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Transport Local Authority
of the Year 2008 Winners



Buckinghamshire

Second Local Transport Plan (LTP2)

Progress Report 2008



	Foreword	ii
	Executive Summary	iv
1	Introduction	2
	1.1 Local Transport Planning in Buckinghamshire	2
	1.2 LTP2 Progress Report 2008	2
2	Delivering Buckinghamshire LTP2	5
	2.1 Localism Agenda	5
	2.1.1 Area Action Plans	5
	2.1.2 Transport Matters Events	5
	2.1.3 Local Area Technicians	7
	2.1.4 Devolved Transportation Functions	7
	2.1.5 "We're Working On It"	7
	2.2 Transportation Service Structure	8
	2.3 TRANstat	8
	2.4 Scheme Assessment Matrix (SAM)	10
	2.5 LTP2 Steering Groups	10
	2.6 Market Research and Consultation	10
	2.7 Promoting Equality Objectives	11
	2.8 Pathfinder	11
	2.9 Transport Asset Management Plan (TAMP)	11
3	Working in Partnership	14
	3.1 Internal Partnerships	14
	3.2 Buckinghamshire Strategic Partnership (BSP)	14
	3.2.1 Local Public Service Agreement (LPSA)	15
	3.2.2 Local Area Agreement (LAA)	15
	3.2.3 Community Strategy Outcomes	15
	3.3 Buckinghamshire Highways Partnership (BHP)	16
	3.4 Thames Valley Safer Roads Partnership (TVSRP)	16
	3.5 Cross-border Partnerships	17
	3.5.1 Planning for the Olympics	17
	3.5.2 SEASIG (South Eastern Authorities Service Implementation Group)	17
	3.5.3 Oxfordshire	17
	3.5.4 Bedfordshire	17
	3.5.5 Hertfordshire	18
	3.5.6 Northamptonshire	18
	3.6 Regional, Sub-Regional and Local Planning	18
	3.6.1 South East Plan	18
	3.6.2 Sub-Regional planning	19
	3.6.3 Regional Spatial and Transport Strategies	19
	3.6.4 Local Development Frameworks (LDFs) and Developer Contributions	19

4	Indicator Performance	22
	4.1 Mandatory Indicator Performance	22
	4.2 Local Indicator Performance	26
	4.3 National Indicator (NI) Future Reporting	29
	4.4 Market Research and Consultation	30
	4.4.1 Member Stakeholder Survey	30
	4.4.2 Transport Symposia	31
	4.4.3 Annual Transportation Survey	32
	4.5 Summary	33
5	Major Schemes Delivery	35
	5.1 Aylesbury Public Transport Hub	35
	5.2 Aylesbury Vale Parkway	35
	5.3 High Wycombe Bus Station and Eden Shopping Centre	35
	5.4 High Wycombe Railway Station	36
	5.5 A4146/A418 Stoke Hammond & Linslade Western Bypass	37
	5.6 A418 Improvements and A418/A41 Link	37
	5.7 Cressex Link Road, High Wycombe	38
	5.8 Regional Coachway / Park & Ride at Handy Cross	38
6	Enhancing Accessibility	40
	6.1 LTP2 Strategy	40
	6.2 Progress to Date	40
	6.2.1 Key Performance Measures	40
	6.2.2 Public and Stakeholder Views	40
	6.2.3 Progress Summary	41
	6.3 Forward Review	42
	6.3.1 Opportunities	42
	6.3.2 Risks & Plan Adjustments	42
7	Tackling Congestion	45
	7.1 LTP2 Strategy	45
	7.2 Progress to Date	45
	7.2.1 Key Performance Measures	45
	7.2.2 Public and Stakeholder Views	45
	7.2.3 Progress Summary	46
	7.3 Forward Review	48
	7.3.1 Opportunities	48
	7.3.2 Risks & Plan Adjustments	48

8	Improving our Environment	51
	8.1 LTP2 Strategy	51
	8.2 Progress to Date	51
	8.2.1 Key Performance Measures	51
	8.2.2 Public and Stakeholder Views	51
	8.2.3 Progress Summary	52
	8.3 Forward Review	53
	8.3.1 Opportunities	53
	8.3.2 Risks & Plan Adjustments	53
9	Improving Road Safety	56
	9.1 LTP2 Strategy	56
	9.2 Progress to Date	56
	9.2.1 Key Performance Measures	56
	9.2.2 Public and Stakeholder Views	56
	9.2.3 Progress Summary	57
	9.3 Forward Review	58
	9.3.1 Opportunities	58
	9.3.2 Risks & Plan Adjustments	58
10	Managing & Maintaining the Transport Asset	61
	10.1 LTP2 Strategy	61
	10.2 Progress to Date	61
	10.2.1 Key Performance Measures	61
	10.2.2 Market Research	62
	10.2.3 Progress Summary	62
	10.3 Forward Review	63
	10.3.1 Opportunities	63
	10.3.2 Risks & Plan Adjustments	64
11	Wider objectives & Strategy update	66
	11.1 Contributing to Wider Objectives	66
	11.1.1 Health	66
	11.1.2 Social Inclusion	67
	11.1.3 Air Quality and Climate Change	67
	11.1.4 Economic Development	67
	11.1.5 Value for Money	67
	11.1.6 Quality of Life and Community Safety	68
	11.2 Rights of Way Improvement Plan (ROWIP)	68
	11.3 Bus Strategy	69
	11.4 Rail Strategy	71

12	Use of Resources	74
	12.1 Background	74
	12.2 LTP2 Spending (2006-08)	75
	12.2.1 Major Schemes	77
	12.2.2 Grant Funding	77
	12.2.3 Revenue Allocation and Spend	78
	12.2.4 Capital and Revenue Budget Divergences	78
	12.3 Dealing with Funding Pressures	79
	12.3.1 Efficiency Savings	79
	12.3.2 Securing Funding	81
	12.3.3 Prioritisation	81
13	Looking Ahead	83
	13.1 Funding	83
	13.1.1 Expenditure Projections	83
	13.1.2 Future Funding Pressures	84
	13.1.3 Managing Funding Pressures	84
	13.2 New Ways of Working	86
	13.2.1 Built Environment Contract	86
	13.2.2 Pathfinder Bid	86
	13.2.3 Transformation	87
14	Glossary	89

Foreword

LTP Progress Report 2008

Foreword

It is frequently under-estimated how much transport underpins our social and economic way of life, and affects our personal life chances, the quality of our surroundings and quality of life, and even our health. Because of this, our aim through our second Local Transport Plan (LTP2) for 2006/07-2010/11 has been to enhance access to employment and services, tackle congestion, improve our natural and built environment, and improve safety for all road users, while managing and maintaining our transport assets more effectively and efficiently.

We are now almost half-way through our LTP2 and, together with our key partners and stakeholders, we have the opportunity to reflect on what has been achieved and what we have done differently - and hopefully better - over the remaining two and a half years. Although this has been a highly challenging period because of ever-tightening financial pressures and a rapidly changing environment, we have continued to respond very effectively to meeting the needs of all transport users, the general public and other stakeholders. The award of Transport Local Authority of the Year 2008 at the recent prestigious National Transport Awards is a clear recognition externally of our achievements.

During the first two years of LTP2 we have spent a total of over £45 million of capital funds on key transport infrastructure improvements. On the revenue side we have spent over £38 million on initiatives including supporting the local bus service. Everyone in Buckinghamshire will have benefited from the maintenance schemes we have undertaken and the improvements we have made in the last two years with this funding .

These, and other schemes and initiatives in urban and rural areas, have helped achieve improved outcomes for the residents of Buckinghamshire and others, particularly in terms of the above mentioned strategic objectives. This is shown by the fact that we continue to meet the majority of our core national and local transport targets.

The support of partners and the public continues to be critical to our success and, indeed, is becoming ever more important as we strive for a fundamental step change in our transport systems and travel behaviour in Buckinghamshire in response to growing global and local challenges. Your role, whether as a partner or member of the general public, in helping to shape, support, or practically contribute to our work is, and will continue to be, greatly valued and appreciated.

by Valerie Letheren

Cabinet Member for Transportation

Executive Summary

LTP Progress Report 2008

Executive Summary

The Second Buckinghamshire Local Transport Plan (LTP2) 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 priorities for Buckinghamshire are "Enhancing Accessibility", "Tackling Congestion", "Improving the Environment", "Improving Road Safety" and "Maintaining and Managing the Transport Asset"

This Progress Report covers the first two years of our LTP2, from 2006 to 2008. It gives us the opportunity to tell you what we have achieved, the progress we are making in implementing our plans so far, and our assessment of whether we are on track to deliver all we set out to do by 2011.

In July, Buckinghamshire County Council won 'Transport Local Authority of the Year 2008' at the prestigious National Transport Awards. The Transportation Service has worked tirelessly over the past six years to move from a 'two star' Transport Authority to one that is now top nationally. In addition, the Council received recognition for the Cycle Aylesbury project by winning the award for 'Cycling Improvements' and was shortlisted for the 'Improvements to Bus Services' award for Aylesbury Rainbow Routes.

The national transport awards judging panel visited the Transportation Service in May 2008 to carry out reality checks on the ground and met with the Cabinet Member for Transportation, the Member Cycling Champion, the Head of Transportation and other staff. The judging panel recognised that Buckinghamshire County Council is the only local transport authority in the country to have achieved consistently high Local Transport Plan performance, with formal documents that have been submitted to the Department for Transport, from Local Transport Plan 2 to the performance delivery reports, all achieving "excellent" status.

The judging panel were impressed the work carried out by the Service across the entire range of Transportation activities, including the innovation adopted in many projects. For example, embracing the localism agenda by 'Getting Closer to Communities' on transport and highway delivery, resurfacing busy stretches of road within in 24 hours (instead of taking days) causing minimal disruption to the flow of traffic, reducing carbon emissions and energy consumption through the street lighting switch off project, the lead role the Service has taken in reshaping the Thames Valley Safer Roads Partnership and casualty reduction generally through projects such as the countywide speed limit review. They were also impressed with the way in which the service supports and develops staff through Investor in People and the Transportation Graduate Development Programme.

In developing the LTP2, the views of our customers were paramount and this has not changed. We continue to strive to make further improvements, aided by regular market research and consultation to help develop and influence our work. Our "Localism" Agenda provides a framework for our customer engagement, strategic planning, operational delivery and investment of resources. For example, our market research tells us that the maintenance of roads and pavements are a high priority

for Buckinghamshire residents. We have responded to this by developing an innovative localised approach to minor repairs through Local Area Technicians. Our May 2008 Annual Transportation Survey informed us that this kind of approach has helped to achieve a 10% increase in customer satisfaction with the condition of roads and pavements compared to the previous year.

Targeted marketing and bus priority improvements have helped to increase passenger numbers by 17% and our successful campaigns have improved road safety and improved network management has seen the average number of days disruption caused by roadworks fall significantly .

We are progressing well with the delivery of our LTP2 works programme contributing successfully to each of the five LTP2 priority areas. But it is not just about how many schemes we have implemented; it is about the outcomes we are achieving.

The results are quite evident for all to see. We are on track to meeting all of our national and local targets by the end of the LTP2 period. Our progress against the thirteen mandatory national targets is excellent . Eleven are on track and of the two which are currently off-track (road casualties and footway condition), we have put in place a robust recovery plan supported by additional funding.

Progress against local targets has also been excellent. We have only one currently off track in respect of potholes. Again, a recovery plan is in place. Moreover, as part of the wider localism agenda outlined earlier, the local priority placed on maintenance of the transport asset has been translated into the County Council agreeing a substantial increase in maintenance funding over the next few years.

Throughout this report, you will find many examples of what we have achieved over the past two years. Some key highlights include:

- Additional funding from County Council's own reserves for maintenance and through other grants such as Growth Area Funding to implement the transport strategy for Aylesbury;
- Taking a lead role, working in partnership with Wycombe District Council, to secure new traffic management infrastructure to support the new Eden shopping centre in High Wycombe and keep traffic moving on the town road network;
- Success of local area approach in the Community Accessibility planning and Bus Reviews, the introduction of Local Area Technicians, and Local Area Action Plans;
- Schemes to increase transport capacity including Stoke Hammond and Linslade western bypass, the Aylesbury Public Transport Hub, Southcourt Bridge and Aylesbury Vale Parkway;
- Improvements to the Public Transport network including the introduction of Rainbow Routes networks in Aylesbury and High Wycombe and the introduction of Real-Time Passenger information;
- Increased partnership working – with Primary Care Trusts on Strategic Healthcare Partnership, with Friends of the Earth on A418 Alternatives Study, Thames Valley Safer Roads Partnership, District Councils on their Local Development

Frameworks, South-East England Regional Assembly on the Thames Valley Bus and Coach Network and on the Milton Keynes and South Midlands Strategic Transport Board;

- Improvements in Road Safety, including the launch of campaigns such as ‘be a Better Biker’, the implementation of the Speed Limit Review Programme and the implementation of Local Safety Schemes such as A412 Billet Lane and A4010 Culverton Crossroads;
- Innovative schemes such as “street-light switch off” and 24 hour resurfacing;
- Successful implementation of Network Management duty;
- The Cycling Demonstration Town status in Aylesbury has enabled us to promote cycling and cycling infrastructure in the town and cycle use has increased by 42% in Aylesbury since 2005 and countywide cycling has increased by 47% since 2004;
- Addressing air quality issues through integration of Air Quality Action Plans with the LTP2

Whilst being pleased with the strong progress made to date against LTP2 we recognise that there can be no room for complacency, particularly given the emerging wider economic downturn and associated turbulence. Resource management is a key factor in the successful delivery of our plans. We will strive to mitigate the impact of a more problematical economic climate. Our success or otherwise in securing grant funding in the future will be a significant factor in our ability to fully deliver our LTP2 intentions.

Where there are threats to successful delivery, there are of course opportunities to be seized. The Built Environment procurement process we are currently undergoing has given us the opportunity to review the way we work. From April 2009, a new way of working will offer significant opportunities to achieve efficiencies and deliver enhanced service delivery to our customers.

1 Introduction

LTP Progress Report 2008

1 Introduction

1.1 Local Transport Planning in Buckinghamshire

The Transport Act 2000 requires that local transport authorities (county councils, unitary authorities and partnerships in metropolitan areas) in England to produce and maintain a Local Transport Plan (LTP). In Buckinghamshire, the responsibility for developing and implementing the LTP lies with Buckinghamshire County Council.

LTPs are five-year plans setting out the authority's local transport strategies, policies, and implementation programme. The first Buckinghamshire LTP (LTP1) was submitted to Government in 2000. It covered the period from April 1st 2001 to March 31st 2000. The Second Buckinghamshire LTP (LTP2) follows directly on from LTP1 and is active until March 31st 2011.

The Buckinghamshire LTP2 was rated as "Excellent" by the Department for Transport (DfT) on submission in 2006. When developing the plan we consulted extensively with the public and a wide range of stakeholders with an active interest in transportation. This helped us to produce a plan that not only addresses the local needs of Buckinghamshire residents but also positively contributes towards wider regional and national objectives.

The overarching aim of LTP2 is to move towards "improving access to jobs and services, particularly for those most in need, in ways which are sustainable: improved public transport, reduced problems of congestion, pollution, and safety". The plan concentrates on improving local transportation under five key themes:

- Enhancing Accessibility
- Tackling Congestion
- Improving Our Environment (Including addressing air quality issues)
- Improving Safety
- Managing and Maintaining the Transport Asset

Beyond the five- year plan the Buckinghamshire LTP2 also outlines a challenging 20 year vision for the future. That is "to secure the strategic and local transport infrastructure and services to sustainably develop the local economy, facilitate population growth, and improve accessibility, whilst balancing free, safe and efficient movement of people and goods with protection of the environment".

1.2 LTP2 Progress Report 2008

Government requires all local transport authorities in England to review progress towards implementing LTP2s and prepare and publish a progress report by the end of 2008. Specifically, the progress report requires transport authorities to :

- Assess progress in meeting objectives and targets between April 2006 - March 2008.
- Summarise the difference the authority has made to local transport provision.

- Highlight work with local authority colleagues and other partners and stakeholders.
- Showcase examples of good practise and highlight difficulties in LTP working.
- Demonstrate the effectiveness of local and national funding of local transport.
- Consider opportunities and risks/threats to effective delivery during remainder of LTP2.
- Identify mitigating actions required.

There is also a requirement that standard information is included within all progress reports, this includes:

- An update on progress towards implementing the requirements of the Network Management Duty (NMD)
- Report progress towards mandatory LTP2 indicators and Best value Performance Indicators (BVPIs)
- Where appropriate, provide details of the integration of Air Quality Action Plans (AQAPs) with the LTP2 .

2 Delivering Buckinghamshire LTP2

LTP Progress Report 2008

2 Delivering Buckinghamshire LTP2

2.1 Localism Agenda

Buckinghamshire County Council's vision is one of strong strategic leadership for the county balanced with responsiveness to the needs of local communities. Communities will have genuine influence over the services delivered in their area within the context of a strategic framework set by the County Council, working in partnership with public, private and voluntary sector agencies. The needs and interests of their area will be represented in strategic, countywide decision-making.

This vision commits the Council strongly to an agenda which has been described as 'localism'. This is primarily expressed and delivered through the Council's strategy for locality working known as Getting Closer to Communities (GC2C). This sets out the approach that will be adopted corporately, and has defined nineteen local community areas (See Fig 2.1) as building blocks for service planning, delivery and community engagement. The aims of the strategy are:

- Services that meet community needs
- Joined up local public services
- Enhanced community leadership role of local Members
- Increased community empowerment

Building on our strong and long tradition of being in many ways pioneers of local working and community engagement, the Transportation Service is once again very engaged and supportive of the new Localism agenda. We have developed a number of initiatives and processes towards supporting this aim:

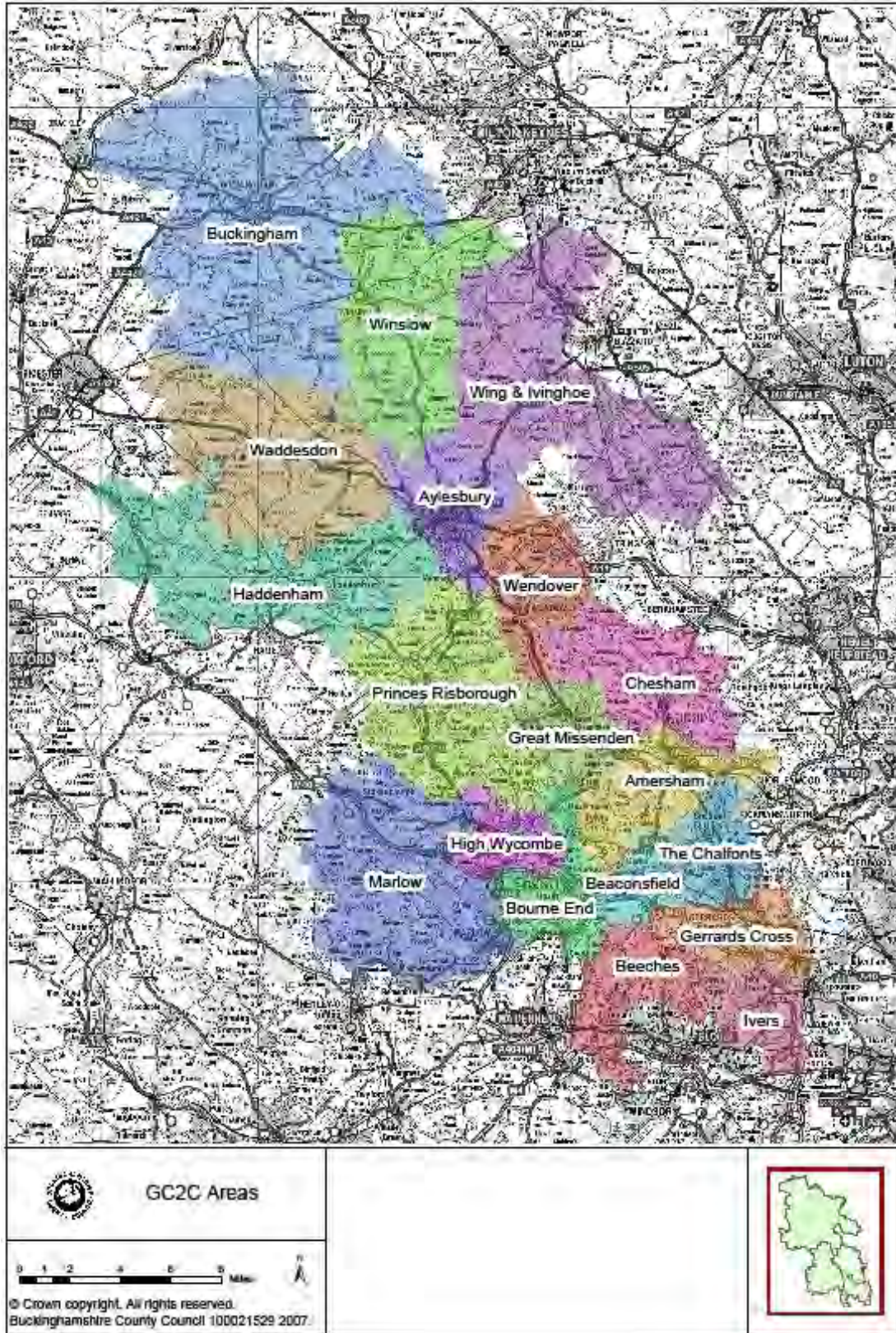
2.1.1 Area Action Plans

We have developed transport Area Action Plans (AAPs) linked to specific work programmes for each GC2C area in Buckinghamshire. These plans help to inform local people about the transport-related work recently completed and about the improvements and changes planned for the area. This enables local residents and others to understand the relevance of the LTP2 to what manifests on the ground and impacts on their lives.

