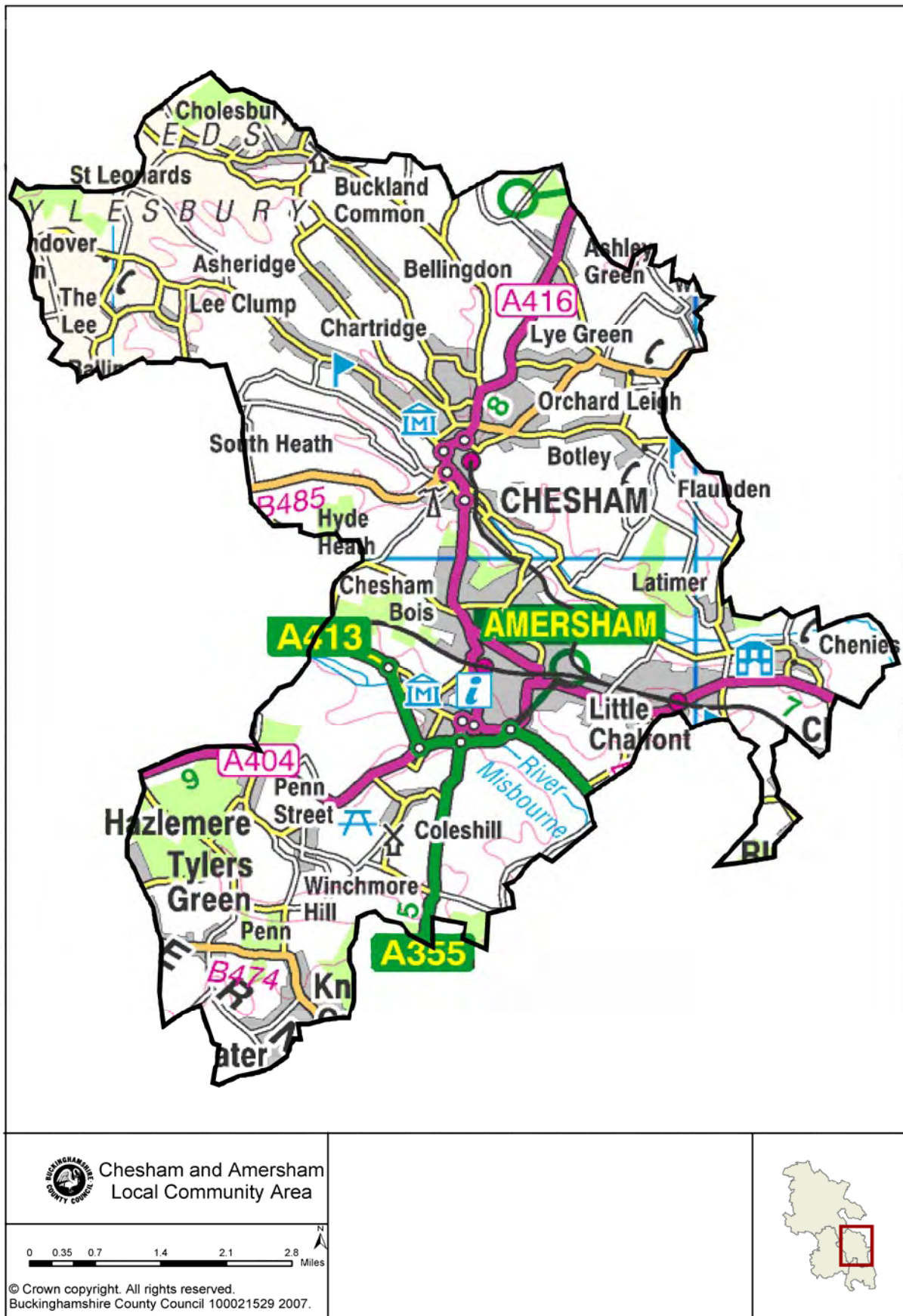


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Definitions of words underlined within the text can be found in the glossary.

