transport Strategy. Both councils will liaise closely with their District Council partners to ensure that air quality monitoring is undertaken regularly. If such monitoring indicates that national standards are likely to be exceeded, all councils will take appropriate steps to avoid deterioration of air quality.

#### **ACTION**

- *Both councils will work with District Councils to monitor air quality and implement measures where standards are exceeded*

## 7 PUBLIC TRANSPORT

Both councils have developed their Bus Strategies that form part of their Second Local Transport Plans. These consider the most appropriate ways to improve urban, inter-urban and rural services, to both improve accessibility and reduce congestion. Both councils have established excellent partnership relationships with Arriva Shires and Essex and other bus operators, and all parties are keen to improve inter-urban and urban bus services in the Milton Keynes, Aylesbury, Leighton / Linslade, Dunstable and Luton areas.

### 7.1 Inter-Urban Bus Services

A key objective of Buckinghamshire County Council is to seek improvements to the strategic inter-urban bus route between Aylesbury and Milton Keynes. By creating a route that avoids significant traffic delays in the Linslade and Stoke Hammond areas, the opening of the Stoke Hammond and Linslade Western Bypass will provide an opportunity for a new high quality express bus service between Aylesbury and Milton Keynes, potentially saving up to 20 minutes on the current 75 minute journey time.

Arriva has confirmed its enthusiasm and commitment to work with the councils to develop such a service, stating that they “believe this project has great potential to provide a genuinely attractive alternative to car use between the two towns”. Although this project may involve revisions to existing services, it will complement existing and secure additional service provision across the area and between Milton Keynes, Leighton / Linslade, Aylesbury, Dunstable and Luton.

The provision of a high quality express bus service between Aylesbury and Milton Keynes also presents an opportunity to develop a direct bus link between Aylesbury, Leighton / Linslade and Luton Airport.

**ACTION**

- *Arriva to launch a high quality express bus service between Aylesbury and Milton Keynes on completion of the bypass*
- *Both councils to work with bus operators to improve inter-urban public transport provision across the area*

**7.2 Urban Bus Services (Leighton - Linslade)**

The Travel Strategy for Leighton - Linslade, published by Bedfordshire County Council in 2003, included a proposed bus network for development. It recommended the introduction of more innovative, demand responsive services to meet local travel needs supported by external funding sources that will be progressed as part of this cross boundary transport strategy. Services will also be improved by:

- Taking advantage of the bypass and reduction in through traffic to consider bus priority measures in the town centre area
- Working with Silverlink to develop commuter / taxi-bus services to Leighton Buzzard station from key origins within, and possibly beyond, the urban area (building on the successful "Silver Rider" project in Aylesbury and "Bicester taxi-bus" project in Oxfordshire). Both councils believe that such a project has potential to deliver congestion relief and environmental benefits in Leighton / Linslade by improving bus based access to the railway station and town centre.

**ACTION**

- *Bedfordshire to introduce demand responsive services, in line with the Travel Strategy for Leighton - Linslade, as resources allow*
- *Bedfordshire to introduce additional bus services, in line with the Travel Strategy for Leighton / Linslade, as resources allow*
- *Bedfordshire to consider bus priority measures in Leighton / Linslade centre on completion of the bypass*
- *Both councils to work with Silverlink and bus operators to investigate commuter / taxi bus services to Leighton Buzzard station*

**7.3 East West Rail (Oxford to Bedford)**

Both councils see the proposed East-West Rail Project as an essential element of an integrated transport strategy between the two areas, particularly supporting the development of sustainable travel alternatives between Aylesbury and Milton Keynes (to support the delivery of the Government's 'Sustainable Communities' growth agenda in the Milton Keynes and South Midlands area).

- As full members of the "East-West Rail Consortium", both councils are strongly committed to the reinstatement of strategic rail links from East Anglia – Cambridge – Bedford – Bletchley – Oxford – Swindon and beyond, including the spur to Aylesbury, although the issue of funding for, and delivery of the project is not within the direct control of either council
- Bedfordshire currently chair the Consortium and Buckinghamshire lead on promoting the delivery of the "Western Section" between Bedford, Bletchley, Bicester and Oxford, and the Aylesbury spur
- The Consortium submitted a business plan to the Government in December 2003, presenting a case for the Western Section of the route, for both freight and passenger services
- As a result of efforts made by both councils, the Office of the Deputy Prime Minister (ODPM) is funding a study into transport and development issues along the corridor. The study is considering the relationship between planned new development and strategic east-west transport links and will set out funding options for the project. It is hoped that the study, to be completed in July 2005, will recommend the early implementation of the project as a key requirement of the Milton Keynes and South Midlands 'Sustainable Communities' growth agenda

**ACTION**

- *Both councils to continue to support and seek approval for the early implementation of the East West Rail Project*

## 8 LOCAL DEVELOPMENT DOCUMENTS

Individual travel choices are frequently determined by existing and future land use patterns. Aylesbury Vale and South Bedfordshire District Councils (as planning authorities for the area) are currently preparing Local Development Documents that set out future land use and plans for development and growth.