2.1.2 Transport Matters Events

In order to publicise AAPs and get a clear message out to the local residents, an exhibition unit has visited all GC2C areas. This has enabled people to talk about their local transport issues and understand their local area plan. The events took place in summer 2007 and were named 'Transport Matters Events'. The feedback received from the local Members and residents was very positive.

Fig 2.1 - Getting Closer to Communities (GC2C) Areas



2.1.3 Local Area Technicians

The role of Local Area Technicians (LATs) was developed to create a more joined up, locally focused service, more responsive to community needs. Our new team of twenty multi skilled local area technicians are establishing themselves in the local community across Buckinghamshire. The LAT service has already proven itself to be highly effective in a number of ways:

- They provide a more visible and responsive service.
- LATs can be contacted through the Council's " *Highways on Call* " service .
- Delivery of services is managed at the local level in partnership with the local community.
- Greater delegation of budgets to local level managed by the LAT.
- Increased prioritisation is being given to local issues e.g. maintenance of verges, pothole filling.

The roles and responsibilities of LATs is set to be consolidated further as they become an important and integral part of local area working with other service portfolios and agencies.

2.1.4 Devolved Transportation Functions

We have devolved operational highway maintenance and management activities to two Town Council and Parish Council's to enable issues to be addressed more responsively at a more local level. Three more devolvments will be implemented in 2008, including match funding by one Town Council, thereby increasing value for money in service delivery.

2.1.5 "We're Working On It"

Work commenced in spring 2008 on local road and pavement maintenance works to maximise the impact of the additional £3.25 million invested in this area this year. Local Members are being involved directly in deciding how this money is spent, working directly with the Local Area Technicians (Please see Section 2.1.3).

- The Service has launched a promotional campaign to compliment the works on the ground - "Buckinghamshire Highways, We're Working On It".
- We are "blitzing" local communities with around 3000 square metres of pothole and patching repair work per area.
- Four local community gangs are carrying out additional work identified by Local Members and Parish Councils and it is anticipated that each area should see an average of about ten weeks of work per year from these gangs.

Although it is very early days in the programme, feedback so far is very good and with Local Members involving other local groups and Parish and District Council representatives in identifying works, it is anticipated that there will be a noticeable difference on the ground for local people.

2.2 Transportation Service Structure

The Transportation Service (Fig 2. 2) within Buckinghamshire Council has been developed to effectively deliver the commitments within LTP2. Our work is supported through a framework agreement with term consultants Jacobs and contractors Fitzpatrick who provide infrastructure, maintenance and specialist technical support.

2.3 TRANstat

We have developed a robust process (“TRANstat”) for managing performance, service delivery, and budgets on a monthly basis to ensure individual pieces of work are all delivered on time and to budget. The TRANstat forum is held every month chaired by the Head of Transportation. Key features include:

- Performance towards LTP2 indicators and financial budgets are reported and examined using a traffic light alert system within “Performance Plus” software. Corrective action is taken where necessary.
- Risk management assessment is completed using a systematic evaluation methodology. Within the Transportation Service risk management is a key element of our wider performance management process.
- Power, responsibility and resources are delegated to frontline teams, empowering them to deliver service improvements and making them clearly accountable for their own performance.
- An open forum exists for discussion between senior management and officers.

2.4 Scheme Assessment Matrix (SAM)

The Scheme Assessment Matrix (SAM) is used to assess the benefits of all schemes against LTP2 objectives, value for money and deliverability. SAM has developed extensively beyond its first use in 2006/07 into a software tool used to set the yearly capital programme. It is included in the DfT Small Scheme Prioritisation Guidance as a case study example of how schemes can be prioritised. It encompasses a cross LTP theme selection criteria assessment and assesses value for money in terms of minimum whole life cost option selection of scheme proposals to deliver scheme objectives. This ensures that the programme we set each year represents maximum value for money and achieves the best possible use of resources and performance delivery within the budgets available.

Looking ahead, SAM will continue to be used and integrated closely with our Transport Asset Management Plan (TAMP) to deliver long term savings by prioritising long term minimum whole life cost maintenance and integrated transport programmes to maximise the limited funding usage.

2.5 LTP2 Steering Groups

Steering groups for each of the five key LTP2 themes have been set up to regularly monitor delivery of actions contained within the LTP2. Steering groups are chaired by senior managers and attended by appropriate officers from across the transportation service.

2.6 Market Research and Consultation

At a strategic level, we are putting customer needs and priorities first by developing a market led approach to policy development. To identify these customer needs and collect views and suggestions for our future work, it is necessary to undertake ongoing consultation and market research. This includes:

- A Member & Stakeholder telephone survey conducted annually.
- An Annual Transportation telephone survey targeted of a representative sample of Buckinghamshire residents.
- Transport Symposia local stakeholder events held in each District to share information and solicit feedback on emerging plans and service delivery.
- Participation in the National Highways Benchmarking Club's inaugural nationwide Transport Survey.
- Local Area Forums (LAF) take place on a regular basis with membership including County, District and Parish/Town Councillors and representatives from the Police, Fire & Rescue, Voluntary Sector, Primary Care Trust, and NHS Hospital Trust, and support provided by senior County Council officers. Meetings are held in public and items of local interest are discussed and actions planned. The purpose of the Forum is to strengthen local democratic accountability by offering local elected Councillors the power to take decisions, shape and influence service delivery and Council priorities in the local community area.

2.7 Promoting Equality Objectives

The Transportation Service is recognised as having a very good record in developing and implementing procedures and systems to ensure that equalities are consistently and thoroughly considered and addressed. In 2007/8, an internal audit recognised that we had successfully attained Level 2 of the Equalities Standard for Local Government and were well on the way to achieving Level 3. We have for example already undertaken the following activity:

- A cross-service Equalities Steering group meets bi-monthly.
- Production of an Equalities Action Plan.
- An Equalities Impact Assessment programme reviewing all functions on a rolling three-year programme.
- A process for equality impact assessing all key and non-key decisions within the Service, and developing and implementing actions where deemed appropriate.
- Review of our market research and consultation processes.

We aim to improve our efforts in meeting equalities standards and promoting equality by conducting an equality impact assessment on this draft progress report and consulting interested parties on their perception of our equalities performance. We intend that the final version of this Progress Report will reflect the outcomes of this process.

2.8 Pathfinder

The Pathfinder Agreement was developed jointly by all five Buckinghamshire councils following the invitation set out in the Local Government White Paper (published October 2006) for councils to apply for unitary status or pioneer enhanced two tier working. The Agreement sets out the vision and principles for Pathfinder for enhanced two tier working as well as outlining the leadership and governance arrangements. It also includes the initial areas to be considered for joint working. The Agreement was submitted to the Department of Communities and Local Government (DCLG) on 26th January 2007 and we were awarded Pathfinder status in July 2007. Work is ongoing to develop and enhance joint working opportunities within the Pathfinder initiative.

2.9 Transport Asset Management Plan (TAMP)

The Transport Asset Management Plan (TAMP) is a framework under development to deliver long term savings by prioritising long term minimum whole life cost maintenance and integrated transport programmes to maximise the limited funding usage. The TAMP was intended to be a “live” document that details how our transportation assets will be managed now and in the future, identify desirable improvements to data, practises and systems, but more importantly also provide us with the tools to make more informed decisions on the best way of managing the assets. The TAMP would complement and facilitate the delivery of many of the goals and objectives contained within our LTP2, prioritise investment in the service to the

areas of greatest need and ensure that our transportation assets are efficiently managed and maintained for current and future users. Whilst the TAMP is an important policy document it will also be a working manual of best practise.

A considerable amount of work has been invested in developing this document. We have now reached a stage where we require short term pump priming to launch the TAMP document, which will bring us long term savings. Due to budgetary constraints we are now intending to roll the document out in phases. We also intend to make a bid for the “Funding the Transport Asset Management” programme made available by the DfT in July 2008, this will assist us in over coming the short term fall in funds and enable us to make savings in the long term.

3 Working in Partnership

LTP Progress Report 2008

3 Working in Partnership

Throughout this document there are examples and evidence of where projects and initiatives are being jointly developed and delivered. The following section highlights some of our key partnership working.

3.1 Internal Partnerships

The Transportation Service actively engages with other service areas within the County Council to deliver the objectives in the LTP2 and support the wider corporate objectives.. Key examples of joint internal working and partnerships include:

- Active participation in the Council's "Older People's Partnership Board". The board brings together public, private, community and voluntary sector organisations to provide effective advice to local public sector agencies and consultation on the development of health, social care and related services for older people. The Transportation Service participates on the Board to ensure that we keep abreast of relevant developments. Examples of issues examined at the Board and actions promoted include: Transportation's strategy for consultation with older people, local accessibility planning, the concessionary fares scheme, and community transport.
- We have worked with the Planning and Environment service area on issues such as contributing to District Local Development Frameworks (LDFs), consultation on the location of waste sites and developing a joint action plan to reduce carbon dioxide emissions.
- Active participation in the Buckinghamshire County Council Corporate Accessibility steering group. The group is responsible for raising the corporate profile of accessibility.
- Active participation in the Buckinghamshire Healthcare Strategic Partnership.

3.2 Buckinghamshire Strategic Partnership (BSP)

The Buckinghamshire Strategic Partnership (BSP) is the overall Local Strategic Partnership (LSP) body for the County bringing together public and private organisations under an agreement to co-operate in improving life in Buckinghamshire . The BSP produces the Sustainable Community Strategy which sets out the main priorities for Buckinghamshire. As the local transport authority, the County Council has a vital role to play and is a key member of the Bucks Strategic Partnership (BSP). The Sustainable Community Strategy is structured around eight themes which form the basis of the County's new Local Area Agreement up until 2011:

- Improving the Quality of Life for Children and Young People
- Improving the Quality of Life for Older People
- Safe Communities
- Strong and Cohesive Communities
- Healthy Communities
- Prosperous Communities

- Accessible Communities and Transport
- Superb Environment

We been actively and positively contributing towards the Buckinghamshire Strategic Partnership in the first two years of the LTP2.

3.2.1 Local Public Service Agreement (LPSA)

In the period 2005-08 the BSP agreed with central Government the second Local Public Service Agreement (LPSA). The LPSA is a key joint agreement and mechanism for delivering the Sustainable Community Strategy.

The LPSA included a stretch target for increased bus patronage on our urban and inter-urban network. Although this was a very challenging target it was met and has led to a reassessment of our LTP2 bus patronage target. A huge 10.5 million passenger journeys took place in 2007/08 bucking the declining national trend.

The LPSA2 targets have been rolled forward into the new Local Area Agreement (LAA) which sets out the priorities for our local area for 2006–2009. As a whole, LAA performance in 2007-8 was good, with almost 70% of indicators with data meeting their end of year targets. A further 18% of indicators were less than 5% away from their target, which is “within tolerance” for performance.

3.2.2 Local Area Agreement (LAA)

During 2007/8 we contributed towards development of the Buckinghamshire Local Area Agreement (LAA). The LAA follows on from the previous LPSA agreement that expires in March 2009.

The new LAA was submitted to central government and consists of twenty-six national indicators, seven local indicators and sixteen statutory education and early years indicators.

Whilst transport contributes to many of these indicators, and to the wider themes and objectives, there are only two specific transport-related National Indicators included:

- NI 175 Access to services and facilities
- NI 198 Mode of Travel to school

3.2.3 Community Strategy Outcomes

There are numerous examples of transport schemes and initiatives that have made positive contributions towards Buckinghamshire's Community Strategy. Some of the more significant projects and initiatives include:

- Improved footways and cycleways to encourage walking and cycling to schools, and leisure facilities – new footway and cycle schemes
- New, improved concessionary fare scheme introduced older people

- Local concessionary fare scheme introduced for younger people
- Establishment of Stokenchurch and Marlow, Wing and Ivinghoe and Chiltern Community Accessibility Partnerships to review local accessibility and to assist in a review of local subsidised bus services.
- Increased bus patronage across the county through launch of new bus services such as Water Rider in Aylesbury, Orange Route 39 in high Wycombe and Line 300 Aylesbury to High Wycombe.
- Central Chilterns Traffic Management, TranQuil and Three Counties Projects which have improved perception of safety on the roads through reduced speed limits, and improved walking and cycling links and better signage.
- Enhancements to the bus networks and services in Aylesbury and High Wycombe
- Travel planning work has resulted in the number of car journeys on the school run dropping to below 30%
- The opening of the Stoke Hammond and Linslade Western Bypass, bringing congestion relief to more than 36,000 residents.
- The launch of a new hourly express bus from Aylesbury to Milton Keynes (Line 100).

3.3 Buckinghamshire Highways Partnership (BHP)

We have worked hard to improve our operations with our consultants and contractors. Our work with the partners has led to the formation of the Buckinghamshire Highways Partnership. The Partnerships business plan is focused primarily on the delivery of high quality highway improvement and maintenance services. This Partnership works towards this overarching aim and towards improving communication and business operations.

3.4 Thames Valley Safer Roads Partnership (TVSRP)

The Thames Valley Safer Roads Partnership (TVSRP) is a leading national road safety partnership, developing many innovative ideas for reducing casualties. The partnership is functioning well and Buckinghamshire County Council key to this success. The Council's Head of Transportation is a member of the strategy committee and the Team Leader for casualty reduction is the chair of the partnership board. The partnership share a focused approach thanks to the 'partnership standard' document. The partnership acknowledges that public engagement must improve and this is a priority work area in the future.

Unlike the Police, the TVSRP have a wider remit than enforcement and are exploiting the opportunity to educate people, such as with the seat belt diversion scheme, speed awareness courses and young driver courses where education is offered rather than punishment by driving licence points. For the first time ever the partnership is now educating as many people as they are fining, with 45,000 people having attended a course in 2007.

3.5 Cross-border Partnerships

Important elements of our LTP2 were informed by close partnership working with neighbouring local authorities on shared issues and priorities. The following section describes briefly the progress that has been made since 2005, and new situations that have required cross-border collaboration.

3.5.1 Planning for the Olympics

As part of the bid for Olympics 2012, the Olympic Delivery Authority (ODA) produced an outline Travel Plan in 2006 for all proposed sites. Buckinghamshire County Council was consulted on proposals for the Olympics rowing event to take place at the Eton Dorney. In 2007, the ODA published a first official Transport Plan for all Olympics venues, which outlined some broad principles but was very short on detailed information about access arrangements to Eton Dorney Rowing Lake.

The ODA is currently obtaining the information needed for effective planning e.g. trip projections, infrastructure options and constraints, and potential opportunities. This work will be combined with emergency planning work to help to create an initial framework. The intention is to have a framework transport strategy ready by the end of 2008, with more detailed work and public consultation in 2009 and 2010.

3.5.2 SEASIG (South Eastern Authorities Service Implementation Group)

Senior transportation managers regularly attend South East Authorities Service Implementation Group (SEASIG) sub-group meetings. Sub-groups are based upon nine specific transport themes. The Head of Transportation for Buckinghamshire County Council is the current board chairman of SEASIG. The purpose of SEASIG is to benchmark transport related services through a structured approach and to find common ground between them, sharing best practice. Participating members recognised the need for a standard set of measurements that could be used by departments within the Authorities that would be readily accepted by key transportation stakeholders.

3.5.3 Oxfordshire

We meet regularly with Oxfordshire County Council to discuss cross border issues and share good practice, in particular regarding the Network Management Duty, bus services, and highway maintenance. As a result of this, we have successfully managed to develop and submit a joint Community Infrastructure Fund expression of interest bid designed to secure funding improve the Line 280 bus service to enhance the public transport connections between the two growth areas of Aylesbury and Oxford.

3.5.4 Bedfordshire

We work closely with Bedfordshire County Council with regards to sharing good practice with bus services and travel choice and providing better travel arrangements for those communities on the border of Buckinghamshire and Bedfordshire. In

particular, we have continued to work closely with Bedfordshire County Council on the completion of the Stoke Hammond and Linslade Western Bypass, travel planning and improved bus service along this route.

3.5.5 Hertfordshire

We have worked with Hertfordshire County Council on sharing best practice with travel planning and quality bus partnerships. In particular, we have co-operated on the Tring Gateway project trying to improve access to Tring railway station and supporting sustainable modes to get to Tring from the outlying areas of Hertfordshire and Buckinghamshire. In addition, we have also collaborated on the Three Counties Rural Traffic Management Project.

3.5.6 Northamptonshire

We have worked in partnership with Northamptonshire County Council on developing Milton Keynes South Midlands (MKSM) transport scheme prioritisation and the MKSM Mode Shift strategy. In 2006, we jointly developed and submitted a Transport Innovation Fund (TIF) bid for a study to assess the impacts of area-wide congestion charging in the sub-region.

3.6 Regional, Sub-Regional and Local Planning

3.6.1 South East Plan

This is a new type of planning document. It sets out a vision for the future of the South East region to 2026, outlining how we need to respond to challenges facing the region such as housing, the economy, transport and protecting the environment. The aim is to ensure that the South East remains economically successful and an attractive place to live for future generations. The South East Plan (SEP) underwent an examination in public in 2007 and the Government has recently published its response to the Panel Report. The key issues are as follows:

- No significant increases in housing levels in Buckinghamshire from Panel Report recommendations.
- Housing allocated to east of the M1 at Milton Keynes.
- Housing allocation to Reading rejected.
- support for East-West rail, including the Aylesbury Spur.
- improving the connectivity between Aylesbury and Milton Keynes and Aylesbury to the other adjoining sub regions.
- Improvements to the A421 to M1 link.
- Inclusion of a regional 'spoke' between High Wycombe and the Thames Valley sub-region.
- Importance of north-south transport links.
- Importance of High Wycombe Rail Station Upgrade.