FIGURE 1 – CHESHAM & AMERSHAM LOCAL COMMUNITY AREA



INTRODUCTION

Buckinghamshire County Council's Second 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 LTP2 was awarded an "excellent" rating by Central Government in December 2006. The five priorities for Buckinghamshire are:

- Enhancing accessibility
- Tackling congestion
- Improving the environment
- Improving road safety
- Maintaining and managing the transport asset

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

The Transport Area Action Plans (AAPs) have been developed from the Local Transport Plan to enable the residents of Buckinghamshire to understand the work being carried out by the Transportation Service in their local community area. This approach is in line with Buckinghamshire County Council's (BCC) 'Getting Closer to Communities' initiative that aims to match services to local needs and address local priorities.

The full LTP2 can be viewed on the Council's website at www.buckscc.gov.uk/ltp

Revising the Area Action Plan

Since the publication of the draft AAP in October 2005 we have considered a range of information, feedback and comments in order to finalise the plans. Such research has included:

- Further research into community plans
- Public consultation through Transport Matters Event held on 6th December 2005 at Chesham Council Chamber
- Feedback and comments from the public following the publication of the draft AAPs
- Feedback and comments on the provisional LTP2
- Comments from District and Parish Councils, County and District Councillors and local interest groups
- Information from Local Committees and Local Area Coordinator activities

A Consultation Report was created as a response to the feedback received for the draft AAPs and the provisional LTP2. This can be viewed on the Council's website at www.buckscc.gov.uk/transport_plan/LTP2.

Following the research carried out, this AAP has been developed to explain the main transport concerns of the community, the work previously carried out by the Council and what the Council aims to do in the area over the LTP2 period. Along with this we felt the need to explain the reasons why certain issues that have been identified by the community cannot be addressed.

Chesham & Amersham Local Community Area

The Chesham & Amersham Local Community Area (see figure 1) covers the towns of Chesham and Amersham, and the adjoining parishes of Chartridge, Cholesbury-cum-St Leonards, Chesham, The Lee, Latimer, Ashley Green, Amersham, Penn, Coleshill, Chenies and Chesham Bois. The population of this wider area exceeds 50,800 and is the third largest combined settlement in Buckinghamshire.

The transport network in Chesham and Amersham is dominated by the local topography. Both Chesham and Amersham are set within the Chiltern Area of Outstanding Natural Beauty (AONB) and are surrounded by Green Belt Land. This poses unique problems for the expansion and improvement of the transport network. The main transport corridor intersecting Chesham and Amersham is:

A416 (North–South) – Linking Chesham and Amersham

There are three other key transport routes:

A404 – Linking Amersham with High Wycombe and north-west London (M25)

A413 – Linking Amersham with Wendover and Aylesbury to the north and Denham and the M25/M40 to the south

A355 – Linking Amersham with Beaconsfield and the M40

The town centres of Chesham and Amersham provide retailing, commercial, health, further education and leisure services for both towns and the surrounding areas, and the town centres are also principal locations for employment.

Assessment and Prioritisation of Schemes: The Scheme Assessment Matrix

The Chesham & Amersham local community area has a number of transport issues that are in need of resolving, however it is inevitable that they cannot all be addressed at the same time due to resources available within the Transportation Service.

In order to prioritise transport schemes or projects across the county, the Scheme Assessment Matrix (SAM) has been developed to ensure that all schemes are targeted to meet the shared priorities of the Second Local Transport Plan. Therefore each scheme proposed will be assessed to determine its contribution to our overall objectives and how it demonstrates value for money. A scheme that meets lots of objectives will score more highly than one that meets a single objective. Our draft programme of work will then be prioritised based on that score, with the Cabinet Member for Transportation deciding the final programme.

Schemes are assessed on a yearly basis in order to create an annual prioritised programme of works.

The Future of the Area Action Plans: How you can be involved

The AAP is a working document and will require updating on a regular basis over the LTP2 period. Consequently, in order to update the document and enable people to view the AAP as it develops, it will be based on the BCC website. People will have the opportunity to help BCC update the Chesham & Amersham AAP by giving their comments and putting forward their suggestions.