Milton Keynes, Leighton / Linslade and Aylesbury are designated as growth areas within the Milton Keynes and South Midlands Sub-Regional Strategy and Local Development Documents for Aylesbury Vale and South Bedfordshire will determine where housing and employment growth is sited.

Bedfordshire and Buckinghamshire County Councils will work with the planning authorities to ensure that the Local Development Documents maximise the benefits of this integrated transport strategy, take account of the transport impacts of growth, and identify sites that enable the development of sustainable communities.

### **ACTION**

- *Both councils will work to ensure that the Local Development Documents maximise the benefits of this transport strategy*

## 9 ACTION PLAN

<b>ACTION</b>	<b>Responsibility</b>	<b>2005/06</b>	<b>2006/07</b>	<b>2007/08</b>	<b>2008/09</b>	<b>2009/10</b>	<b>2010/11</b>
<b>Tackling Congestion</b>							
Detailed design of bypass with revised location for layby	Contractor	✓					
Reclassification of routes upon completion of the bypass	Beds / Bucks		✓	✓			
Completion of the bypass in line with approved programme	Contractor		✓				
Work with communities to plan and build traffic mgt schemes	Beds / Bucks	✓	✓				
Consultation to be organised together where possible	Beds / Bucks	✓	✓				
Improve traffic signal controls in town by updating equipment	Beds		✓	✓	✓		
New weight limits once effects of major schemes are clear	Beds		✓	✓	✓	✓	✓
Work with schools to support development of STPs	Beds / Bucks	✓	✓	✓	✓	✓	✓
Share resources, expertise and experience to maximise benefits	Beds / Bucks	✓	✓	✓	✓	✓	✓
Secure workplace travel plans voluntarily or via planning process	Beds / Bucks	✓	✓	✓	✓	✓	✓

<b>ACTION</b>	<b>Responsibility</b>	<b>2005/06</b>	<b>2006/07</b>	<b>2007/08</b>	<b>2008/09</b>	<b>2009/10</b>	<b>2010/11</b>
<b>Tackling Congestion</b>							
Share resources, expertise and experience for promotion	Beds / Bucks	✓	✓	✓	✓	✓	✓
Personalised travel planning with families, groups and individuals	Beds / Bucks	✓	✓	✓	✓	✓	✓
Develop Travel Plans for councils to set right example	Beds / Bucks	✓	✓	✓	✓	✓	✓
Support principle of national road charging scheme	Beds / Bucks	✓	✓	✓	✓	✓	✓
<b>Improving Road Safety</b>							
Review and introduce speed limits to link with bypass opening	Bucks	✓	✓				
Ensure speed limits are consistent across boundaries	Beds / Bucks	✓	✓				
Consultation to be organised together where possible	Beds / Bucks	✓	✓				
Work with communities to agree safety measures, as appropriate	Beds / Bucks	✓	✓	✓	✓	✓	✓
<b>Enhancing Access</b>							
Develop accessibility action plans – improved access for all	Beds / Bucks	✓	✓	✓			

<b>ACTION</b>	<b>Responsibility</b>	<b>2005/06</b>	<b>2006/07</b>	<b>2007/08</b>	<b>2008/09</b>	<b>2009/10</b>	<b>2010/11</b>
<b>Enhancing Access</b>							
Complete cycling network for Leighton Linslade	Beds		✓	✓	✓	✓	✓
Improve access to and facilities at stations	Beds / Bucks	✓	✓	✓			
Develop Rights of Way Improvement Plans	Beds / Bucks	✓	✓				
Complete bridle and cycle way connection as part of bypass	Contractor	✓	✓				
<b>Improving Air Quality</b>							
Work with DCs to monitor air quality and implement measures	Beds / Bucks	✓	✓	✓	✓	✓	✓
<b>Public Transport</b>							
Launch express bus service Aylesbury to Milton Keynes	Arriva	✓	✓				
Improve inter-urban public transport provision	Beds / Bucks	✓	✓	✓	✓	✓	✓
Introduce demand responsive services in Leighton - Linslade	Beds		✓	✓	✓	✓	✓
Introduce additional bus services in Leighton - Linslade	Beds		✓	✓	✓	✓	✓
Consider bus priority measures in Leighton - Linslade centre	Beds		✓	✓			

<b>ACTION</b>	<b>Responsibility</b>	<b>2005/06</b>	<b>2006/07</b>	<b>2007/08</b>	<b>2008/09</b>	<b>2009/10</b>	<b>2010/11</b>
<b>Public Transport</b>							
Investigate commuter / taxi bus services to the station	Beds / Bucks		✓	✓	✓		
Support and seek approval for completion of East West Rail	Beds / Bucks	✓	✓	✓	✓	✓	✓
<b>Local Development Documents</b>							
Ensure that Local Development Documents maximise benefits	Beds / Bucks	✓	✓	✓	✓	✓	✓