We have taken an active role in liaising with central government regional bodies to ensure the transportation needs of Buckinghamshire residents are addressed in the SEP.

3.6.2 Sub-Regional planning

Buckinghamshire lies within two sub-regions covered by the South East Plan. They are Milton Keynes and the South Midlands (MKSM) and Western Corridor and Blackwater Valley.

Working with MKSM partners we are jointly committed to improve transport throughout the growth area. A Strategic Transport Board has been formed which is attended by the Cabinet Member for Transportation and Head of Transportation

The County Council is similarly involved with the MKSM Transport & Planning Sub-group which co-ordinates the transport approach across the sub-region. The group gained momentum over 2007/08 and have had more influence in prioritising schemes for funding across all the authorities to achieve some of the objectives seen in the MKSM cross border strategy of LTP2.

The primary focus of the Western Corridor and Blackwater Valley sub-regional group has been on the Thames Valley Multi-Modal Study and achieving outcomes from that study. The group has discussed issues around the Thames Valley Bus and coach network and the Regional Coachway and how this can be progressed across the sub region, in addition to other issues such as the 2012 Olympic s transport planning (See 3.5.1).

3.6.3 Regional Spatial and Transport Strategies

We continue to work with our partners to help deliver the Regional Spatial and Transport Strategies. We support the vision for a successful and sustainable regional spatial strategy - providing new and improved transport links, achieving a balance between growth in housing and growth in jobs to minimise the need for commuting and manage traffic growth and congestion. We have embarked on long-term infrastructure planning to respond to the large-scale growth expected in the north of the county highlighting transportation as a key part of the overall infrastructure requirements.

3.6.4 Local Development Frameworks (LDFs) and Developer Contributions

We continue to work closely with District Councils to influence development of their Local Development Frameworks (LDFs) to ensure that the present and future transport policy is fully integrated with this statutory document.

Work on the Aylesbury Vale LDF has been our primary focus due to the large growth agenda, with 16,800 homes expected to be built, and the same number of jobs provided, by 2026. Site options for housing and associated infrastructure requirements are beginning to be worked out through a comprehensive master-planning process which, will be subject to public consultation in November 2008. In light of this work,

it may be that changes to the transport strategy for Aylesbury town may need to be amended. We have also supported Chilterns, Wycombe and South Bucks district councils in the development of their LDFs.

We have worked extremely well in partnership with District authorities to secure developer contributions towards transport infrastructure improvements, for example, utilising the Aylesbury Land Use Transport Strategy (ALUTS) model.

4 Indicator Performance

LTP Progress Report 2008

4 Indicator Performance

The County Council measures the delivery of the LTP2 using a variety of methods; from performance against national and local targets to the views of our customers and partners. The following chapter provides a summary of our indicator performance . A more detailed indicator analysis is included within **Appendix A**.

4.1 Mandatory Indicator Performance

Transport Authorities are required to report on up to seventeen mandatory LTP2 indicators. During 2007/08 we conducted an internal data quality review of all our mandatory indicators. This process reviewed methodologies, baselines and targets against best practice data quality requirements. Fig. 4.1 below shows a summary of our progress towards each of the mandatory LTP2 indicators.

We are continuing to make excellent progress towards the majority of the indicator targets. Two mandatory indicators (LTP4 and LTP8) were not reported during 07/08 but of the fourteen mandatory indicators that were reported eleven are on track for delivery.

Two indicators have made such considerable progress that it has been necessary to revise their target figures as they have already succeeded in achieving the 2010/11 LTP2 targets. Two of our mandatory indicators have also been included as LAA targets for the period of 2008/09 – 2010/11.

Further highlighting our good progress, Fig 4.2 shows our performance this year towards targets compared to previous years.

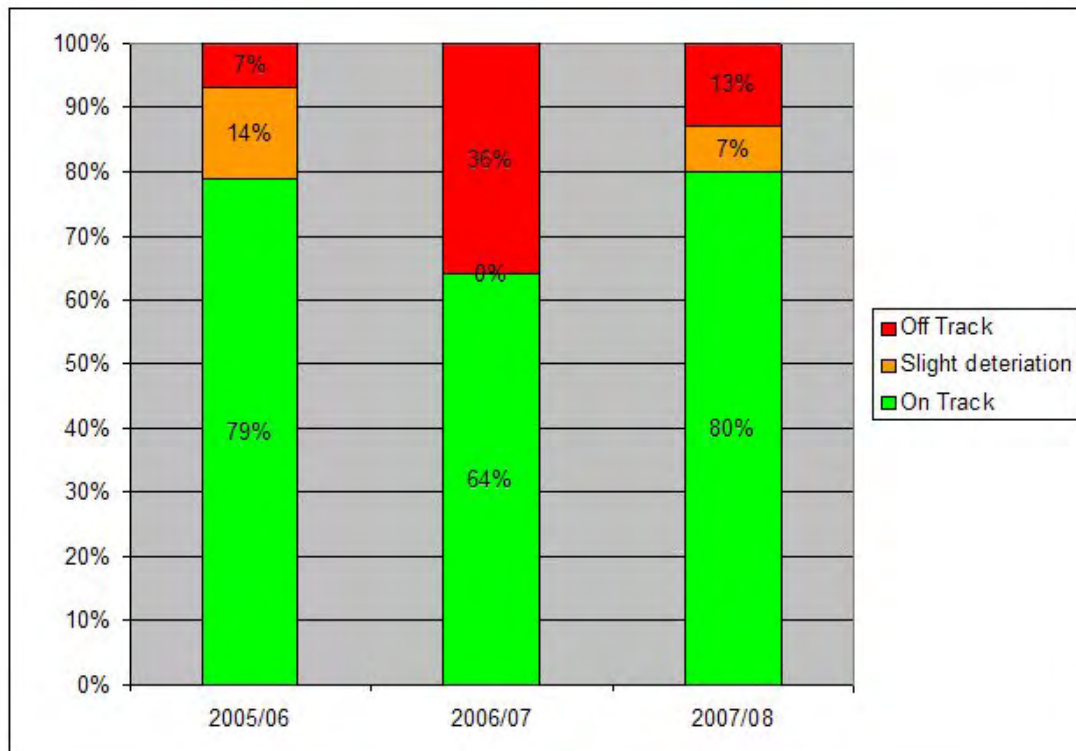
Fig 4.1 – Summary of Mandatory LTP2 Indicator Performance

Indicator Number and Title		History		07/08 Target	07/08 Actual	2010/11 Target	Explanation
		05/06	06/07				
BV99A / NI47	All killed and seriously injured in road crashes	324	291	311	325	248	The overall trend in casualty reduction continues. A coach crash on the slip road of the M4/M25 interchange resulted in 46 KSI casualties, is a significant contributor to our total, without which we would be on target (KSI total of 280)
BV99B / NI48	Children killed and seriously injured in road crashes	17	10	26	20	22	The 2007/08 targets and later have been revised in line with methodology guidance (NI148) bringing us back on track.
BV99C / continue	Slight injuries in road crashes	2,141	2,196	2,087	2,076	2,033	We are back on track to meet our target for reducing the number of slight injuries resulting from road crashes.
BV100	Average no of days disruption caused by roadworks	0.13 days	0.54 days	0.4 days	0.32 days	0.15 days	The 06/07 figure was largely a result of a development on the Stoke Hammond bypass. This has since been addressed bringing us back on track.
BV102 / NI177	Bus passenger journeys	8,034,657	9,260,975	9,430,000	9,887,507	10,070,000	We have achieved our original 2010/11 target following successful local campaigns and national fare schemes. The 2010/11 target has

									been revised upwards as a consequence.
BV187	Condition of Class I and II footways (% of footways not to standard)	24 %	33 %	25 %	41 %	20 %			Significant work has been undertaken on this target, however, the full impact will not be known until all sections have been re-surveyed.
BV223 / NI168	Condition of principal classified roads (% of roads not to standard)	8 %	8 %	8 %	5 %	8 %			We have continued to maintain the standards of maintenance on our principal classified roads.
BV224A / NI 169	Condition of non-principal classified roads (% of roads not to standard)	12 %	15 %	12 %	7 %	15 %			We have continued to target the worst effected areas of the network and in some areas seen improvements, in particular as a result of routine maintenance works.
BV224B	Condition of unclassified roads (% of roads not to standard)	2.99 %	4 %	10 %	8 %	20 %			Improvements have been made guided by our customer focused approach, which has contributed to the positive results.
LTP1 / NI175	Accessibility (% of households with suitable level of accessibility)	80 %	81.6 %	82 %	81.7 %	85 %			The slowdown in building developments has resulted in new bus services not coming on line as quickly as anticipated. It is expected that there will be sufficient growth to enable us to meet our target by 2010/11
LTP2 / continue	Change in area wide road traffic in Buckinghamshire (Million Vehicle Kilometres)	6,160	6,264	6,577	6,264	6,950			We remain on track to reach our target and reduce the traffic mileage on Buckinghamshire roads.

LTP3 / continue	Cycling (Annualised Index)	100 %	125 %	133 %	142 %	150 %	Additional DfT Cycle Demonstration Town funding for Aylesbury, has enabled us to make significant headway into achieving our end of LTP2 target.
LTP4 / NI198	Mode share of journeys to school made by car (%)			Baseline year	33%	Less than 30 %	The new methodology for this target was introduced in 07/08. Unconfirmed figures for 2008/09 = 31.5%
LTP5 / NI178	Bus punctuality (% on schedule)	65 %	69 %	69 %	76 %	TBC	We have already achieved our original 2010/11 LTP2 target through refinements in our data collection methods. We are now stretching our future targets using Real Time Passenger Information (RTPI) sources.
LTP6	Changes in peak period traffic flows to urban centres - High Wycombe (No. of vehicles)	74,071	74,515	73,019	71,602	75,552	The significant reduction in traffic into High Wycombe has been due to the Eden and bus station development that took place in the town centre during 2007/08.
LTP8 / continue	Air Quality (Nitrogen Dioxide concentration in Tring Road AQMA (µg/m3)	46.4 µg/m3				39.9 µg/m3	Nitrogen dioxide concentration measurements will be taken in the final year of the LTP2 as per guidance. Proxy measures have been developed to track progress annually (See Appendix A)

Fig 4.2 – Comparison of Mandatory LTP2 Indicator Performance



4.2 Local Indicator Performance

Local LTP2 indicators are created to highlight areas of local priority and set locally recognised targets. During 2007/08 we conducted an internal data quality review of all LTP2 local indicators. This process reviewed methodologies, baselines and targets against best practice data quality requirements.

The review concluded that the initial intention behind the creation of some of the local indicators had not been successfully translated into the methodology and that these indicators were not relevant for influencing management decisions. As a result the decision was taken to stop monitoring three of the ten local indicators.

Of the remaining local indicators reported for 2007/08, our progress has been excellent, with only one indicator off track. This is related to highway maintenance and the making safe of dangerous potholes, however a recovery plan is now in place as our customers and stakeholders inform us that maintenance is a priority.

Fig. 4.3 below shows a summary of our progress towards each of the local LTP2 indicators.

Fig 4.3 – Summary of Local LTP2 Indicator Performance

Indicator Number and Title	History		07/08 Target	07/08 Actual	2010/11 Target	Comment
	05/06	06/07				
LCI1 Journey time reliability on Priority Congestion Management Corridors				7 of 13 corridors reviewed were on track. (See Appendix 1 for table)		This indicator will be superseded by NI167 which will utilise DfT data.
LCI4 Change in peak period traffic flows to Aylesbury (Traffic Flow)	69,692	68,720	71,086	68,184	73177	We remain on track to reach our target
LCI5 % of schools at level 1-3 in the Buckinghamshire School Travel Plan process	71%	62%	90%	90%	100%	We remain on track to reach our target
LMI1 % of dangerous potholes made safe within 24 hours	99.97%	98.8%	99%	97.68%	99%	We have seen an increase in the number of dangerous potholes reported each year. This is due to changes to both funding and the County's shift in policy away from surface dressing.

Indicator Number and Title	History		07/08 Target	07/08 Actual	2010/11 Target	Comment
	05/06	06/07				
LPSA Bus Patronage Growth on Urban Quality Bus Network (No. of bus trips)	3,880,194	3,954,420	4,359,115	4,833,070	5,150,000	We remain on track to reach our target following successful local campaigns and national fare schemes.
LPSA Bus Patronage Growth on Inter-urban Core Quality Bus Network (No. of bus trips)	4,564,014	4,472,400	4,854,390	5,002,868	5,600,000	We remain on track to reach our target following successful local campaigns and national fare schemes.

4.3 National Indicator (NI) Future Reporting

At the beginning of the LTP2 period we were required to report annually on progress towards meeting mandatory LTP2 and Best Value Performance Indicators (BVPIs). Subsequently, the Government's focus has changed with the introduction of the new National Indicator (NI) set in 2007.

The new NI set contains 198 indicators which local authorities must monitor and report to central Government from April 2009. Nine of the seventeen mandatory LTP2 and Best Value Performance Indicators have been included in the NI set.

As a result of these changes, and following guidance issued by DfT, we have started to assess the need for those indicators which have not been included in the NI set but were previously mandatory LTP2 indicators. Fig 4.4 (below) summarises the current status of the indicator review. A further review of indicators will be undertaken in late 2008.

Fig 4.4 – Indicator Review

Indicator		Status	Future monitoring
BV100	Number of days of temporary traffic control	Retain	More appropriate replacement will be investigated.
BV103	Tri-annual survey for satisfaction with public transport information	Remove	Will consider an alternative indicator.
BV104	Tri-annual survey for satisfaction with public transport	Remove / Re place	Will consider an alternative indicator making use of alternative survey information
BV165	Percentage of crossing adapted for disabled use	Retain	Local Indicator. Useful for highlighting to disabled groups our actions. Only current measure of DDA
BV187	Footway Condition	Retain	Retain as a local Indicator

Indicator		Status	Future monitoring
BV224B	Unclassified Road Condition	Retain	Retain as a local Indicator
BV215A	Street lighting	Retain	Retain as a local Indicator
BV215B	Street lighting - Distribution Network Operator	Remove	
LTP3	Annualised index of cycling trips	Retain	Retain as a local Indicator
LTP6	Change in peak period traffic flows in High Wycombe	Retain	Retain as a local Indicator
LTP8	NO2 concentrations in Air Quality Management Areas (Tring Road)	Retain	Statutory requirement

4.4 Market Research and Consultation

We undertake market research and consultation to gain insights into the service we provide and forms an integral part of our LTP2 performance assessment. Further information regarding market research and consultation can be found on our website - <http://www.bucksc.gov.uk/transportreports/>

4.4.1 Member Stakeholder Survey

In February 2008 we conducted a customer satisfaction survey of Members and key transportation stakeholders in Buckinghamshire. Fig 4.5 below shows net satisfaction results for service provided in key areas. Net satisfaction is calculated by taking away the percentage of total negative responses to a question from the percentage of total positive responses.

Fig 4.5 –Member Stakeholder Net Customer Satisfaction Results

Net Satisfaction	Total	Aylesbury Vale	Wycombe	Chiltern & South Bucks
The maintenance of highway infrastructure in general	+ 14.10	+ 20.80	+ 28.90	-1.50
Road safety work	+ 59.00	+ 68.80	+ 66.60	+ 46.10
Work in reducing car use and improving access	+ 10.10	+ 15.60	+ 11.10	-1.60
Minimising negative environmental impacts	+ 43.50	+ 48.00	+ 46.60	+ 38.10
Local bus services in larger urban areas	+ 33.80	+ 39.00	+ 37.80	+ 22.20
Local bus services in and from rural areas	-30.30	-33.80	-35.50	-27.00
The Transportation Service exhibits a positive "can do" approach	+ 13.60	+ 16.90	+ 15.60	+ 6.40
Satisfaction with statement - "I feel well informed about the work of the Transportation Service"	+ 42.50	+ 57.10	+ 53.30	+ 15.80
Satisfaction with statement - "The Transportation Service is efficient and well run"	+ 13.10	+ 24.70	+ 8.90	+ 4.80
Satisfaction with statement "The Transportation Service is good value for money"	+ 6.60	+ 14.30	+ 11.10	-1.50

4.4.2 Transport Symposia

In February 2008, we invited Members and key stakeholders to attend a transport symposia workshop at three different locations across the County. During the event an electronic voting session was conducted. Fig. 4.6 below provides a summary of some of the key responses.

Fig 4.6 –Transport Symposia Ranking Vote Results

Please rank the importance to you of the different LTP2 transport priorities.			
Ranking	Aylesbury Vale	Chiltern & South Bucks	Wycombe
1st	Accessibility	Maintenance	Congestion
2nd	Congestion	Congestion	Accessibility
3rd	Maintenance	Road safety	Maintenance
4th	Road safety	Accessibility	Road safety
5th	Road capacity	Road capacity	Air quality
6th	Air quality	Air quality	Road capacity

Which of the following issues do you think we are addressing MOST effectively in your area?			
Ranking	Aylesbury Vale	Chiltern & South Bucks	Wycombe
1st	Road safety	Road safety	Road safety
2nd	Congestion	Air quality	Accessibility
3rd	Accessibility	Road capacity	Road capacity
4th	Road capacity	Accessibility	Air quality
5th	Air quality	Congestion	Maintenance
6th	Maintenance	Maintenance	Congestion

4.4.3 Annual Transportation Survey

In May 2008, we conducted a transportation survey of a representative sample of members of the public. One thousand responses were obtained through telephone interviews. Fig 4.7 below highlights the key results.

Fig 4.7 –Net Customer Satisfaction – Annual Transportation Survey 2007-8

Satisfaction Question	Period	2006	2007	2008
Overall approach to road congestion management?	1 year	-6.90	-8.07	-4.20
	3 year*	+ 7.40	+ 3.90	-6.39
Overall approach to road safety?	1 year	+ 32.00	+ 26.87	+ 38.53
	3 year*	+ 39.00	+ 35.00	+ 32.47
Bus Services	1 year	+ 15.00	+ 26.37	+ 6.27
	3 year*	+ 12.90	+ 12.90	+ 15.88
Overall Standard of Roads and Pavements	1 year	-4.3	-9.7	+ 0.39
	3 year*	+ 7.4	+ 3.9	-4.54

* 3 year corresponds to a rolling average

4.5 Summary

Progress towards meeting both local and national targets has been excellent during the first two years of this LTP period and this is also supported by the positive feedback we receive from our customers, Members and other stakeholders. Our excellent performance is also further evidenced by the national recognition we have receive as a transport authority. Aylesbury has been designated Cycle Town status and more recently we were declared Transport Local Authority of the Year 2008" at the the National Transport Awards.

5 Major Schemes Delivery

LTP Progress Report 2008

5 Major Schemes Delivery

This section provides an update on our progress towards delivering large-scale schemes contained within the LTP2.