INFLUENCES ON TRANSPORT PROVISION WITHIN THE CHESHAM AND AMERSHAM LOCAL COMMUNITY AREA

The Local Development Framework

New developments can have an effect on transport provision requirements, which need to be considered through the land-use planning system. The Local Development Framework (LDF) is currently being developed by Chiltern District Council and will ultimately replace the current Local Plan over the next few years. The new LDF will plan for the period up to 2026 and will set out policies and proposals to guide future development in the district, and provide a framework against which planning applications can be assessed. As part of the framework, the Core Strategy Development Plan Document sets out the vision, objectives and strategy for development in the district and is expected to be adopted in June 2008. In addition the Site Allocations Development Plan Document, which identifies and allocates sufficient housing land to cover the period to 2021, is due to be submitted for public examination in September 2010 and is expected to be adopted in January 2011.

Consideration is already being given as to how the Transportation Service will provide the necessary transport provision and infrastructure to support the growth expected within Chiltern District. However, this information (including specific schemes) cannot be included within this Area Action Plan, until the LDF has been published and locations for new development have been identified.

For more information on the development of the Chiltern LDF, please go to: www.chiltern.gov.uk/planning.

The Chesham and Amersham Transport Strategy

The Chesham and Amersham Transport Strategy (CATS) has been developed to address the significant transport challenges facing the urban area. Transport and land use planning are closely linked, therefore Chiltern District Council has a vital role to play in the successful implementation of the towns' overall strategy, given its role as planning authority and responsibility for off-street and on-street parking, taxis concessionary travel and air quality management work. The strategy encompasses a wide range of work including the Speed Limit Review, Accessibility Planning and the Chiltern Special Parking Area (see below for more details.)

In January 2007 BCC commissioned Jacobs (our term consultants) to undertake the Chesham and Amersham Transport Strategy, which aimed to look at ways to reduce congestion and improve safety along the A416, the A404, the A413 and A355. Jacobs were also asked to investigate transport issues within Amersham and Chesham town centres, looking at both the car and pedestrian environment and how people accessed facilities in the towns, such as the shopping areas and the train stations. County and District Councillors, Town and Parish Councils and identified local stakeholders were asked to contribute their ideas to the study.

Jacobs are currently in the process of compiling feasibility proposals to address the issues identified. The possible implementation of these proposals will be subject to prioritisation through the Scheme Assessment Matrix (as explained above) and the necessary funding being available.

The Chilterns Area of Outstanding Natural Beauty

The Chilterns Area of Outstanding Natural Beauty (AONB) was designated as a protected landscape in 1965 and the Chilterns Conservation Board is the statutory body with responsibility for protecting and enhancing the natural beauty of the area.

The area has an important influence on transport schemes in Buckinghamshire and guidelines are laid out in the “Environmental Guidelines for the Management of Roads in the Chilterns AONB” (1998). These guidelines are being revised and shall be completed by the end of 2007. The guidelines give advice and guidance to those bodies responsible for the management of the highway and set a number of principles to ensure that all improvements and schemes are sensitively designed and managed, taking account of environmental considerations. BCC continues to work closely with the Chilterns Conservation Board, which is made up of representatives from all four counties, major bodies and voluntary organisations within the AONB.

ENHANCING ACCESSIBILITY

To enhance accessibility we have to improve everyone's ability to access key services (employment, education, healthcare and shopping). Access solutions might be through transport provision, but could also include delivery services, changing opening hours of facilities or increasing Internet access. In rural areas, and particularly for people without use of a car, reaching services can be difficult. Accessibility issues are not only limited to rural areas. Accessing essential services can be equally difficult within urban settlements such as Chesham and Amersham due to the mainly linear nature of bus services. Our countywide priority for enhancing accessibility is to improve access to major centres. For the Chesham & Amersham Local Community Area these include Chesham, Amersham, Berkhamsted, Beaconsfield, High Wycombe and St. Albans.