5.1 Aylesbury Public Transport Hub

Work is well underway on implementing the various elements of Aylesbury Public Transport Hub. This is a scheme that aims to increase the use of public transport, cycling and walking in and around the town centre and to make it more pedestrian friendly. The project itself consists of four phases:

- Phases 1 and 2 - Provision of bus priority around the town centre with 'Super Stops' for passengers and real time passenger information.
- Phase 3 - Enhancements to and refurbishment of the existing bus station including the provision of a new travel information kiosk.
- Phase 4 - A new link ('Station Boulevard') for public transport between the rail station and town centre as well as the development of Southcourt Bridge. This is a new bridge, designed to provide a striking architectural statement at this important gateway in Aylesbury and which provides a direct and high quality pedestrian and cycle link from the south of Aylesbury to the town centre.

Phases 1 and 2 were completed on schedule in 2006/2007, with buses now fully utilising the infrastructure and work is well underway to completing Phases 3 and 4; both of which are expected to be completed by the end of 2008 as planned.

5.2 Aylesbury Vale Parkway

Aylesbury Vale Parkway rail station, with Park and Ride facilities, is a planned multi modal transport interchange located on north-western outskirts of the town. Phase One of the works includes upgrades and extension of the railway line as well as construction of the platforms at the new station. Phase Two of the works includes construction of the station building, car park and park and ride facilities.

The creation of Parkway will extend the existing London Marylebone to Aylesbury service as well as act as a multimodal interchange to serve the area. Originally planned to open in 2010/11, the scheme is now being fast-tracked. Construction on site began in 2007 with the station due to be opened to the public on the 14th December 2008.

5.3 High Wycombe Bus Station and Eden Shopping Centre

The construction of the new High Wycombe bus station was completed in August 2006. The station provides High Wycombe with a modern comfortable bus facility, providing an excellent level of facilities for passengers and bus operator staff within a safe and secure environment. The bus station features:

- Eighteen arrival and departure ports 'Airport style' clean, airy concourse.

- Modern monitors displaying Real time passenger information.
- Public toilets with facilities for the disabled.
- Seating.
- High level of lighting.
- CCTV Cameras.
- Café.

A new shopping centre (Eden) has been developed adjacent to the bus station. It opened to the public on the 13th March 2008. This date was set some nine months previously and all parties worked tirelessly completing the construction of the £300M development and the required transport infrastructure (£2.5M) to achieve this.

A multi-agency contingency plan was prepared to deal with any major transport issues that might arise during the opening period. This was led by the County Council in partnership with Wycombe District Council, Eden management, Thames Valley Police and the Highways Agency. A total of 115,000 people visited Eden on the first day, 350,000 by the end of the first weekend and 1,000,000 by the end of the second week. The maximum hold-up on the road network over the first two weeks was ten minutes on the first Saturday.

A major promotional campaign was undertaken to coincide with Eden opening with the High Wycombe bus network re-launched as Rainbow Routes. Some 27,000 personalised bus packs were sent to households along the key routes. The Park and Ride service saw an immediate dramatic increase in passengers. Arriva have reported gains on all of the key Rainbow Routes services. The week after the opening saw 23% more passengers than the equivalent week in Feb, with 4,957 trips (despite a bank holiday on the Friday). This is a very healthy 60% up on the same week last year. Arriva have also reported that traffic conditions for buses have proven relatively good throughout this period despite the number of visitors, with no major congestion issues to report.

Some problems emerged over the operation of the Eden centre car park itself but the highway network operation has been declared a success.

5.4 High Wycombe Railway Station

The Transportation Service has been working closely with Wycombe District Council to develop a shared vision that will create a railway station and transport interchange that is fit for the 21st century. Chiltern Railways' original franchise agreement (2002) included a commitment to re-develop the current station and it was hoped that this would deliver the shared vision for the interchange. However, due to the difficulty in reconciling the previous ambitious development aspirations with the planning and highway constraints and policies associated with the site, the franchise commitment lapsed on 31st March 2008.

Notwithstanding, the County and District Councils have since jointly taken the initiative to develop a new proposal in conjunction with Chiltern Railways and the Department for Transport (DfT), to meet the objectives of the shared vision in the short/medium term. The new scheme aims to achieve:

- Safer and more attractive interchange for rail users arriving/departing by bus, on foot, by cycle and by taxi.
- Enhanced car parking and facilities for drop off/pick up.
- Associated traffic management measures to prioritise bus, pedestrian and cycle movements and optimise traffic flows.
- A project which is compatible with planning policy.
- A project which is deliverable taking account of land acquisition and ability to obtain all necessary approvals.
- Overall value for money.
- Opportunity to add commercial development and further station facility improvements at a later date.

The scheme is subject to further discussion with Chiltern Railways and the DfT and it is expected that an 'in principle' agreement will be reached in late 2008. Funding for the scheme will come from the DfT and through the franchise agreement with Chiltern Railways.

5.5 A4146/A418 Stoke Hammond & Linslade Western Bypass

The A4146 /A418 Stoke Hammond and Linslade Western Bypass is a scheme within a more widespread framework developed to improve the route between Aylesbury, Leighton Buzzard and Milton Keynes as well as providing links to routes to the south and east of Leighton Buzzard by way of the existing Leighton Linslade Southern Bypass. Work commenced on Stoke Hammond and Linslade Western Bypass in spring 2004 and was opened to traffic in September 2007.

5.6 A418 Improvements and A418/A41 Link

The next phase to improve the strategic link between Aylesbury and Milton Keynes is the A418 Improvement scheme. The improvements follow from the end of the A4146/A418 Stoke Hammond and Linslade Western Bypass to Hulcott Crossroads, just north of Aylesbury .

Local residents have long been concerned about the increasing levels of traffic through the villages of Wing and Rowsham as well as the safety issues for road users especially pedestrians and cyclists. In June 2006, a public consultation was held to gather people's views about how to tackle some of these problems and put forward some proposals for route options.

Following the public consultation we worked with Friends of the Earth to carry out a study into possible alternatives to the A418 improvements scheme. This looks at smaller scale transport/ highway improvements within Wing and Rowsham and public

transport measures which could potentially negate the need for a new dual carriageway. The study has been completed we will continue to work on the findings from this study.

A bid for funding through the Regional Funding Allocation has been submitted and we await the decision.

5.7 Cressex Link Road, High Wycombe

The Cressex Link Road provides a direct Link from John Hall Way to the Cressex Business Park, to encourage commuters and goods vehicles to use the main roads and discourage inappropriate use of residential roads. Work began on the Cressex Link Road on the 16th April 2007 and was opened to the public in October 2007.

5.8 Regional Coachway / Park & Ride at Handy Cross

The development of a regional coachway at Handy Cross, High Wycombe was included as a Major Scheme within the LTP2. The coachway will provide a high quality facility for use by east-west (Oxford-London), airport services and proposed north-south (High Wycombe-Thames Valley) coaches, and be a key interchange point for the wider Thames Valley Bus and Coach Network. It will also provide interchange between coach services and local bus and Park & Ride services to improve public transport connections and accessibility to High Wycombe town centre and the surrounding area. Work to date includes:

- Consultants commissioned to undertake the development and submission of a Major Scheme Business Case in July 2007.
- A Stage 1 Assessment has been completed, involving the identification of problems, setting objectives; an analysis of national, regional and local policies and strategies, and option generation and selection.
- A Stage 1A Assessment was completed in July 2008. Work has begun on initial design work and transport modelling.

It is anticipated that an outline planning permission for the site will be submitted early 2009 and will include public consultation on the scheme proposals.

Current funding for the Coachway and Park & Ride scheme is allocated within the Regional Funding Allocation (RFA) for 2015/16 and 2016/17. A key piece of work undertaken has been the submission of a bid to the RFA refresh undertaken by SEERA in May 2008. We are bidding for the reallocation of funding for the scheme to 2011/12. The results of the re-refresh process are expected to be announced in summer 2009.

6 Enhancing Accessibility

LTP Progress Report 2008

6 Enhancing Accessibility

6.1 LTP2 Strategy

Buckinghamshire County Council is committed in LTP2 to improving people's ability to access jobs, key services, and addressing social exclusion. The priorities for accessibility planning in Buckinghamshire were defined as improving access to employment, learning, healthcare, and facilities that enable healthy living (i.e. particularly food shops, recreational centres, and council and other basic services). Our strategy works towards three key objectives:

- Objective 1 - Mainstreaming Accessibility
- Objective 2 - Strategic Accessibility Improvements
- Objective 3 - Community Accessibility Planning

6.2 Progress to Date

6.2.1 Key Performance Measures

In LTP2 we adopted a single high-level accessibility indicator to assess strategic public transport accessibility (LTP1). This indicator measures the percentage of non-car owning households living within 30 minutes of a local or regional town centre reachable by a public transport service operating at least once an hour during the working day. The 2005/06 baseline was 80% with targets to increase by 1% per annum to reach 85% in 2010/11. The target for 2006/07 was reached with a total of 81.3%, however, in 2007/08, an actual percentage of 81.7% calculated against a target of 82%. Whilst this is marginally off-track, the reasons for this could be due to the slower than anticipated housing growth and associated public transport developments.

The LTP2 mandatory indicators for bus punctuality and number of bus passenger journeys indicate strongly that bus use and accessibility has increased significantly since the start of the LTP2. We have already reached our original 2010-11 targets and are now seeking to develop new "stretch" targets for 2010-11.

6.2.2 Public and Stakeholder Views

Apparent conflicts exist amongst stakeholders as to the priority that should be placed on accessibility. Transport symposia events highlighted accessibility as a high priority, but the Member Stakeholder Survey shows members do not consider this as a high priority in relation to other transport issues. Overall, there was satisfaction with addressing accessibility and those areas that have undergone the community accessibility planning process generally have higher satisfaction.

Specific areas of dissatisfaction with accessibility included general issues regarding the level of public transport accessibility in rural areas, and specific issues relating to access to hospitals and other health care facilities, disabled access on public transport, and the obstruction of pedestrians by pavement parking.

6.2.3 Progress Summary

There has been good progress in delivering actions aimed at enhancing accessibility over the first two years of the LTP2. Progress is summarised below under each of the three LTP2 accessibility objectives. A more detailed analysis of progress towards delivering actions within the theme can be found in **Appendix B**.

Objective 1 - Mainstreaming Accessibility

- Accessibility has been moved up the corporate agenda with the formation of Local Access Strategy Board.
- Disability access groups have been setup to obtain feedback from disabled groups in order to improve transport provision and access.
- Low floor buses are now required as standard for all new bus contracts and key bus routes have been reviewed to improve accessibility to timetable information.
- Real time passenger information has been introduced in core bus routes across Buckinghamshire.
- We have made significant progress in delivering our rail and bus strategies (Please see Section 11.3 & 11.4). A huge 10.5 million bus passenger journeys took place in 2007/08 bucking the declining national trend.
- We have made significant progress in delivering significant new transportation infrastructure considerably increasing general accessibility (Please see Chapter 5 "Major Schemes").
- We have worked closely with our District partners to ensure accessibility has been addressed in land use policy, in particular in the development of new Local Development Frameworks (LDFs).

Objective 2 - Strategic Accessibility Improvements

- We are a key partner in the Access to Health Care Partnership improving access to health care facilities throughout Buckinghamshire.
- Our "Travel Choice" team has develop and implemented innovative marketing and promotional initiatives to increase travel choice and accessibility in Buckinghamshire and has facilitated the delivery of school and workplace travel plans across the County.
- The Accessibility Audit of Children's Centres began in March 2007. We have been involved in the process to ensure that locations of new educational sites are accessible to all.
- The transportation service attends the Older People's Partnership Board to ensure the transportation needs of the elderly are understood and addressed effectively.

Objective 3 - Community Accessibility Planning

- The local accessibility needs of residents have been and will continue to be addressed through the continuing development of Local Area Forums, the use

of Local Areas Technicians and the development of Local Area Action Plans (Please see Section 2.1 "Localism Agenda").

- A Pathfinder Project has been setup with representatives from the District councils and voluntary sector to examine the scope for achieving greater efficiencies regarding concessionary fare schemes and Dial-a-Ride services.
- A Young Persons Concessionary Travel Scheme was launched in May 2007 in response to feedback from the Youth Parliament and local stakeholders. This scheme provides free travel for 16 – 19 year olds on bus services after 0930 and at weekends and we will continue to promote and publicise this initiative throughout 2008.

6.3 Forward Review

6.3.1 Opportunities

Funding is being sought from different avenues that will enable projects to run that will impact on accessibility. Bids have been submitted through the Regional Funding Allocation for various schemes to improve accessibility such as the Regional Coachway at High Wycombe and Improvements to North-south Rail Links. Also, as part of the new Healthy Communities Challenge Fund, we will work in conjunction with Wycombe District Council and the Primary Care Trust, to submit an Expression of Interest to receive funding from Government for changes in physical infrastructure and community action to promote healthy living.

The development of the Local Access Strategy Board has increased awareness of accessibility across the Council and has also enabled successful projects to be completed. Working more closely with GC2C and the Service Excellence Initiatives and the development of the new 19 Local Area Forums provides a firm platform to deliver accessibility in the County.

The Demand Led Transport Pathfinder group are keen to become involved in the Healthcare Partnership. The restructuring of healthcare services and relocation of some facilities to other hospitals or locations may mean that dial-a-ride is required more frequently in the future. Including the group in the Partnership will mean that greater coordination can be offered.

The London 2012 Games and in particular the Paralympics are an incentive to focus priorities on accessibility, particularly for people with disabilities. The fact that the Paralympics were founded in Stoke Mandeville is already focusing attention on ensuring that there will be good accessibility in Aylesbury by 2012.

6.3.2 Risks & Plan Adjustments

We have conducted a detailed assessment of the risks we face over the remainder of the LTP2 period of successfully delivering the objectives within the "Enhancing Accessibility" theme (Please see **Appendix D**). The results of the assessment, in particular the suggested mitigation actions, will be used to inform changes to our strategy and implementation plan over the remainder of the LTP2 period.

For the rest of the LTP period, additional accessibility indicators will be researched and defined. This is to highlight the importance of the theme and to establish targets to work towards for important, more specific aspects. It is unlikely for additional indicators to be monitored for the rest of the LTP2 period but these will be considered and developed for LTP3.

It is proposed that a basket of measures would be useful in determining accessibility across the whole of the County. As accessibility incorporates a broad area, indicators focused on elements such as pedestrian crossings, bus patronage and footway condition can all be argued to affect the delivery of accessibility. For the remainder of the LTP2 period, this approach will provide a broader view of our success, and potentially highlight what could impact the final delivery. Whilst some indicators will be used to track progress for other LTP themes, the information they provide could be invaluable to creating a bigger picture of accessibility in the County.

We also recommend the formation of a new Buckinghamshire Strategic Taxi Group, consisting of strategic planners and public transport planners from the Transportation Service and officers from the District Councils.

7 Tackling Congestion

LTP Progress Report 2008

7 Tackling Congestion

7.1 LTP2 Strategy

We recognise that congestion is a complex issue that can only be effectively addressed by concerted action across a range of interconnected policy issues and practical measures to both relieve congestion and 'lock in' the benefits achieved by effectively preventing or controlling future traffic growth. Our strategy is working towards four key objectives:

- Objective 1 - To keep traffic moving
- Objective 2 - Achieve modal shift
- Objective 3 - Manage demand and reduce need to travel
- Objective 4 - Increase or build new transport capacity

Each objective has a clear set of actions, programmes and measures. Our strategy balances the increased need and demand for travel (especially with the growth agenda) with the need to manage demand and achieve sustainable benefits from modal shift. We will achieve this by continuing to develop and promote travel choices on key journeys where we can offer a credible alternative to car-based travel (i.e. home to work, home to school and home to town centre).

Details of our progress towards delivering the requirements of the Traffic Management Duty can be found in Appendix C . Details of progress towards delivering Objective 4 (Increase or build new transport capacity) can be found in Chapter 5.

7.2 Progress to Date

7.2.1 Key Performance Measures

The implementation on the "Tackling Congestion" LTP2 priority is progressing well. Actions are being implemented in priority areas to budget and within time scales. This is reflected in the performance of related key LTP2 indicators (Streetworks management, bus passenger journeys, cycling trips and peak period traffic flows) which are all on track to meet defined LTP2 targets in 2010-11.

7.2.2 Public and Stakeholder Views

Results from consultation with our customers through the Annual Transportation Survey (ATS) are mixed. They tell us people feel that congestion has been getting worse in Buckinghamshire. However, despite this fact our customers feel we are getting better at managing the problem.

Fig. 7.1 – How satisfied are you with the County Council’s overall approach to road congestion management?

YEAR	2006	2007	2008
Net Satisfaction	-6.9%	-8.07%	-4.2%

Fig. 7.2 – How much do you agree or disagree that local traffic congestion has improved in Buckinghamshire over the last 12 months?

YEAR	2006	2007	2008
Net Agreement	-27.4%	-36.9%	-49.41%

Voting results from three Transport Symposia attended by stakeholder representatives indicate that congestion is second most important LTP2 transport priority, behind only road safety. Results indicate we are dealing best with congestion in Aylesbury but poorly in South Bucks, Chiltern and Wycombe districts relative to the other LTP2 transport priorities.

7.2.3 Progress Summary

There have been no significant changes to LTP2 strategy or plan delivery for the “Tackling Congestion” theme over the past two years. Allocated money has been spent in priority strategy areas to timetable.

With limited LTP2 funding we have delivered a great deal. We have been particularly successful at obtaining additional funding streams to support our strategic congestion priorities. In particular, we have utilised planning gain opportunities presented through the planning system and secured developer contributions.

There has perhaps been a greater focus on land use planning and regional growth issues and opportunities than was initially anticipated, although this has not resulted in any significant changes in strategy or delivery.

Progress towards the "Tackling Congestion" LTP2 theme is summarised below. A more detailed analysis of progress towards delivering actions within the theme can be found in **Appendix B**. In addition, **Appendix C** contains a detailed update on progress towards implementing the requirements of the Network Management Duty.

Objective 1 - To Keep Traffic Moving

- Significant progress has been made on successfully implementing the requirements of the Network Management Duty (Please see Appendix C).

- Work is underway on developing and implementing the programme of Priority Congestion Management Corridors (PCMC) and Primary Public Transport Corridors (PPTC).
- We have taken a lead role, working in partnership with Wycombe District Council, to secure new traffic management infrastructure to support the new Eden shopping centre in High Wycombe and keep traffic moving on the town road network (Please see Section 5.3).
- Enhancements of traffic control signals at key junctions have been implemented in addition to elements of Urban Traffic Management Control e.g. SCOOT systems and Variable Message Signing - linked to major developments in Aylesbury and High Wycombe.
- Safer routes to school and travel planning has resulted in the number of car journeys on the school run reducing to below 30%.

Objective 2 - Achieve Modal Shift

- We have worked closely with Districts to address congestion issues through planning policy, in particular in development of their Local development Frameworks (LDFs) and securing expenditure from developer contributions for sustainable travel schemes.
- Aylesbury has been designated a Cycle Demonstration Town and the network of cycleways ("Gemstone Routes") has been maintained and expanded to encourage cycling in the town.
- Personalise travel planning has been successfully delivered by the "Travel Choice" team through three work strands - Self Service, Residential and Schools and Colleges.
- 48% of Buckinghamshire schools had travel plans as of April 2008.
- 21% of Buckinghamshire businesses had an active travel plan as of April 2008.
- We have made significant progress in delivering our rail and bus strategies (Please see Section 11.3 & 11.4).

Objective 3 - Manage Demand and Reduce Need to Travel

- In 2006, we jointly developed and submitted a Transport Innovation Fund (TIF) bid for a study to assess the impacts of area-wide congestion charging in the sub-region. We continue to closely monitor the national situation and experiences elsewhere.
- We have worked closely in partnership with the Districts on parking issues and the introduction of Civil Enforcement Areas (CEA).

Objective 4 - Increase or Build New Transport Capacity

- Please refer to Chapter 5 for progress towards this objective.

7.3 Forward Review

7.3.1 Opportunities

We have identified a number of opportunities in the remaining LTP2 period that can be utilised in order to contribute towards our tackling congestion objectives. These include:

- The introduction of the Wycombe district Civil Enforcement Area (CEA) in September 2008 will provide an opportunity for improved management of parking within Wycombe.
- The further development of the South Bucks Civil Enforcement Area (CEA) will provide an opportunity for improved management of parking within South Bucks..
- The development of the Chilterns Civil Enforcement Area (CEA) will provide an opportunity for improved management of parking within Chilterns.
- Utilising the concepts associated with “Sustainable Travel Town” approach to improve our approach to modal shift.
- Further integration of local transportation strategy within the planning framework through consultation and partnership working with districts on the development of Local Development Frameworks (LDF).
- “Locking in” modal shift that may occur as a result of high fuel costs and the economic downturn.
- Seeking and securing funding through central government funding pots such as CIF, GAF and the forthcoming Regional Infrastructure Fund process.
- Further use of innovative traffic management technology including Intelligent transport Systems (ITS), Real-Time Passenger Information (RTPI) and Urban Traffic Management Control of (UTMC) systems county wide to enable effective and efficient management of the network.
- Further utilisation of the powers and tools provided by the Traffic Management Act and Local Transport Bill.

7.3.2 Risks & Plan Adjustments

We have conducted a detailed assessment of the risks we face over the remainder of the LTP2 period of successfully delivering the objectives within the "Tackling Congestion" theme (Please see **Appendix D**). The results of the assessment, in particular the suggested mitigation actions, will be used to inform changes to our strategy and implementation plan over the remainder of the LTP2 period.

There are no significant planned adjustments to delivery outside of the scope of the original LTP2 congestion objectives; however, a greater focus of work is expected in the following areas:

- Continuing to implement the requirements of the Network Management Duty (See Appendix C).
- Further development of the network hierarchy and freight strategy.
- Consultation and partnership working with local planning authorities to address the potential congestion impact of growth in the County.

- Effectively managing the network to cope with construction transport (freight, HGVs) linked to the development growth in the County.
- Identify and obtain alternative funding streams to implement schemes and initiatives that contribute towards objectives within the "Tackling Congestion" theme.

8 Improving our Environment

LTP Progress Report 2008

8 Improving our Environment

8.1 LTP2 Strategy

The environment of Buckinghamshire is a highly regarded resource and asset, and therefore its protection, use and management is essential for the future well being of the county. Buckinghamshire's environment and its unique character, both rural and urban, is a central consideration within the objectives described in the Corporate Plan and the Community Plan making 'Transport and the Environment' a central consideration within our LTP2. Our strategy is divided into three key objectives :

- Objective 1 - Improving air quality
- Objective 2 - Addressing transport impacts
- Objective 3 - Protecting and promoting the rural environment

8.2 Progress to Date

8.2.1 Key Performance Measures

There are three indicators within our LTP2 which help in assessing our progress with respect to improving the environment. We are making excellent progress towards meeting our targets for area wide traffic mileage and cycling in Bucks, both of which are indicative of our positive efforts to improve the environment in the County.

One key concern involves progress towards meeting our target for LTP8 (Improving air quality in the Tring Road AQMA). Proxy measures indicate progress towards our target is currently off track with increasing traffic flows and slightly worsening air quality monitoring results.

Our approach to this air quality issue is to take a longer-term holistic view in combination with short-term measures. Specific measures are planned on Tring Road that will reduce congestion and benefit traffic flows during the course of the LTP2 period. In addition, through "Smarter Choice" campaigns we are encouraging modal shift in Aylesbury to low and zero polluting modes of transport. We are also working in partnership with Aylesbury Vale District Council (AVDC) on land-use issues that have an impact on local air quality.

8.2.2 Public and Stakeholder Views

Voting results from three Transport Symposia attended by stakeholder representatives indicate that air quality is the least important of the six LTP2 transport priorities. Relative to the other transport priorities we are dealing most effectively with air quality issues in Chiltern & South Bucks (Ranked 2nd) compared to Aylesbury (Ranked 5th) and Wycombe (Ranked 4th).

8.2.3 Progress Summary

Overall we are progressing well in implementing actions outlined in the “Improving Our Environment” theme of the LTP2. Key areas of progress are summarised below. A more detailed analysis of progress towards delivering actions within the theme can be found in **Appendix B**. In addition, **Appendix E** outlines a detailed update on the integration of local air quality issues within the LTP2.

Objective 1 - Improving Air Quality

- Using the opportunity provided by the LTP2 2008 Progress Report we have integrated the existing Air Quality Action Plans (AQAPs) in Buckinghamshire with the LTP2 to better address the issue (for further information please see Appendix E).
- The Cycling Demonstration Town status in Aylesbury has enabled us to promote cycling and cycling infrastructure in the town and cycle use has increased by 42% in Aylesbury since 2005 and countywide cycling has increased by 47% since 2004.
- We have actively participated in the Bucks Air Quality Management Group with our District partners to jointly address air quality issues.
- We have continued to support and promote zero and low emissions modes of transport - walking, cycling and public transport.

Objective 2 - Addressing Transportation Impacts

- We have worked with District planning policy partners to address the environmental impact of transport through the development of Local Development Frameworks (LDFs).
- We have successfully piloted a number of streetlight switch off schemes reducing the amount of CO2 emissions from streetlighting.
- A transport representative sits on the Buckinghamshire Environmental Task group. The purpose of the group is to develop and co-ordinate Countywide actions to reduce CO2 emissions.
- Safer routes to school travel planning has resulted in the number of car journeys on the school run reducing to below 30% helping to not only reducing congestion but contributing towards healthier lifestyles for children and parents and air quality.

Objective 3 - Protecting and Promoting the Rural Environment

- We have ensured that transport schemes and projects in rural areas meet relevant guidelines (such as the Chiltern Area of Outstanding Natural Beauty (ANOB) Management Plan and The Rights of Way Improvement Plan).
- Within the bounds of safety we have employed the Chilterns AONB “less is more” approach when developing schemes in appropriate rural locations.
- We have worked in partnership with the Highways Agency, National trust and adjacent Highways Authorities to address deer vehicle collisions (DVC) and held the national DVC conference in 2007.

- Work on rural transport projects has progressed (Central Chilterns, TranQuil and Three Counties)
- We continue to work with the City of London to develop a “Burnham Beeches” Transport Strategy.
- We have been a key contributor in the development of the Buckinghamshire Rural Strategy. The strategy and associated action plan highlights transportation as a significant issues to be addressed for those living in rural areas.
- Work has taken place and we continue to be involved in projects that support walking and cycling initiatives in the Chilterns AONB, including the development of a Chilterns cycleway.

8.3 Forward Review

8.3.1 Opportunities

We have identified a number of opportunities in the remaining LTP2 period. These include:

- The inclusion of NI185 (CO2 from local authority operations) in the Bucks LAA (2008 2011) has increased the profile of tackling CO2 emissions. Achievement of stretch targets will be linked to fiscal rewards.
- Increased population in the area will place increased demand on parking facilities and links to and from “Green Space” attractions. This may increase opportunities for alternative sources of funding for transportation improvements.
- The integration of Bucks AQAPs with the LTP2 will improve partnership working between the County and Districts and enable air quality problems to be addressed more effectively.
- Pending Climate Change Bill will result in more robust national legislation and higher priority to tackle CO2 issues within local government.
- Modal shift from the car to sustainable modes of travel primarily caused by increases in the cost of fuel needs to be “locked-in” and sustained.

8.3.2 Risks & Plan Adjustments

We have conducted a detailed assessment of the risks we face over the remainder of the LTP2 period of successfully delivering the objectives within the “Improving Our Environment” theme (Please see **Appendix D**). The results of the assessment, in particular the suggested mitigation actions, will be used to inform changes to our strategy and implementation plan over the remainder of the LTP2 period.

Following the LTP2 Progress Report 2008 guidance we have decided to integrate all Buckinghamshire Air Quality Action Plans (AQAP) with the LTP2. More detailed information regarding progress towards improving air quality across the County can be found in the “Buckinghamshire Air Quality Action Plan LTP2 Integration Report (Appendix E). Other planned adjustments include:

- The development of a fuel strategy.

- The continuation of close partnership working with District Councils on air quality issues following integration of Buckinghamshire AQAPs.
- Improved monitoring of air quality – performance measures extended to all Buckinghamshire AQAPs and not confined to Tring Road.
- Further utilisation of the Strategic Environmental Assessment (SEA).
- Development of an action plan to meet the requirements of NI185 (CO2 from local authority operations) in the Bucks LAA (2008 2011).

9 Improving Road Safety

LTP Progress Report 2008

9 Improving Road Safety

9.1 LTP2 Strategy

Road safety contributes to the maintenance of economic growth and improved quality of life for everyone who lives, works and travels through the county. The LTP2 strategy for road safety was based firmly on data analysis to maximise the value for money from our work. Data analysis is integral to our approach in developing targeted promotion of the road safety message to particular groups through innovative training and education campaigns. Work will continue on the development of our speed management strategy (which began in 2002) and the innovative work that is undertaken with the Thames Valley Safer Roads Partnership (TVSRP) . Underlying this work o ur road safety strategy is working towards three key objectives :

- Objective 1 - Mainstreaming safety
- Objective 2 - Targeting 'at risk' groups
- Objective 3 - Targeting sites, routes and other areas of concern

9.2 Progress to Date

9.2.1 Key Performance Measures

We are currently off track for BV99a (All killed and seriously injured (KSI) in road crashes). A coach crash on the slip road of the M4/M25 interchange resulted in 46 KSI casualties, is a significant contributor to our total, without which we would be on target (KSI total of 280) Following a revision of the original 1994/98 baseline the casualty data target has been adjusted and the Transportation Board has accepted the DfT baseline of 413 as opposed to the original BCC baseline of 433.

We are on track for BV99(b) (Child KSI) utilising the recommended three year rolling average for measuring this indicator. If we take a three year rolling average we have figures of 22 KSI for 2003-05, against 20 KSI for 2004-06 which gives is a of 10 %. Due to the small number of child Killed and Seriously Injured (KSI) reports we are more susceptible to significant changes resulting from small events.

We continue to remain confident on reaching our 2010 casualty reduction targets and are confident of achieving them. The overall trend of casualty reduction is continuing. The only significant areas of concern are where actual figures are quite small and so subject to significant annual variations, in addition to the impact that accidents on Highway Agency's (HA) roads are having on our figures.

9.2.2 Public and Stakeholder Views

When analysing customer and member satisfaction, we use three different sources of information, namely: Annual Transportation Survey (Customers), Member/Stakeholder Survey (Members and Stakeholders) and Transport Symposia (Members and Stakeholders). Analysis of the results has shown that traffic calming

measures; education, training and publicity; road and pavement maintenance; and the speed limit review are key areas of interest for Buckinghamshire residents. Satisfaction with our approach to road safety is generally high.

9.2.3 Progress Summary

Progress towards the "Improving Road Safety" LTP2 theme is summarised below. A more detailed analysis of progress towards delivering actions within the theme can be found in **Appendix B**.

Objective 1 - Mainstreaming Safety

- Good progress has been made towards mainstreaming road safety throughout the transportation service, particular with our maintenance and accessibility colleagues
- The road safety team has worked closely with the maintenance team to ensure public safety has been paramount in the recent "streetlight switch off" initiatives. Reviews and assessments have been undertaken. Future longer term assessments and monitoring has been programmed into work plans.
- We have developed a robust process for assessing roads for precautionary salting during the winter. Collision data is used to inform and prioritise winter maintenance programmes.
- Safety audits of transportation scheme have been completed to schedule during the past two years (60 were completed internally in 2006/7).
- Three road safety awareness training sessions were held in 2007/8 to capacity build officers.
- Safety monitoring information for appropriate schemes has regularly been update into our "Symology" management software tool.

Objective 2 - Targeting 'at risk' Groups

- Numerous marketing and educational campaigns tailored specifically to at risk groups, (such as young drivers and motorcyclists) have been developed and implemented.
- Post code data has been analysed to identify at risk groups, the results of which feeds into our targeted marketing campaigns. Focus groups have also been used.
- We have locally supported national road safety campaigns including - Drink drive summer and winter campaigns, Motorcycle campaigns; fatigue, child safety, mobile phone and seatbelt awareness campaigns.
- The road safety media strategy has been linked to the service communication plan to address misconceptions about road safety among the public.
- We now have 167 Approved Driving Instructors on our approved list to deliver Buckinghamshire's enhanced "Pass Plus", and all have attended a training session run by our casualty reduction team.
- Over the LTP2 period we have increased the number of schools participating in the Junior Road Safety Officers (JRSO) scheme by 66%. JRSO's champion

road safety in their schools, conducting assemblies and providing input into their school's travel plan.

Objective 3 - Targeting Sites, Routes and other Areas of Concern

- We have conducted annual audits of collision types in urban and rural areas to inform the direction of schemes and programmes.
- We have taken a lead role in reshaping the Thames Valley Safer Roads Partnership, which has now taken on a much wider road safety role across the region rather than purely speed camera enforcement work. The partnership is being cited as an exemplar of good practice nationally (Please see Section 3.4).
- The speed limit review has continued to be progressed. This work entails the review of speed limits on almost 2000 miles of road countywide. By the end of 2007/8, 58% of the speed limit review had been completed, with project completion anticipated for Spring/Summer 2010.

9.3 Forward Review

9.3.1 Opportunities

The Thames Valley Safer Road Partnership (TVSRP) have improved the tools used to analyse collisions in the area and combined them with cutting-edge socio-demographic analysis databases that profiles the UK population down to postcode level. These tools have been used to create 16 'area profiling' documents, of which there is one for each of the Aylesbury Vale, Wycombe, Chiltern and South Bucks areas. The area profiling documents are to be published in the summer 2008 and will provide a data led resource to target even better the partnership's road safety interventions. This work has attracted national interest, with Department for Transport (DfT) providing funding for the tools to be made available to a wider audience.

Market research has proven to be a useful tool to improve our road safety promotional and educational campaigns. We intend to increase analysis in this area and utilise processes within the "localism" agenda (Please see Section 2.1) to further improve performance in Road Safety.

Partnership working with the TVSRP and Highways Agency (HA) will continue and opportunities to enhance joint working will be investigated.

9.3.2 Risks & Plan Adjustments

We have conducted a detailed assessment of the risks we face over the remainder of the LTP2 period of successfully delivering the objectives within the "Improving Road Safety" theme (Please see **Appendix D**). The results of the assessment, in particular the suggested mitigation actions, will be used to inform changes to our strategy and implementation plan over the remainder of the LTP2 period.

Although Road Safety is progressing well in the next LTP2 period we will need to align and prioritise resources to continue to reduce death and injury on the highway. We recognised that continued partnership working, in particular through the Thames Valley Safer Roads Partnership (TVSRP) and with the Highways Agency (HA), is essential.

We will build on improved coordination between the speed limit review and our collision investigation and analysis section. Routes will be identified which have had a collision history and appropriate remedial action will be determined and implemented.

With many safety concerns stemming from areas of work beyond the remit of our Casualty Reduction Team and even the County Council itself (such as with regards to parking and speed enforcement) there is clearly the need for us to continue mainstreaming safety with other Council activities, and in the work of our partners.

We will need to ensure that there are adequate resources to deliver the approved Speed Limit Review programme. It is also important that issues are communicated to Council Members and the public.

It is important that we continue to work closely with both our Consultant and Term Contractors to enhance the working relationships and produce more efficient and effective working for the remainder of the contracts and then develop good processes and procedures with our new partners following the start of the Built Environment Contract in 2009.

By working in close partnership with Neighbourhood Action Groups and Parish Councils, e.g. with Community Speedwatch we will deliver a more cohesive and inclusive approach to Road Safety.

10 Managing & Maintaining the Transport Asset

LTP Progress Report 2008

10 Managing & Maintaining the Transport Asset

10.1 LTP2 Strategy

During the LTP2 period we have sought to achieve maximum benefit from investment by finding the right balance between fulfilling our statutory duties and providing a service that is responsive to customer needs. The Transport Asset Management Plan (TAMP); statutory duties; Six Sigma; business process re-engineering; Highways on Call; Quality Parishes and the local media have been key delivery and prioritisation mechanisms for the maintenance strategy. Our strategy is working towards four key objectives

- Objective 1 - Maintaining the Transport Asset
- Objective 2 - Meeting Customer Priorities
- Objective 3 - Meeting Wider Transport Objectives

Our vision in LTP2 was to maintain, and improve, the standard of the transport asset by addressing local priorities for transport improvements. Our work focussed on the condition of roads, pavements, public transport, congestion and safety. Over the last three years we have measured ourselves against four key BVPI indicators, namely:

- The Condition of Principal Roads (BVPI 223)
- The Condition of Non Principal Roads (BVPI 224a)
- The Condition of Unclassified Roads (BVPI 224b)
- The Condition of Footways (BVPI 187)

10.2 Progress to Date

10.2.1 Key Performance Measures

We are performing moderately successfully against our key performance indicators. The strategic maintenance programme has continued to target the worst affected areas of the network and as a result BVPIs 223, 224a and 224 are all on track. If suitable funding is made available we anticipate improving our performance for the remainder of LTP2.

The unclassified road network has not been specifically targeted by the strategic maintenance programme but improvements have been made in line with our customer focused approach. This has contributed to the improvement in this year's performance and enabled us to meet our BVPI 224b target. We hope to maintain and improve on this performance for the remainder of the LTP2 period if suitable funding is available.

For BVPI 187 we are currently off track, primarily due to funding issues and other competing maintenance priorities. We are currently internally raising the profile of this indicator and intend to be on track by the end of LTP2.

We have reviewed our internal targets for the condition of roads and footways (BVPI 223, 224a, 224b and 187). We still hope to reach our final LTP2 targets but the trajectory we have set ourselves now matches to funding we have available.

10.2.2 Market Research

Analysis of the results has shown that the condition of roads, the condition of footways, winter maintenance and street lighting are key issues to customers in the Managing and Maintaining the Transport Asset area.

10.2.3 Progress Summary

To date we have worked well within the resources available to deliver our maintenance priorities despite challenging budgets and resources. Progress towards the "Managing and Maintaining the Transport Asset" LTP2 theme is summarised below. A more detailed analysis of progress towards delivering actions within the theme can be found in **Appendix B**.

Objective 1 - Maintaining the Transport Asset

- Annual visual, structural and electrical testing and inspection of all street lighting columns has been conducted.
- Whole life costing has been embedded within our Scheme Assessment Matrix (Please see Section 2.4) to ensure effective prioritisation and value for money of maintenance activities.
- We have reached Stage 2 of the Management of Highways Structure code of practice and are on track to reach Stage 3 by the end of the LTP2 period.
- We have improved the energy efficiency of our streetlight stock by replacing older amps with more energy efficient alternatives.
- We are on track to replace concrete streetlight columns with tubular steel alternatives. This programme will result in lower maintenance costs and lower risks to vehicle occupants following a collision.
- We have utilised a number of new technologies to deliver improved maintenance and cost savings, including remotely operated mini submarines, telescopic cameras and scour filling vessels.