What the community told us

- *Need to improve access from estates of Chesham and Amersham and surrounding villages to the town centres and railway stations, including frequent reliable core bus services, demand responsive buses, taxi-buses and improved cycling and walking facilities*
- *Access to rail stations is very important – rail services provide the main access to larger towns, education and employment*
- *Lack of evening and Sunday transport*
- *Lack of services to main centres and hospitals*
- *Problems in town centres with illegal and obstructive parking*
- *Concerns over the condition of cycling and walking routes within the area*

What we've already done

- Introduced enforcement of on-street parking through the Chiltern Special Parking Area (SPA) in conjunction with Chiltern District Council
- Contributed to the new cycle route between Princes Risborough and Chesham which opened on the 28th October 2006
- Annual spend of £320,000 in 2006/07 on existing public transport services within Chiltern District
- Development of the 'Getting Closer to Communities' initiative to ensure that local accessibility needs will be understood and responded to
- Developed the Accessibility Strategy of the LTP2

Chiltern and South Bucks Dial-a-Ride and Chiltern District Council are currently working on a joint venture, which will provide transport for hospital appointments and visiting relatives. Dial-a-Ride will operate the service which will run Mondays to Fridays.

ACTIONS TO ENHANCE ACCESSIBILITY

During the Second Local Transport Plan period we will:

- Analyse results of the Chiltern Special Parking Area Review and act accordingly, alongside Chiltern District Council
- Work with partners to ensure that accessibility needs are addressed across the range of public services
- Improve public transport, walking and cycling access to Chesham, Amersham, Berkhamsted, Beaconsfield, High Wycombe and St. Albans, particularly for young and older people

- Work with the community to identify accessibility needs and develop and implement an Accessibility Action Plan for the Chesham & Amersham Local Community Area

Accessibility Action Planning

Community accessibility planning is a process of finding out how easy or difficult it is for people to access key services, jobs and other activities. It is about the local community identifying accessibility problems, such as the issues identified above, and developing solutions to improve transport services and the location of facilities.

The Chesham & Amersham Local Community Area falls under the Chilterns Community Accessibility Planning Area (see figure 2). In this area a local accessibility assessment will be undertaken and the development of local accessibility Action Plans will be carried out in 2007/08. Within the area a Community Accessibility Partnership will be established comprising of local community groups, local government representatives, and members of public, voluntary and commercial sectors. Each partnership will develop prioritised action plans to implement measures to improve access to jobs, healthcare services, education, shopping, childcare and leisure.