Objective 2 - Meeting Customer Priorities

- We have conducted extensive market research and consultation in order to obtain effective feedback from customers to help prioritise our work programmes (Please see Section 2.6 for further details).
- Minor maintenance activities have been devolved to some Town and Parish council's and Local Area Forums in-line with our "Localism" agenda. This has been further supported by the successful implementation of the Local Area Technician programme. (Please see Section 2.1 for further information).
- We have distributed information to relevant "at risk" road user groups to raise awareness of adverse winter road conditions as part of our winter maintenance programme. A new improved winter maintenance programme was successfully

rolled out in 2006/7 to assist the safe movement of all users on the highway in Buckinghamshire.

- The "Highways On Call" (HOC) customer service portal has been improved since 2006. Customers can contact the Transportation service both through the website and by telephone. The remit of the service has been expanded to deal with a wider range of customer queries and concerns resulting in improved service delivery and query response.
- The locally funded "We're Working On It" initiative has enable us to improve customer satisfaction. Through the initiative we have also secured funding for the strategic surface dressing programme to be carried out in 2008/09 and 2009/010.

Objective 3 - Meeting Wider Transport Objectives

- We have taken steps to develop the Buckinghamshire Transport Asset Management Plan (Please see Section 2.9 for further details).
- A policy and process has been developed to survey road surfaces in conjunction with road safety officers to improve skid resistance. Where necessary maintenance operations will be rescheduled to help contribute toward the road safety 2010 Killed and Seriously Injured (KSI) reduction target.
- We now have a system set up that links maintenance with road casualties. We will continue to monitor this work and
- Verges are regularly maintained in rural areas to ensure good vision for road users.
- Recycled materials are increasingly being used for surface maintenance. "Rhino" patches are used for surface repairs and contain 90% recycled materials.
- Roadworks resulting from maintenance activities are managed with the input of the Traffic Manager to minimise congestion (**See Appendix D**).

10.3 Forward Review

10.3.1 Opportunities

We have made a number of exceptional maintenance funding bid packages; the maintenance of two key bridges in the county and a number of clay-based roads (affected by extreme climatic conditions) in Aylesbury Vale would benefit significantly from the funding. If we are successful with the bids we would be able to maintain and improve access for significant numbers in Aylesbury (Stoke Road Bridge) and High Wycombe (Abbey Way Bridge), and improve the condition of road indicators in Aylesbury Vale by future-proofing the structure of some of our clay-based roads.

We will continue to undertake business process reengineering principles to improve our efficiency and service delivery. This includes capitalising on the success of recent initiatives such as the 24hour maintenance schemes and the streetlight swit ch-off project. We will also continue to learn from, and respond to, our customers and members through our survey work. By gaining greater internal area-based ownership of the market research results, we hope to continue to channel our works towards changing customer priorities and improve their overall customer satisfaction.

10.3.2 Risks & Plan Adjustments

We have conducted a detailed assessment of the risks we face over the remainder of the LTP2 period of successfully delivering the objectives within the "Managing and Maintaining the Transport Asset" theme (Please see **Appendix D**). The results of the assessment, in particular the suggested mitigation actions, will be used to inform changes to our strategy and implementation plan over the remainder of the LTP2 period.

One of the key deliverables within the LTP2 is the development and implementation of Transport Asset Management Plan (TAMP). The development of this document has been slower than anticipated. We have restructured our delivery programme so that we will first implement a Highway Asset Management Plan (HAMP) which will allow the majority of the actions dependent on the TAMP to be carried out prior to the end of LTP2. The new Built Environment contract (Please see Section 13.2) will enable us to better develop an understanding of the transport asset.

To date we have worked very well delivering towards both key performance indicators for Transport Asset Maintenance, but also meeting customer priorities. However as the capital and revenue budgets are tightened a decision may be required as to whether to focus solely on objective one, "Maintaining the Transport Asset," to achieve nationally recognised success; or whether to specifically target Objective Two, "Meeting customer priorities," to gain local praise and locally based funding.

Over the remainder of the LTP2 we will endeavour to secure extra funding that will enable us to meet local priorities, through the "We're Working on it" program but also deliver in the nationally recognised condition of roads indicators.

So far we have delivered a significant amount in meeting wider transport objectives. We have been able to contribute towards all other sections of the LTP2 whilst also meeting wider corporate objectives such as community safety. With the future budgetary constraints combining maintenance delivery with other wider targets will become even more important.

11 Wider objectives & Strategy update

LTP Progress Report 2008

11 Wider objectives & Strategy update

11.1 Contributing to Wider Objectives

We have a responsibility to positively contribute to wider objectives through the delivery of the Buckinghamshire LTP2. This primarily involves promoting and improving the economic, social and environmental well-being of Buckinghamshire, and contributing to the achievement of sustainable development.

11.1.1 Health

Our vision for healthy communities, a theme of the Sustainable Community Strategy, supports the Buckinghamshire County Council vision of promoting prosperity, tackling inequalities by ensuring that Buckinghamshire is one of the healthiest places to live in the United Kingdom and Europe by 2015. To contribute to the strategy the Transportation Service has engaged with the local Primary Care Trust (PCT) and District Councils, focusing on:

- Promotion of workplace and school travel plans with associated initiatives.
- Continued maintenance and Infrastructure of pavements and footpaths, cycle racks.
- The Service is engaging with the National Health Service, Primary Care Trusts and local communities on strategic and local accessibility planning work. This work will drive accessibility improvements to open up better opportunities for residents to access public services.
- Aspects of walking such as the use of “walkability” criteria used in new developments and the development of a "Simply Walk Programme".
- Local signposting to Ramblers & Chilterns walks supported with local maps.
- Actively addressing air quality issues in partnership with District authorities (Please see Section 11.1.3 below).
- We have had significant input into the SHAPE (Services Having All People Engaged) project.

Future planned activity includes:

- The development of a Walking Strategy which promotes consistent messages across all organisations.
- Ensure, where possible, infrastructure is in place to allow people to walk from their home to e.g. bus stop, park, local shop in safety, to help build a culture of walking for short journeys.
- Promote the use of Manual for Streets and Link and Place documents in new developments.
- Continue to use Local Committee schemes and Delegated Budgets to bid for minor infrastructure improvements such as footway extensions.
- Development of a joint “Healthy Towns Bid” for Wycombe in partnership with Wycombe District Council and PCT.

11.1.2 Social Inclusion

As a transport authority improving social inclusion is one of the key aspects of the work we deliver. Improving inclusion is primarily carried out through our LTP2 Enhancing Accessibility strategy (Please see Chapter 6). Through Community Accessibility Partnerships and engaging with other partners (e.g. PCT) we are able to hit key LAA visions of improving the quality of life for younger and older people.

The County Council are also committed to achieving equality of opportunity as an employer of people, provider and purchaser of services, educator, partner and community leader. We have developed an indicator to monitor the "Percentage of minority groups responding to service consultations" as a key corporate indicator. This allows us to monitor the way in which we conduct consultations, so that we can engage with all sections of the community.

11.1.3 Air Quality and Climate Change

All work involved in the LTP2 "Improving our Environment" objective helps contribute towards improving air quality and lessening the impacts of climate change. Much of the work being developed and delivered across the other themes, particularly the "Tackling Congestion" theme, will support the Air Quality Action Plans (AQAPs). We have taken the opportunity offered by the progress report guidance to integrate AQAPs within Buckinghamshire with the LTP2 (Please see Appendix E). We have also included NI185 (CO2 Reduction from Local Authority Operations) to further work in this area and lead by example.

11.1.4 Economic Development

The Transportation Service plays an vital role in the local economy. Schemes of note include on-street parking management through the introduction of the Civil Enforcement Areas (CEA), congestion management, freight management and providing access to goods and services. We have also been busy consulting with Districts on the development of Local Development Frameworks (LDF) and major transport infrastructure schemes to support and facilitate a vibrant Buckinghamshire economy.

11.1.5 Value for Money

We continuously seek to improve service delivery and increase value for money by developing innovative efficiency saving schemes that allow the service to improve performance and reduce costs. The Scheme Assessment Matrix (SAM) has been developed to prioritise schemes that help contribute towards multiple LTP objectives. With the current global economic climate, it will become increasingly important for us find efficiency savings that positively impact on service delivery (Please see Section 12.3.1 for details of efficiency savings made during the first two years of the LTP2 period).

11.1.6 Quality of Life and Community Safety

We have undertaken a number of schemes of note that have contributed towards community safety. A large proportion of the maintenance work is focused around achieving community safety. This work includes street light maintenance, graffiti removal and other general transport asset maintenance.

The cycling team worked in partnership with Aylesbury Vale Community Safety Partnership to help achieve one of their key indicators – “Reducing the number of bicycle thefts across the county”. Achieving successes in this area was a result of excellent joint working with the District Councils and Thames Valley Police to facilitate CCTV coverage in areas where crime was a problem. The Cycling and Walking Team has also engaged with the Police and Paramedics and have funded a number of bikes which the emergency services use in urban areas.

11.2 Rights of Way Improvement Plan (ROWIP)

Buckinghamshire County Council Rights of Way Improvement Plan (ROWIP) was completed in April 2008. The plan was subject to four district based public consultation exercises in October 2007. The plan targets eight themes of work in the overall action plan, which resulted in thirteen key measures:

- Deliver an accurate and fully up to date Definitive Map and Statement (DMS).
- Provide and protect a well maintained rights of way network.
- Publicise public rights of way and access information and the DMS.
- Deliver a better integrated and more accessible rights of way network.
- Improve the use and enjoyment of the rights of way network.
- Improve the asset management of the rights of way network.
- Provide an efficient, value for money service supported by high customer satisfaction.
- Support safe, strong and cohesive communities.
- Protect and assert the County’s National Trails and Chilterns Area of Outstanding Natural Beauty.
- Improve access to ‘Open Access’ sites.
- Deliver economic benefits to local communities and businesses.
- Generate positive historical, environmental and biodiversity benefits.
- Deliver health benefits for users and residents.

Each of the measures has a number of key actions assigned. Each has specific timescales -some over the entire ten year span of the strategy. The County Council is only three months into a ten year ROWIP but to date actions have been already been achieved towards the objectives set out for year one. These include:

- Deliver a consolidated definitive map, every 5 years, in 2008, 2013 and 2018. We delivered ours in April 2008.
- Begin work on a web based interactive map available on the BCC website - work has started and will conclude in March 2009.

- Undertake further consultation research into rights of way and open access land post producing the ROWIP - completed in June 2008.
- Deliver an annual programme of work funded by the LTP - schemes ongoing in 2008, some completed in June 2008 albeit to a total level of 35k.
- Improve information on rights of way promoted routes via the BCC website - completed July 2008 - website now features info on each promoted route which will be progressively updated over the next 3-5 years as appropriate.

There is also ongoing work on maintenance, improvements, definitive map orders, green infrastructure, partnership projects and health walks actively being progressed as set out in the document.

11.3 Bus Strategy

One of the key objectives of our Bus Strategy is to increase the number of trips made by buses at the expense of those made by the private car and therefore positively contribute to congestion issues throughout Buckinghamshire.

High Wycombe

High Wycombe saw the opening of the new modern bus station in August 2006 in advance of the completion of the large “Eden” town centre retail development. Eden opened in March 2008. A major project to develop and improve services and re-launch the High Wycombe urban bus network under the “Rainbow Routes” brand name was undertaken in time for the launch to encourage bus use to the town centre. The new bus station forms one of the main entrances to Eden and as such, many new trips are being made by bus reducing potential congestion. Ridership on High Wycombe urban bus services was up 15% in the month after Eden opened compared to 2007 and the Park and Ride service was up 94% over the same period to over 5000 passenger trips per week. Surveys suggest that around 20% of these trips would otherwise have been made by car. Real Time Passenger Information (RTPI) is currently being implemented on 98% of the services in High Wycombe and the surrounding areas. As well as providing passengers with useful journey information this system will also allow close monitoring of the network and a route improvement project is being developed and funded in partnership with Wycombe District Council to make best use of this data to improve reliability of the network.

Aylesbury

The high quality, high frequency Water rider service was launched in 2006 to try and replicate the successful Silver rider service launched in 2004. It provides a high quality, frequent transport link between the Watermead residential estate to the north of the town to the Railway Station and town centre and is already carrying 2000 passengers per week. The service was supported by infrastructure improvements, including an automated bus gate and signals allowing fast priority access to the town centre. At the same time the Aylesbury Town network was re-launched as Aylesbury

Rainbow Routes with a major marketing and awareness campaign together with improvements to services in partnership with bus operators. All of this activity saw a 17% increase in ridership in Aylesbury from 2006 to 2007.

Primary Public Transport Corridors (PPTCs) improvements have been designed by developers and are being modelled. These include the A413 Buckingham Rd and A41 Bicester Rd. improvements and Watermead and Horse & Jockey were completed in 2007

Work on the Aylesbury public transport hub is progressing to timetable (Please see Section 5.1). As part of the RTPI project, new stops around the Aylesbury Public Transport hub have been fitted with electronic displays.

Amersham & Chesham

A series of Local Area Transport forums have been conducted in Amersham & Chesham in addition to accessibility planning work in 2007. Results are pending. Further development of the Bus Strategy in this area will be based on these results.

Interurban Bus Strategy & Modal Integration

Promotion and development work has taken place in partnership with operators on many of the key inter-urban bus routes including the following:

- Line 40 – Thame to High Wycombe
- Line 100 - Aylesbury to Milton Keynes.
- Line 300 – Aylesbury to Wycombe.
- Line 500 – Aylesbury to Watford
- Line 800 /850 – Wycombe to Reading

Bus stop infrastructure has been upgraded on interurban routes and route branding and promotion has been carried out. The ongoing RTPI project will be of particular use to passengers on Inter urban routes as these tend to be less frequent than urban services. An SMS text messaging service for this is already in place with real time departures to replace the scheduled departure times this service formerly provided.

Partnership work with Chiltern Rail has seen a number of routes that have through ticketing as an agreed add on to the rail ticket for season ticket holders i.e. Silver Rider and Water Rider in Aylesbury and the Park and Ride in High Wycombe.

The “Plus Bus” scheme has also been launched in High Wycombe and Aylesbury. This scheme means that rail passengers can purchase an add-on discounted bus ticket at the same time as the purchase of their train ticket that allows unlimited travel on the local bus network.

11.4 Rail Strategy

The Buckinghamshire Rail Strategy was submitted as part of the LTP2. It highlights a number of actions to be delivered by the County Council in partnership with key stakeholders such as Chiltern Railways and Network Rail. One of the key objectives of the Rail Strategy is to increase the number of trips made by rail at the expense of those made by the private car, in particular medium to long trips and on routes identified as Primary Congestion Management Corridors (PCMC).

Access to Railway Stations

We have been working closely with train operators to improve both physical and transport access to stations. Improvements are underway at Aylesbury station to ensure Disability Discrimination Act (DDA) compliance. Lifts are being installed in a scheme jointly funded by Chilterns Railways, DfT grant and Growth Area Funding (GAF). Work is due to be completed by mid 2009.

Chilterns Railways will be pump priming new “Silver rider” style bus services to link new developments in Weedon Hill and Berryfields with rail stations in Aylesbury. General station access improvements will also follow after the completion of Aylesbury Transport Hub when every local bus service will pass Aylesbury station (For further information about the Aylesbury Hub please refer to Section 5.1). We are working with Wycombe District Council and Chilterns Railways to deliver a modern, accessible transportation interchange at High Wycombe rail station.

Across the County we continue to work closely with Chiltern Railways and other partners to develop marketing campaigns and promotional materials to encourage the use of rail. This is supported by personalised travel planning initiatives targeted specifically at new residential developments with potential access to rail.

We are working together with Bedfordshire Council to produce a travel plan for Leighton Buzzard rail station as well as developing our own for Aylesbury. We have worked in partnership with train operators to jointly fund cycle parking facilities at Aylesbury, Wendover, Amersham and Taplow stations to improve cycle access.

Rail Service Development

As lead authority for the East-West Rail Consortium (EWRC), we are continuing to develop the East-West Rail Western Section scheme – a strategic rail route linking Bedford to Oxford and Aylesbury (via Milton Keynes) to improve connectivity, enhance travel choices, support housing & employment growth in Milton Keynes South Midlands (MKSM). The following progress has been made:

- Feasibility and optioneering work complete.
- Preferred option identified January 2008.
- Funding strategy being developed (developer funds sought).
- Support being sought from planning authorities to include scheme within Local Development Frameworks (LDF).

- Outline project design work to be taken forward in 2009.
- Target completion date of project 2012/13.

Work is ongoing to deliver the long-term goal of a MK-Aylesbury-HW-Thames Valley strategic rail route. Preliminary feasibility work has been undertaken and a report produced by Chiltern Rail in March 2008. The County Council will continue to engage with the Crossrail project which will provide new metro style rail services to Iver, Burnham and Taplow stations from 2017.

12 Use of Resources

LTP Progress Report 2008

12 Use of Resources

12.1 Background

The context for our use of resources during the first two years of the LTP2 and for the remainder of the plan is heavily influenced by:

- Buckinghamshire County Council's status as a "Floor Authority".
- The wider economic downturn.
- Transportation inflation running ahead of that assumed in Government allocation methodology.
- Continuing commitment to meeting Gershon Review efficiency requirements.
- Requirement of the Transportation Service to achieve £18 million in total savings over the next 3 years.

As a floor authority the County Council cannot take up the full LTP2 supported borrowing allocations because it would not be able to afford the required repayments. In effect, the Council's financial position for both Capital and Revenue is significantly constrained. Floor authority status effectively exerts a financial squeeze on the annual minimum increase in government grant. In 2008–09 the increase was only 2% and will be even lower for the next two years: 1.75% in 2009–10 and 1.5% in 2010-11.

The level of inflation that the Council has to manage is not related to the Retail Price Index (RPI). The Government's funding projections over the next 3 years anticipate around 2% inflation. Construction, energy and fuel costs are key elements of the transportation resource position, all of which are rising at a faster rate than that projected by the Government.

The unfolding economic situation is one that is beginning to adversely impact on our ability to generate capital receipts – for example reduced developer contributions as a result of significant scaling down of completed housing units.

The County Council undertakes an annual Medium Term Planning (MTP) process that among other things exercises local judgement on spending priorities and overall affordability within projected resource allocations, revenues and efficiency expectations. The original resource plans set out in LPT2 were subsequently aligned to the County Council's MTP. This required Transportation to deliver £18m savings from its Capital Programme between 2006 –2009. Furthermore, from 2007-08 we have to work within cash limited Revenue budgets and absorb inflation and other pressures within these and through efficiency savings.

The implications of such resource pressures require active management and suitable mitigation action to minimise the impact on LTP2 outcomes and performance targets. We are currently in the process of undertaking a strategic 'stock-take' of our overall resource projections in relation to investment and performance target priorities. This is with a view to developing a deeper understanding of the potential challenge and associated impacts so that we can maximise the use of available resources.