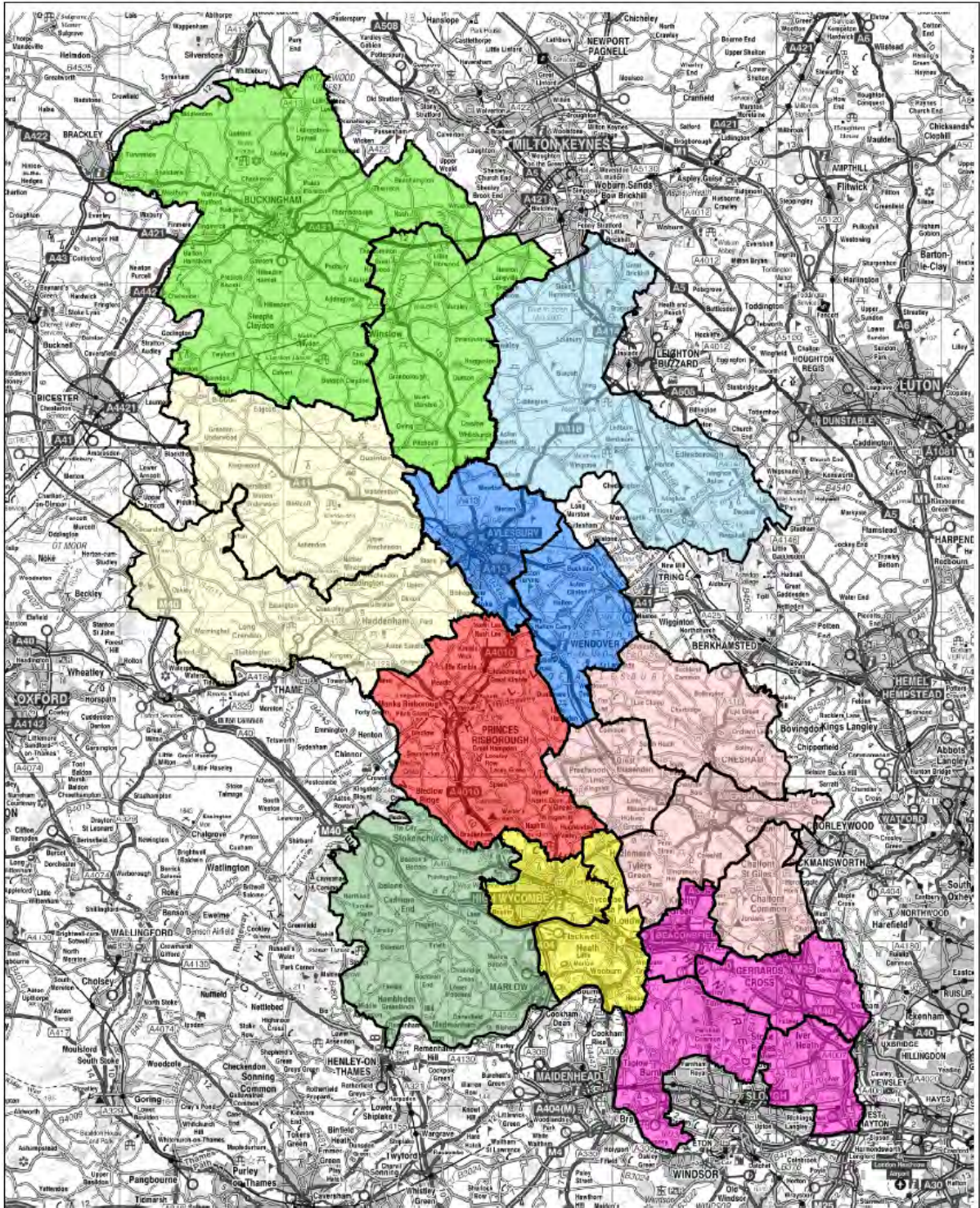
To develop Community accessibility planning BCC will be working with local groups and organisations, particularly representing the young, elderly, women and disabled, such as the Chiltern Dial-a-Ride.

What we cannot do and why

There was a lot of feedback on the routing of public transport and the need for better access to bus services. However since 1986 bus companies have had complete freedom to operate services wherever and whenever they wish subject to registration with the Traffic Commissioner. BCC have no statutory power to plan or regulate bus routes and therefore in general terms cannot dictate the routes the bus services follow or frequency of journeys, nor dictate the fares charged. BCC can subsidise bus services that would not otherwise operate but because of limited funds being available we have to prioritise spending in areas of greatest need. Parish Councils can, if funding permits, also subsidise bus routes. Accessibility Assessments are planned for each Local Community Area over the next five years. These audits will identify accessibility and funding issues within the community and draw up an Accessibility Action Plan through which to address these issues.

For more information on bus routes and the Bus Strategy, please see www.buckscc.gov.uk/LTP and follow the link to Appendices.

FIGURE 2 – ACCESSIBILITY ACTION PLANNING AREAS



 <p>Community Accessibility Planning Areas</p>	<p>Legend</p> <p>Accessibility Area</p> <p>Community</p> <ul style="list-style-type: none"> Chilterns Aylesbury & Wendover Beaconsfield, Gerrards Cross, Ivers and Beeches High Wycombe & Bourne End Buckingham & Winslow Waddesdon & Haddenham Stokenchurch & Marlow Princes Risborough Wing & Inghoe 	
<p>0 1.25 2.5 5 7.5 10 Miles</p> <p>This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Buckinghamshire County Council 100021629 2007.</p>		

TACKLING CONGESTION

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

What the community told us

- *Lack of resident, shoppers and visitor parking strategy for the town centres*
- *Desire for a consistent structure for on and off street parking tariffs to maintain economic vitality*
- *Problems of illegal and unregulated parking on High Street, Sycamore Road and Chenies Parade, Amersham*
- *Concern over school parking and subsequent congestion near Chesham Bois Church of England School*
- *Concern over congestion and safety on A416 outside The Beacon School and Our Ladys School*
- *Major issue of congestion on the A416 through Chesham and on approach to town caused by topography*
- *HGVs should be encouraged to use the main roads (A416 and A404) and not inappropriate residential roads and country lanes*

What we've already done

- Designated the A416 as a Priority Congestion Management Corridor (PCMC) in the LTP2
- Worked in close partnership with Holmer Green First School to develop and launch on 1st October 2006 the 'Go for Gold Scheme', an incentive based scheme which rewards children who travel to school by a sustainable means with free swimming vouchers (in agreement with Wycombe Leisure).
- Introduced enforcement of on street parking through the Chiltern Special Parking Area (SPA) in conjunction with Chiltern District Council
- 75% of schools in the area have an active or are developing School Travel Plans
- BCC now have a web-based car-sharing scheme that is open to the public. The scheme can be found at www.buckscarshare.co.uk. There are currently 925 people, representing 265 organisations, across Buckinghamshire, registered with Bucks Carshare.
- 94% reduction in delays caused by BCC road works on traffic sensitive streets in the last four years
- Reduced car use on the school run across Buckinghamshire by 17% from 44% in 2000 to 27% in 2006
- Increased the number of people travelling by bus in Buckinghamshire by 10% over the past year (2006/07)
- National and international awards for travel planning, such as 2007 ACT Commuter Initiative Award for BCC's own employee work travel plan and the 2004 International iWalk award for the 'Go for Gold' initiative, an incentive based scheme which rewards children who travel to school by a sustainable means

Chiltern Special Parking Area

The Chiltern Special Parking Area (SPA) was launched as a district-wide initiative in September 2005. The SPA is managed and operated by Chiltern District Council, and although BCC can recommend parking restrictions and initiatives, it is up to Chiltern District Council to implement them. Chiltern District Council now hold responsibility for all on-street and off-street parking, with the enforcement of on street parking now undertaken by Council Parking Attendants instead of Police Traffic

Wardens. Thames Valley Police retain responsibility for obstructive parking and verge parking where there are no yellow lines. Annual reviews on the performance of the SPA are held and this is the time when Chiltern District Council and BCC will review requests regarding parking provision or restrictions.

For more information on the Chiltern SPA, please visit www.chiltern.gov.uk or email parking@chiltern.gov.uk