12.2 LTP2 Spending (2006-08)

Our LTP2 spending to date on capital is in excess of £19.2 million and we have made good progress in delivering planned schemes supported by developer contributions and grants from Community Infrastructure Funding (CIF) and Growth Area Funding (GAF). Our LTP2 spending to date on capital is in excess of £19.2 million and we have made good progress in delivering planned schemes The following tables set out the capital resource out-turn for the first two years of LTP2:

Fig 12.1 Maintenance Projects (£000s)

Overview	2006/07	2007/08
LTP2 Supported Borrowing Allocation	5,975	5,855
Actual Spend	5,308	5,289
<i>+/- divergence allocation V spend</i>	<i>-11%</i>	<i>-10%</i>

Breakdown	2006/07	2007/08
Bridges	801	918
Principal and Non-Principal Roads	3,942	*
HQ and Area Maintenance	*	4,053
Lighting Improvements	288	258
A41 Maintenance	11	0
Rights of Way	50	87
Salt Storage Barns	216	-27

Fig 12.2 Integrated Transport Projects (£000s)

Overview	2006/07	2007/08
LTP2 Supported Borrowing Allocation	4,798	5,543
Actual Spend	4,248	4,416
<i>+/- divergence allocation V spend</i>	<i>-11%</i>	<i>-20%</i>

Breakdown	2006/07	2007/08
Local Safety Schemes	578	704
Speed Management	389	285
Network Strategy & Systems	695	316
Traffic Management North	76	118
Traffic Management South	156	110
Parking	167	159
Safer Routes to School	183	267
Cycling Projects	240	119
Walking Schemes	100	50
Local Committee Schemes	517	474
Passenger Transport	357	364
Quality Bus Partnerships	257	77
Major Projects	213	1,214
Strategic Transport	302	159
Rights of Way	18	0

Fig 12.3 Capital Grants Received (£000s)

	2006/07	2007/08
LTP Grant	0	3,538
Major Schemes	11,635	7,305
Community Infrastructure Fund (CIF)	4,114	16,826
Cycling Initiatives	106	0
Other*	588	1,450
TOTAL	16,443	29,119

*includes Developer funding and District Council Transport Strategy Funding

12.2.1 Major Schemes

The Stoke Hammond and Linslade Western Bypass (Refer to Section 5.4 for further details) was opened in November 2007. This scheme received full approval from the Department for Transport (DfT) in December 2004. This was on the basis of a final scheme outturn cost of £43.1m comprising a maximum contribution of £40.6m from the DfT, with the balance shared between Buckinghamshire and Bedfordshire County Councils.

The expected financial outturn (subject to "Part 1 claims" if/when received) of the scheme is £48m, an overrun of just under £5m. This will be met by an agreed DfT contribution of £4.4m and the two County Councils sharing responsibility for the balance of the over spend.

12.2.2 Grant Funding

To date we have been successful in gaining additional grant funding to support the LTP programme via Community Infrastructure Fund (CIF) for the Aylesbury Parkway Station and Aylesbury Public Transport Hub schemes - £8.2 million and £14.2 million respectively. (Please see Chapter 5 for further "Major Scheme" details).

Aylesbury has secured Cycle Demonstration Town status for both 2005-08 and 2008-11 periods. The initial demonstrator period brought in an additional £300k a year during the first part of LTP2 period to promote and develop Aylesbury as a cycling town. The success of the project over this period has been recognised with the Transportation Service receiving the 2008 National Transport Award for Cycling Improvements.

12.2.3 Revenue Allocation and Spend

Our revenue budgets as set out in LTP2, Our Plans For The Future , showed indicative budgets of £19m per annum rising to £21m in 08/09 and unset beyond this period due to the three year window of the Councils Medium Term Plan (MTP). To date we have spent in line with our expected budgets and built in considerable efficiency savings to mitigate rising construction and energy inflation costs. The following details revenue allocation and spend for the past two years:

Fig 12.4 Revenue Budgets (All figures £000s)

	2006/07	2007/08
LTP2 Planned budget	19.36	20.23
Actual Budget	19.11	19.24
<i>+/- divergence allocation v spend</i>	<i>-1%</i>	<i>-3%</i>

12.2.4 Capital and Revenue Budget Divergences

The original resource plans set out in LPT2 were subsequently aligned to the Council MTP. This required Transportation to deliver £18m savings from its Capital Programme between 2006 –2009.

Whilst this has reduced the available capital funding for the first half of the LTP2 period, we have achieved significant success in mitigating the required adjustments by supporting the programme through additional grant and reward funding.

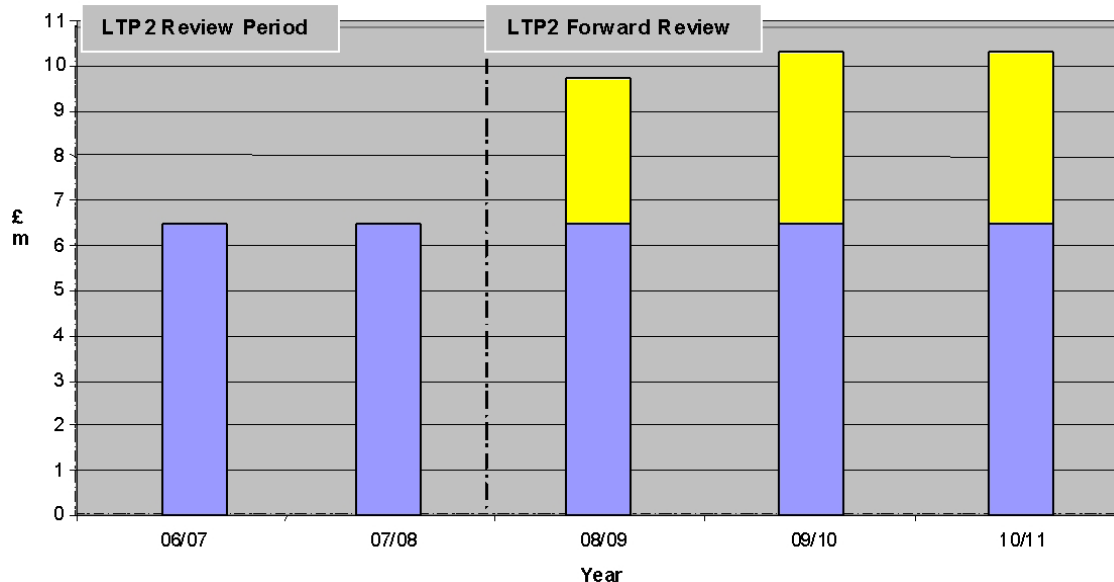
This includes conversion to grant funding for our Excellent LTP status and the award of CIF and GAF3 funding for the Transportation schemes supporting growth in the Aylesbury Value Area.

Whilst we have spent less on maintenance than planned over the course of LTP2 to date our performance has been upheld with for example median to top quartile performance for non-principal classified carriageway road condition.

Our customers have identified road and pavement maintenance as a priority (Please see Section 4.4). Moreover, our 2008 Annual Transportation Survey revealed a 10% increase in satisfaction with overall standards of roads and pavements compared to the previous year.

Fig. 12.5 (below) illustrates the indicative position on road and pavement spending in support of the “localism” agenda(Please see Section 2.1) and illustrates the degree of additional funding the Council is providing in this area in the future:

Fig. 12.5 - Road and Pavement Revenue Maintenance Indicative Budget



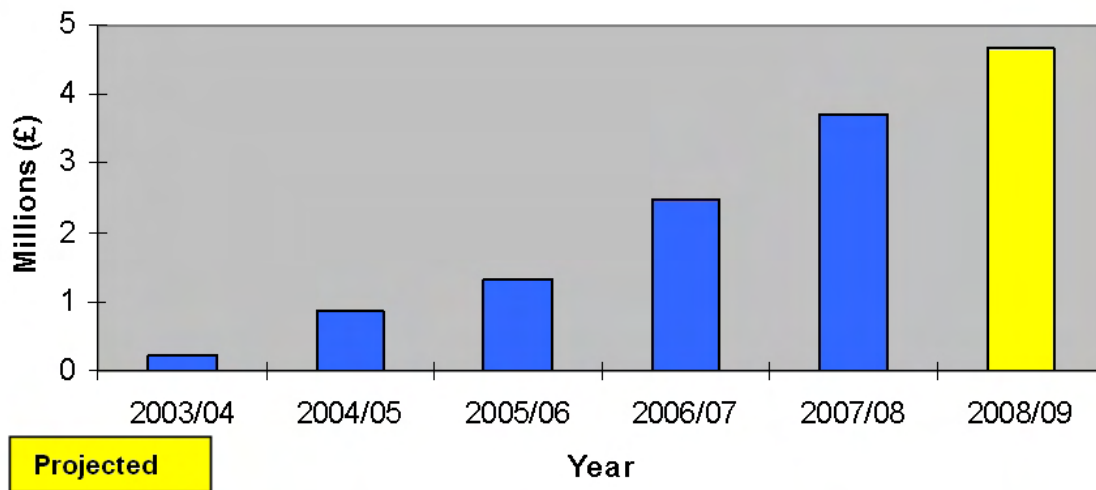
Over the remaining three years of LTP2 we expect a total of £11.25 million (£3.25m, £4m and £4m respectively) additional revenue funding to be invested in road and pavement revenue maintenance. This will support an extensive programme remedial works to locally identified maintenance issues rather than being targeted at treated long lengths of carriageway to contribute to Best Value Performance Indicators. We expect to see a step change improvement in customer satisfaction with our carriageway maintenance as a result and the works to deliver considerable efficiency savings in carriageway maintenance and insurance claims arising from category 1 and 2 defects as a result of the improved condition.

12.3 Dealing with Funding Pressures

12.3.1 Efficiency Savings

We have enjoyed some notable success at in driving out efficiency gains over the LTP2 period to date as summarised in the following graph.

Fig. 12.6 – Cumulative Efficiency Gains 2003-04 to 2007/08



Examples of efficiency saving activity listed by financial year is summarised below.

2003/04

- Section 74 charges expansion - £225K

2004/2005

- Winter Maintenance efficiency improvements - £300k
- Highway maintenance recycling savings - £100k
- Service wide restructuring savings - £63k
- Section 74 charge expansion - £85k

2005/06

- Supplies & services - £101k
- Promotion and Development marketing opportunities - £62k
- Rationalise 2 hour response for SL repairs - £60k
- Expand recycling - £50k
- Roundabout sponsorship - £50k
- Reduction in Area Manager Finance Support - £35k
- Operation of bus contracts - £30k
- Capitalisation of fees (Aylesbury Hub, Walking/Cycling, SM) - £30k

2006/07

- Expand Recycling - £150k
- 2.5% efficiency savings on bus contracts - £62k

- Licences for filming on a highway - £50k
- Bring small works bridge design in house - £30k
- Rural Transport Partnership Officer Post - £25k

2007/08

- Increased Section 74 charges - £217k
- Achieve cost neutrality (Performance Review) - £170k
- Internal and external recharges - £75k
- Staff savings in LSS and Speed Management teams - £72k
- Close Wycombe Town Parking Shop - Performance Review - £65k
- Lighting drawdown, capitalisation and income from Parish Councils - £56k
- Bridges drawdown then 2% inflation increase - £50k
- Traffic Management Act charges - £50k
- Reduce parking team (Performance Review) - £47k
- Rural Bus Challenge Rider on Call - £44k
- Non recruitment of technician vacancy - £33k
- Rationalise rural grass cutting - £30k

12.3.2 Securing Funding

As detailed in Section 12.2.4 we have achieved success in converting some of the supported borrowing allocation into grants through LTP2 reward funding and supporting our programme through CIF and GAF funding. In addition, we have been extremely successful in working in partnership with District planning authorities to secure developer contributions for transport interventions and infrastructure improvements.

12.3.3 Prioritisation

We have continued to use the Scheme Assessment Matrix (SAM) system to prioritise schemes (Please see Section 2.4). We continue to develop the matrix to reflect the latest and most appropriate information to ensure it informs effective resource management and prioritisation of schemes. The DfT have highlighted SAM as a good practice case study in their 'Guide to Small Scheme Prioritisation'.

13 Looking Ahead

LTP Progress Report 2008

13 Looking Ahead

In this section we look ahead to future delivery over the remaining LTP2 period, at issues that may have an impact on delivery and also areas of opportunities. Further details of specific future risks and opportunities associated with each of the five LTP2 priority areas can be found in the corresponding LTP2 Theme chapters (Chapters 6-10) with more details regarding future risks in **Appendix D**.

13.1 Funding

13.1.1 Expenditure Projections

Our LTP2 set out funding plans for our LTP2 programme over the five year period 2006-2011 from supported borrowing allowances, grant monies and ^{developer} contributions. The tables below summarise expenditure projections for revenue and capital LTP2 funding:

Fig 13.1 Expenditure Projections - Revenue (*Not originally provided in LTP2)

	2008/9	2009/10	2010/11
LTP2 Allocation	20.47	25.42*	25.42*
Actual Budget	22.66	-	-
+/- divergence allocation V spend	+10%	n/a	n/a

Fig 13.2 Expenditure Projections - Capital

	2008/9	2009/10	2010/11
Integrated Block Actual Allocation	5,5360	5,612	5,674
Integrated Block Forecast	2,708	2,831	1,890
+/- divergence allocation V spend	-51%	-50%	-67%
Maintenance Block Actual Allocation	6,725	7,398	8,508
Maintenance Block Forecast	3,178	4,500	4,800
+/- divergence allocation V spend	-53%	-39%	-44%

13.1.2 Future Funding Pressures

Good progress has been made towards delivering the LTP2 programme to date within the available resources and the Service has continued to make significant efficiencies amounting to just under £5 million since 2003-04. There are however a number of significant challenges, particularly financial, that we need to overcome in order to sustain our high level of service delivery:

- The financial implications of the £18 million MTP adjustment to our capital budget.
- The consequences of being a floor authority and our constrained ability to repay supported funds allocated to us.
- Our Revenue budgets are cash limited to the 2008/09 values meaning that inflation impacts will have to be absorbed within existing budgets. This is expected to place considerable pressure on the energy and material price dependant activities where inflation is well above the Government increases applied to funding allocations.
- Energy prices are expected to rise between 60% and 80% for streetlighting in 2009/10 as Transportation move to a new supply contract, a cost that must be absorbed within our current budgets.
- Substantially reduced rates of local housing and employment growth leading to delays in securing developer funding and reduced levels to implement associated transport infrastructure and services.
- The delay of developer works scheduled to deliver considerable funding and direct network improvements via Section 106 and the District Council Transport Strategy developer contributions.

13.1.3 Managing Funding Pressures

Taking the current and expected economic and public finance factors into account, we envisage that there will be an appropriate emphasis on:

- Spend to save e.g. investment to rectify a situation that will remove the need for more expensive maintenance/repairs over time.
- Spend to spend less e.g. earlier or bulk purchase of goods to secure discounts.
- Third party funded schemes e.g. District Councils.
- Bids for grant funding.

The likely exception to this approach will be where there is an urgent requirement, and a strong business case can be made for capital investment – for example to undertake a bidding process that will realise additional grant funding from CIF. As a result of the financial challenge, the Integrated Transport improvements programme will focus on grant-funded elements.

New opportunities will open within the new Built Environment (See Section 13.2.1 below) single provider contract due to replace our current separate consultant and contractor service providers is expected to deliver considerable efficiency savings that will mitigate the impact of a capped budget.

Whilst acknowledging the financial challenge ahead, we are determined to mitigate, if not overcome, risks within our control (See Fig 13.3 below) . Over the remaining LTP2 period, we will seek to mitigate robustly the financial pressures by pursuing additional grant funding such as developer contributions, CIF, GAF, Regional Infrastructure Funding (RIF) and Transport Innovation Funding (TIF) streams.

Fig. 1 3 .2 Illustrative Risk Overview of Resource Position

	RISK	DESCRIPTOR	MITIGATING ACTION
1	Funding shortfall(s)	Funding pressures from economic downturn, floor authority status of the County Council and delays and/or withdrawal of developer contributions	CIF, GAF and RIF bid applications to reduce shortfall sufficient for major schemes to progress
2	Negative outcomes for grant based support bids	Represents the main mitigating action to address potential funding shortfall	Submit quality bids
3	Construction cost inflation	Costs grow faster than general/anticipated inflation rates to exacerbate funding pressures	The Built Environment procurement is expected to generate significant efficiencies to offset inflationary pressures
4	Energy/Fuel cost inflation	Costs grow faster than general/anticipated inflation rates to exacerbate funding pressures	The Built Environment procurement is expected to generate significant efficiencies to offset inflationary pressures
5	Increased cost pressure for major schemes as a result of changing funding guidance	A 10% local contribution to overall major schemes that otherwise would have been 100% grant funded	Investigate alternative solutions and funding options

	RISK	DESCRIPTOR	MITIGATING ACTION
6	Growth pressure	Pressure on supply of infrastructure to meet growth agenda	Engage effectively with planning authorities

13.2 New Ways of Working

13.2.1 Built Environment Contract

The Transportation service's current contracts with Fitzpatrick, (Term Maintenance Contract), and Jacobs (Term Professional Services Consultant), are due to end in March 2009. An ongoing need to become more efficient and effective (Please see Section 13.2.3) means that we need to examine how services are provided and look to secure an improved service for a lower or at least the same cost.

The aim of the Built Environment Procurement Review is to find a replacement for the current service provision, and is likely to include other inter-related services too, for example Property Services . The combining of built environment related services into one strategic procurement contract represents the best opportunity to secure stepped change in quality and cost.

We envisage that an integrated service provider will be able to plan and deliver services in a co-ordinated and more cost effective manner. Reduced costs are expected to be delivered in a variety of ways including a broad expectation that an integrated strategic procurement with a basket of services could deliver savings (over and above traditional procurement) of between 10% and 15% on gross spend. For example, the current complex range of commercial arrangements, produce numerous client/contractor transactions. The "hidden cost" of contract management, procurement and transaction processing is substantial. By having one integrated strategic partner, the expectation is that it will release large elements of such costs.

13.2.2 Pathfinder Bid

In response to the Department of Communities and Local Government's White Paper - "Strong and prosperous communities - the five local authorities of Buckinghamshire agreed a joint vision where the County and District Councils see themselves as part of a coherent Buckinghamshire public service provision, whilst retaining their local democratic strength and decision-making on policies and priorities.

An underlying intention is that efficiencies would be achieved through an integrated approach to the design and delivery of services and the development of "a pioneering, pathfinder model for enhanced two tier working" which help create seamless integrated services wherever possible,

The Pathfinder bid included a number of projects in Phase 1, some of which have made significant progress. One of these was directly transport-related – a Demand Led Transport project which included within its scope a review of concessionary fare schemes and of demand-led transport schemes (specifically Dial-a-Ride schemes) in Buckinghamshire. The Demand Led Transport project is beginning to have fundamental impacts on local thinking with regard to non-conventional public transport resources.

As the Pathfinder process continues and deepens, local reorganisation may be necessary and possibly accelerate, in the process creating new opportunities and risks that will have to be managed.

13.2.3 Transformation

Buckinghamshire County Council is facing a series of significant financial challenges linked to the following issues and aspirations:

- Service demand continuing to rise at a faster rate than income
- Implementing key projects to meet new and existing statutory obligations (e.g. Energy from Waste)
- Commitment to maintain low council tax as a floor authority
- Maintaining the current level of general fund reserves
- Creating sufficient financial headroom to enable investment in local political priorities

On the basis of this forecast the Council has predicted there to be a deficit of at least £27 million for the year 2010/2011. The scale of this financial challenge means that a service focused approach to cost efficiency will not achieve the necessary change, within the required timeframe, without a potentially detrimental impact on service.

In light of this pressing challenge, and the acknowledged need to focus on activities which will transform the whole organisation, the Council leadership have tasked four Heads of Service to develop a cross-cutting programme of transformational change. This programme will be designed to enable the Council to bank a significant proportion of the required savings within two years.

The Transportation Service is moving towards "Transformation" by building more effective partnerships with the private sector through the Built Environment contract (Please see Section 13.2.1).

14 Glossary

LTP Progress Report 2008

14 Glossary

TERM	ACRONYM	DESCRIPTION
Accessibility		The availability and ease of reaching goods, services and activities.
Accessibility Action Plans		A set of actions aimed at improving levels accessibility for all.
Accession		A computer model developed used to measure accessibility levels by reference to journey times and the availability of public transport services.
Air Quality Management Areas	AQMA	District Councils are required to designate as AQMAs in those places where national air quality standards are not currently or predicted to be met in the future.
Air Quality Action Plan	AQAP	A set of actions aimed at improving air quality in an AQMA.
Approved Driving Instructors		Driving instructors who have signed up to the Driving Standards Agency code of practice.
Area Action Plans		A localised plan contained devolved actions linked to those within the LTP2.
Area of Outstanding Natural Beauty	AONB	A precious landscape whose distinctive character and natural beauty are so outstanding that it is in the nation's interest to safeguard them.
Arriva		Commercially run bus operator.
Annual Transportation Survey	ATS	The ATS is an annual transportation survey of a representative sample of the Buckinghamshire population.
Aylesbury Vale Advantage	AVA	A partnership formed from between Aylesbury Vale District Council, Buckinghamshire District Council, the Vale of Aylesbury Primary Care Trust, SEEDA and English Partnerships. AVA is responsible for establishing partnerships and developing initiatives that will promote Aylesbury and the local area.
Aylesbury Vale District Council	AVDC	Local district authority for the Aylesbury Vale.

TERM	ACRONYM	DESCRIPTION
Best Value Performance Indicators	BVPIs	Best Value Performance Indicators (BVPIs) are gathered and submitted by the Government as part of a national set of performance measures for the range of local government services. There are currently 94 BVPIs that have to be included in Best Value Performance Plans, providing the public and local and central government with a means of monitoring, analysing and comparing the achievements of local authorities.
Bikeability		A cycling proficiency for the 21st Century. It provides appeal and incentive for children and parents alike to undertake quality cycle training to ride safely and well on today's roads.
Buckinghamshire Community Action	BCA	The Rural Community Council for Buckinghamshire and Milton Keynes who work on community development in conjunction with the voluntary sector.
Buckinghamshire County Council	BCC	County Council and transport authority for Buckinghamshire.
Buckinghamshire Highways Partnership	BHP	A joint partnership between contractors (Fitzpatrick), consultants (Jacobs) and the client (Buckinghamshire County Council). The partnership helps to facilitate improved operational delivery of maintenance schemes.
Buckinghamshire Lifelong Learning Partnership	BLLP	A body which aims to encourage people at all stages of life to become involved in learning.
Buckinghamshire Strategic Partnership	BSP	A partnership that works on improving the quality of life for local people through the countywide Community Plan. This plan includes targets drawn from the LAA & LSPA.
Bucks & Milton Keynes Air Quality Management Group	BAQMG	The BAQMG consists of officer representatives from Aylesbury Vale District Council, Buckinghamshire County Council, Chiltern District Council, South Bucks District Council, Wycombe District Council and Milton

TERM	ACRONYM	DESCRIPTION
		Keynes District. The group has been working in partnership on air quality issues since 1998 and provides Countywide air quality steer.
Conservation Areas		Conservation Areas range from the centres of our historic towns and cities, through fishing and mining villages, 18th- and 19th-century suburbs, model housing estates, and country houses set in their historic parks, to historic transport links and their environments, such as stretches of canal.
Conservation Area Management Plan	CAMP	An action plan developed to protect and maintain Conservation Areas.
Transport Capacity		The number of vehicles and vehicle trips that a transport network (road or rail) can support.
Capital Funding		Funding to be spent on infrastructure improvements (e.g. roads). Capital; funding can also be used to renew capital assets (e.g. road maintenance).
Cat 1 potholes		Potholes which are considered serious enough to be rated "dangerous" and are in need of emergency attention.
Civil Enforcement Area	CEA	An area where parking enforcement has been decriminalised and is now managed by the District authority.
Closed Circuit Television	CCTV	Surveillance cameras used for security purposes and public protection.
Community Accessibility Planning	CAP	A process which aims to involve the community in identifying and tackling their most important access needs.
Community Infrastructure Fund	CIF	A central Government grant scheme to fund transport interventions in growth areas e.g. Thames Gateway, Milton Keynes – South Midlands and Ashford.

TERM	ACRONYM	DESCRIPTION
Community Transport Partnerships		A partnership of voluntary and statutory agencies formed to advise on local transport needs and to help deliver community transport services.
Congestion Management Corridors	CMC	Urban and inter-urban roads that will have measures implemented to help reduce congestion.
Controlled Parking Zone	CPZ	Uniform set of waiting restrictions over an area or given length of road.
Corporate Plan		The plan that sets out the strategic objectives of the County Council over the period 2005-2009.
Culverts		Bridge structures with spans between 0.9m and 1.5m.
Definitive Map and Statement	DMS	The legal record of public rights of way and the established method of recording the location of all known rights of way in Buckinghamshire
Demand Management		Range of measures / policies that bring about change in travel behaviour by providing a genuine alternative to single occupancy car use.
Demand Responsive Transport	DRT	Public transport (bus, taxi or taxi-bus) that is available on request rather than running to a fixed time-table.
Department of Communities and Local Government	DCLG	Communities and Local Government sets policy on local government, housing, urban regeneration, planning and fire and rescue.
Department for Environment, Food and Rural Affairs	DEFRA	Defra is a UK Government Department. The overarching challenge for Defra is to enable everyone to live within our environmental means.
Department for Transport	DfT	Central Government Department responsible for transportation.

TERM	ACRONYM	DESCRIPTION
Dial-a-ride		Demand responsive transport service aimed at specific groups such as people with disabilities or those living in remote areas.
Diffusion tubes		A low cost technique for approximately measuring airborne pollutant levels.
Disability Discrimination Act	DDA	Legislation to ensure equality of access to premises, services and facilities for people with disabilities.
Deer Vehicle Collisions	DVC	Collisions involving deer and road vehicles
Eden		Large retail development project for High Wycombe town centre.
Environmentally Sensitive Areas	ESA	The Environmentally Sensitive Areas Scheme was introduced in 1987 to offer incentives to encourage farmers to adopt agricultural practices which would safeguard and enhance parts of the country of particularly high landscape, wildlife or historic value.
Equality Impact Assessment	EIA	An Equality Impact Assessment - also known as an Impact, Needs and Requirement Assessment (INRA) - is a way to make sure individuals and teams think carefully about the likely impact of policies or procedures, strategies, functions and services, to identify any unmet needs, and to provide a basis for action to improve services where appropriate
Floor Authority		The Government makes a series of capital announcements which enable local authorities to spend money on capital investment. One of those announcements is in relation to "supported borrowing", which gives authorities permission to borrow money to spend on that capital investment. Because a local authority has borrowed money, it then has to repay the interest and the amount borrowed over the life of the loan. That annual cost must be charged to the revenue account. The announcement is called "supported borrowing" because, in principle, the Government undertakes to pay extra revenue grant to

TERM	ACRONYM	DESCRIPTION
		recompense authorities for the extra revenue costs it incurs as a result of this extra borrowing. However, in the case of certain authorities, the total revenue cost of this extra borrowing is more than the whole of the extra revenue grant that the Government is prepared to give them. This is referred to as being a "floor" authority. In this situation there is a net additional cost incurred by the authority.
Footway		Pavement usually hard surfaced at the side of the highway as opposed to footpath which often runs along the edge of a field etc.
Geographical Information System	GIS	Geographical information stored on central computer database.
Getting Closer to Communities	GC2C	This County Council GC2C strategy has 5 key aims as follows: To enhance the community leadership role of local members; To improve community engagement; To plan services to meet the needs of Local Communities; To improve customer access to public services; join up public services locally.
Growth Area Funding	GAF	A central government grant scheme to fund transportation developments in growth areas of the UK.
Heavy Goods Vehicles	HGV	Goods vehicles (i.e. lorries) with a maximum allowed mass (MAM) over 3.5 tonnes . Replaced by the new LGV term.
Highways on Call	HoC	Buckinghamshire County Council's call centre for highway management and maintenance enquiries from the general public.
Highways Agency	HA	The Highways Agency is an Executive Agency of the Department for Transport (DfT), and is responsible for operating, maintaining and improving the strategic road network in England on behalf of the Secretary of State for Transport. We have a major role in delivering the Government's Ten Year Plan for Transport.

TERM	ACRONYM	DESCRIPTION
Highways Asset Management Plan	HAMP	HAMP refers to assets on the Highway, i.e. roads; pavements; bridges, subways and culverts; streetlights and traffic signals; bus stop infrastructure etc, it does not include 'Transport Assets' such as the County Council's bus fleet
Intelligent road studs		A range of solar-powered, LED road studs specifically aimed at improving safety by clearly marking out the road ahead.
Intelligent Transport Systems	ITS	Refers to efforts to add information and communications technology to transport infrastructure and vehicles in an effort to manage factors that typically are at odds with each other, such as vehicles, loads, and routes to improve safety and reduce vehicle wear, transportation times, and fuel consumption.
Killed or Seriously Injured	KSI	A level of injury sustained in road collisions defined by national standards.
Large Goods Vehicles	LGV	Goods vehicles (i.e. lorries) with a maximum allowed mass (MAM) over 3.5 tonnes. Replaces the older HGV term.
Local Air Quality Management	LAQM	The monitoring and assessment of local air pollutants such as NO ₂ and particulates.
Local Area Agreement	LAA	Local Area Agreements (LAAs) set out the priorities for a local area agreed between central government and a local area (the local authority and Local Strategic Partnership) and other key partners at the local level. LAAs simplify some central funding, help join up public services more effectively and allow greater flexibility for local solutions to local circumstances.
Local Area Forum	LAF	A partnership of individuals, agencies and organisations which work together to tackle local issues and to listen to local people.
Local Area Technicians	LATs	Local point of contact for transportation issues in each Buckinghamshire District.

TERM	ACRONYM	DESCRIPTION
Local Communities		The County Council has recently researched the concept of 'Local Community' areas across the county at a sub-district level. The intention is that such a geographically defined set of Local Communities could be used by services across the County Council at both a strategic and operational level for the development, prioritisation and delivery of services.
Local Development Framework	LDF	A Local Development Framework is a folder of local development documents that outlines how planning will be managed in your area.
Local Indicator	LCI	A non-mandatory LTP2 indicator linked to a local priority or issue.
Local Public Service Agreement	LPSA	A voluntary programme set by Government designed to raise local authority performance through a combination of stretched targets and additional funding.
Local Safety Schemes	LSS	Scheme developed to reduce casualties at a site with an identified personal injury collision problem.
Local Transport Plan 2	LTP2	LTP2 is a five-year plan setting out a transport authority's transport strategies, policies, and implementation programme. The LTP2 became active on 1st April 2006 and runs until March 31st 2011.
Liquid Petroleum Gas	LPG	A type of vehicle fuel.
Major Development Area	MDA	Land set aside for the urban extension of Aylesbury.
Mandatory indicators and targets		Those performance indicators and targets that are required by Government to be set in the Local Transport Plan.
Master plan / master planning		A document summarising the most important elements of a planning proposal and showing how they relate to each other.

TERM	ACRONYM	DESCRIPTION
Median quartile		The middle 50% of performance levels against an indicator (top quartile is the top 25% and bottom quartile in the bottom 25%).
Medium Term Plan	MTP	County Council three year financial plan which considers revenue expenditure including the revenue implications of capital schemes.
Member Stakeholder Survey	MSS	An annual transportation survey of elected members and key transportation stakeholders.
Milton Keynes and South Midlands Sub-Regional Strategy	MKSM	Strategy that outlines where sustainable housing and employment growth is to be located in the Milton Keynes and South Midlands sub-region.
Modal shift		The process of changing travel behaviour from one type of transport (e.g. car) to another (e.g. bike).
Mode share		The proportion of journeys undertaken by different modes (eg car, cycle or bus).
National Air Quality Strategy	NAQS	A strategy containing targets for reducing nine key air pollutants and a timetable for meeting this.
Network Rail		Railway infrastructure owner (replaced <i>Railtrack</i>).
National Health Service	NHS	National health service provider.
National Indicator	NI	A suite of 198 indicators. The new national indicators will be the only means of measuring national priorities that have been agreed by Government
National Indicator 185	NI185	National CO2 Indicator (Carbon dioxide reduction linked to local authority operations)
Network Management Duty	NMD	The Traffic Management Act 2004 (TMA) places a duty on highway authorities to manage their networks to secure the free and efficient movement of all road users. Authorities are expected to avoid, reduce or minimise congestion or disruption by

TERM	ACRONYM	DESCRIPTION
		maximising the use of the existing network, ensuring that roads are used more efficiently and making best use of resources.
Nitrogen Dioxide	NO₂	Harmful gas primarily caused by the burning of fossil fuels e.g. petrol in car engines.
Non principal classified road		The network of B and C class roads across the county.
Olympic Delivery Authority	ODA	Group formed to deliver the 2012 Olympic Games in London.
Pass Plus		Post driving qualification scheme to improve driving skills.
Pathfinder		Scheme to improve partnership working between the District and county councils in Buckinghamshire.
Powered Two Wheelers	PTW	A generic term to cover all motorcycles, mopeds, scooters etc.
Primary Care Trusts	PCT	A local NHS body responsible for the planning and securing of health services and improving the health of the population in a particular area; are also responsible for integrating health and social care.
Primary Public Transport Corridors	PPTCs	Main roads in Aylesbury that link to the Major Development Areas that require public transport to be prioritised to help make the new developments sustainable.
PRINCE II		A project management methodology.
Priority Congestion Management Corridor	PCMC	A congestion management corridor that has been prioritised for action during the period of the second LTP.
Pump priming		Investment in a project at an initial stage until it becomes financially sustainable.
Quality Bus Partnership	QBP	A voluntary (or statutory) partnership between a local authority and bus operators to jointly invest in improving the quality of travel by public transport.

TERM	ACRONYM	DESCRIPTION
Rainbow Routes		Successful bus service branding developed by Buckinghamshire County Council.
Real time information	RTI	Information that can be available via display signs, text messaging or the internet advising when public transport services are actually running rather than just scheduled to run; thus providing greater reassurance to waiting passengers.
Regional Infrastructure Funding	RIF	Fund to improve aimed at improving connectivity to key national and international markets.
Retail Price Index	RPI	The Retail Prices Index (RPI) is the most familiar general purpose domestic measure of inflation in the United Kingdom. It is available continuously from June 1947. The Government uses it for uprating of pensions, benefits and index-linked gilts. It is commonly used in private contracts for uprating of maintenance payments and housing rents. It is also used for wage bargaining
Real Time Passenger Information	RTPI	Public transport information delivered electronically in “real time” opposed to traditional printed timetable information.
Rights of Way	ROW	Rights of way with public access e.g. Footpath, bridleway
Rights of Way Improvement Plan	ROWIP	Action plan to improve Rights of Way
Rural Transport Partnership	RTP	A partnership between voluntary and statutory agencies (including the County and District Councils) set up with funding from the Countryside Agency (now the Regional Development Agency) to help deliver local and community transport schemes.
Scheme Assessment Matrix	SAM	A process that enables schemes to be assessed against wider transport objectives, value for money and deliverability to enable comparison and identify potential priorities.

TERM	ACRONYM	DESCRIPTION
School Travel Plan	STP	Travel Plan produced by schools that implements measures to increase the number of pupils travelling to school by sustainable means.
SCRIM testing		Sideway Force Coefficient Routine Investigation Machine. Lorry based survey machine to measure the skid resistance of the road surface.
Split Cycle Offset Optimisation Technique	SCOOT	An adaptive tool for is a tool for managing and controlling traffic signals in urban areas.
Strategic Environmental Assessment	SEA	Strategic Environmental Assessment - European Directive requiring plans of a strategic nature, such as Local Transport Plans, to consider the impact of such plans on the environment and to illustrate how such impacts are considered in the decision making process.
Silver Rider		A frequent, high quality hail-and-ride minibus service linking Fairford Leys with Aylesbury town centre and station.
Six Sigma		A quality management tool using a measurement based strategy that focuses on process improvement and variation reduction, often through the application of Business Process Re-engineering.
South East England Development Agency	SEEDA	The Regional Development Agency for the South East responsible for the sustainable economic development and regeneration of the South East of England.
South East England Regional Assembly	SEERA	Body of elected members from local authorities within the South East Region, responsible, amongst other things, for the preparation of the South East Plan.
South East Plan	SEP	Regional Spatial Plan for the South East Region, required by the Planning and Compulsory Purchase Act 2004.

TERM	ACRONYM	DESCRIPTION
Speed Limit Review	SLR	Review of speed limits across the county to ensure a consistent approach that meets community needs.
Strategic Environmental Assessment	SEA	Strategic assessment of the Local Transport Plan on the environment. Environment is broadly defined, including biodiversity, health, fauna, flora, soil, water, air, climatic factors, cultural and landscape heritage.
Sulphur Dioxide	SO₂	Pollutant emitted from vehicles and contributes to poor air quality, although its contribution is very minor compared to other gases.
Sustainable Communities Plan		A Government plan to address issues of housing supply, quality and affordability while safeguarding the environment, identifying in general terms areas for growth e.g. Aylesbury, Bedford, Milton Keynes.
Taxi Quality Partnership		Joint working arrangements between Buckinghamshire County Council and District Council licensing officers.
Term contractors		Contractor that is employed on (usually) a longer term contract to supply a range of services.
Thames Valley Safer Roads Partnership	TVSRP	A partnership comprising Thames Valley Police, transport authorities, the Court and Crown Prosecution Service to manage all safety camera initiatives to contribute to the national KSI target. It uses fixed and mobile cameras to provide data-led enforcement to reduce casualties and modify driver behaviour.
Traffic Management Act 2004	TMA	Central Government enabling legislation that requires local transport authorities to enable expeditious movement of traffic, including pedestrians, across the whole network.
Traffic Regulation Order	TRO	A legal order, which allows the Highways Authority to regulate the speed, movement and parking of vehicles and regulate pedestrian movement, which are enforceable

TERM	ACRONYM	DESCRIPTION
		by law. The act governing Traffic Regulation Order's is the Road Traffic Regulation Act 1984.
Transport Assessment		An assessment of the impact on traffic of a development or transport intervention.
Transport Asset Management Plan	TAMP	Plan to be developed by the County Council for the maintenance and management of all highway assets.
Transport Innovation Fund	TIF	A new fund introduced by Government to support innovative and coherent transport measures based on an element of road pricing.
TRANstat		The performance management regime within the Transportation Service.
Travel Plan		A number of measures to increase sustainable travel choice.
UK Pavement Management System	UKPMS	The UK Pavement Management System (UKPMS) is the national standard for management systems for the assessment of local road network conditions and for the planning of investment and maintenance on paved areas of roads, kerbs, footways and cycle-tracks on local roads within the UK.
Urban Traffic Management & Control	UTMC	Use of technology to better manage traffic through variable message signs, car park signs, real time public transport information and bus priority.
Vision splays		Area of visibility at a junction.
Vulnerable modes		Modes of transport with little or no protection from collisions e.g. pedestrians, cyclists and PTW users.
Vulnerable road users		Road users with the least protection from collisions e.g. pedestrians, cyclists and PTW users.

TERM	ACRONYM	DESCRIPTION
Whole life costs	WLC	Whole Life Cost (WLC) is the monetary value required to supply, upkeep and maintain an asset at an agreed standard during the anticipated lifespan of that asset.