Background data

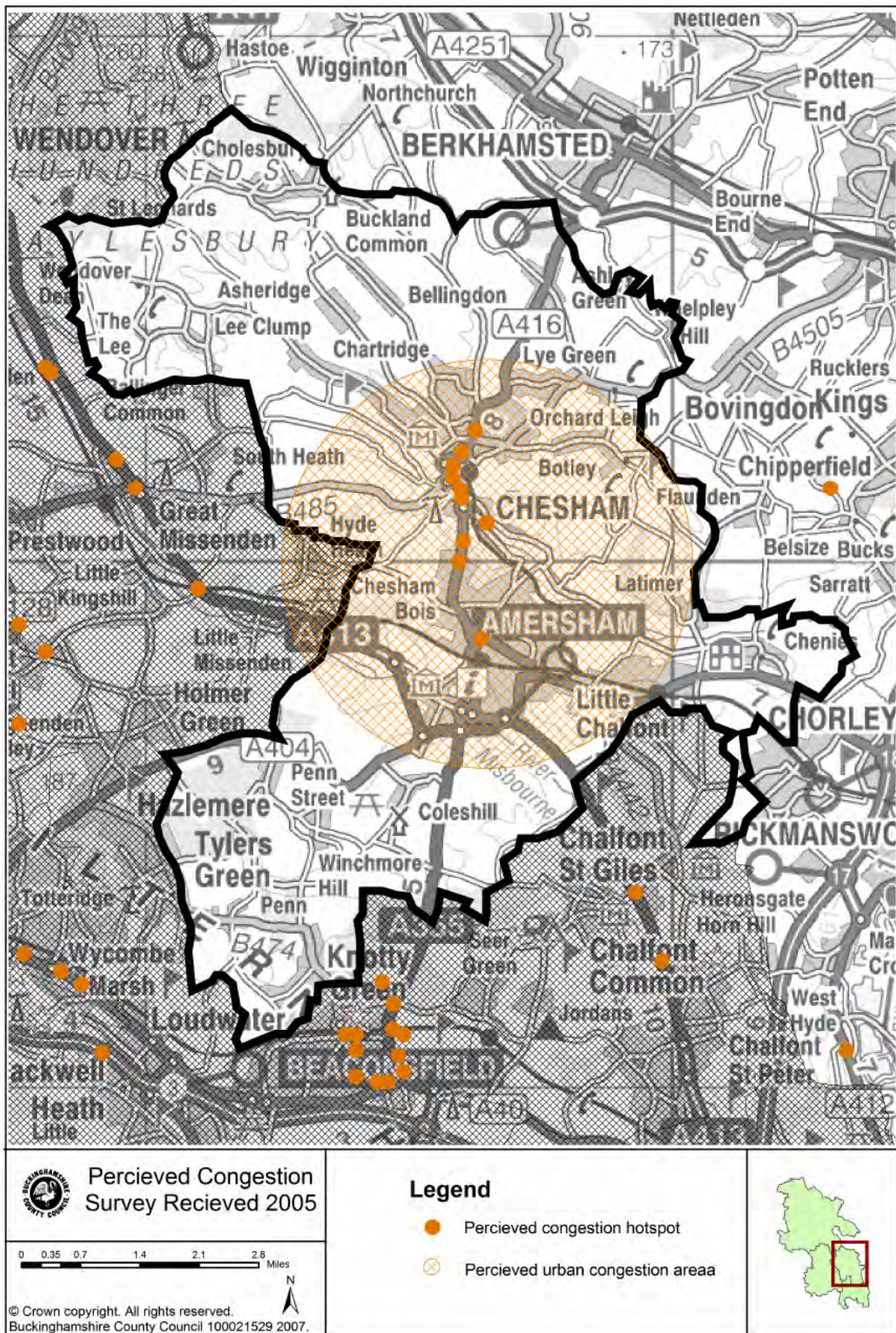
In our annual survey we ask residents to identify congestion hotspots on roads across Buckinghamshire. Specific hotspots suggested by residents have been identified in the Chesham & Amersham Local Community Area along the A416 from Berkhamstead Road to Station Road (see figure 3). Local residents have also identified the Amersham bypass as a congested route.

ACTIONS TO TACKLE CONGESTION

During the Second Local Transport Plan period we will:

- Implement the A416 Priority Congestion Management Corridor (PCMC) including junction improvements and increased travel capacity
- Approach Chesham Bois Church of England School in relation to adopting a School Travel Plan to help ease congestion and improve safety around the school
- Develop specific urban and inter-urban bus services, and demand responsive public transport services (utilising taxis where appropriate)
- Work with London Underground and Chiltern Railways to explore the feasibility of a taxi bus to improve public transport access to the stations
- Work with London Underground and Chiltern District Council to improve pedestrian, cyclist and bus passenger facilities
- Approach schools within the area to consider adopting and developing School Travel Plans with regard to tackling congestion caused by school traffic
- Complete the Strategic Network Hierarchy (SNH) review to ensure that all traffic uses the appropriate routes in the area
- Develop a signing strategy in line with the SNH to ensure Heavy Goods Vehicles (HGVs) use appropriate routes
- Develop a countywide freight strategy
- Encourage cycling, walking and bus use for travel to Berkhamsted, Beaconsfield, High Wycombe, St. Albans and other key destinations
- Co-ordinate all road works on the road network to reduce delays

FIGURE 3 – PERCEIVED CONGESTION HOTSPOTS IN THE CHESHAM & AMERSHAM LOCAL COMMUNITY AREA



IMPROVING THE ENVIRONMENT

The environment in Buckinghamshire is one of our greatest assets and transport can have negative impacts on this environment unless it is carefully managed. It is important that we work with others to improve air quality, enhance public spaces and streetscapes, and protect and promote rural areas.

What the community told us

- *It is important to preserve the traditional market town nature of Chesham*
- *Road congestion adds to poor air quality*
- *Street furniture (signs and street lights) should be kept to the minimum*
- *Berkhampstead Road suffers badly from poor air quality due to traffic levels*

What we've already done

- Set up 25 active air quality-monitoring sites around Chesham and Amersham
- Established the Bucks Air Quality Management Group with other Local Authorities, which aims to minimise the effects of air pollution on human health and the environment across the county,
- Set the Bucks Air Quality Standard (BAQS) that exceeds national standards to ensure early intervention where there are problems
- Promoted and improved access to rural areas using other means rather than private cars, such as public transport, walking and cycling
- Followed environmental guidelines to reduce the impact of transport schemes on the local environment
- Completed the Strategic Environmental Assessment for the LTP2

ACTIONS TO IMPROVE THE ENVIRONMENT

During the Second Local Transport Plan period we will:

- Continue to work with Chiltern District Council to monitor air quality monitoring sites
- Continue to assist the district council's Air Quality Review and Assessment, for example with conducting traffic counts at traffic sensitive areas such as Berkhampstead Road, Chesham
- Continue to be represented on local environmental groups and work with all agencies involved, including the Environment Agency, Natural England and the Chilterns Conservation Board
- Work with local partners, such as Chiltern District Council, Chesham and Amersham Town Councils, and local parish councils such as Chartridge and Coleshill Parish Councils, to complete Street Scene Audits and reduce street clutter
- Continue to look into reducing street lighting in certain locations across the county to reduce the environmental impact of lighting, especially within rural areas and to help BCC become more efficient. Our programme to reduce street lighting is currently in a trial period and will be continually monitored for efficiency and impact.
- Seek to replace all street lighting lamps using more environmentally friendly lighting, such as more efficient bulbs and flat glass panels, in order to reduce energy consumption and light pollution
- Maintain verges & hedges at junctions in rural areas to maintain clear visibility for drivers

- Establish appropriate sign cleaning / maintenance arrangements with Parish / Town Councils
- Work with the Rights of Way Team to identify accessibility improvements to rural footpaths and bridleways for leisure purposes

IMPROVING ROAD SAFETY

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

What the community told us

- Concern regarding speed of traffic within Chesham Bois, especially on Bois Lane, Copperkins Lane and Hollow Way Lane
- Rat-running through villages is a major problem
- There are concerns about pedestrian safety through the access from Lowndes Park to Chesham town centre through Star Yard car park
- High amount of traffic on A416 is a danger to cyclists and pedestrians
- Safer crossing facilities needed for pedestrians and cyclists

What we've already done

- Completed Areas 2 and 4 of the countywide Speed Limit Review
- 12% reduction in casualties across Buckinghamshire in the last five years
- Completion of the 'Be A Better Biker' campaign to reduce motorcyclist casualties
- Loaned out Speed Indicator Devices (SIDs) to groups and organisations, to raise driver's awareness of their speed
- Launch of 'Make the Commitment' campaign to encourage drivers and riders to make a pledge to drive within the speed limit
- Salted approximately 40% of routes across the county to improve safer winter driving. For more information see www.buckscc.gov.uk and follow the links to Roads, Highways & Pavements / Winter Driving

The Speed Limit Review

The Chesham and Amersham Local Community Area falls under areas 2, 4 and 10 of the Speed Limit Review. (See figure 4).

Area	Formal Consultation	Public Consultation	Implementation
2		July/August 2004	October 2005
4	December 2003	February 2005	January 2006
10	December 2004 - January 2005	Autumn 2008	Spring 2009

Quiet Lanes

The Transport Act 2000 enables local transport authorities to designate rural roads with less than 500 vehicles a day as a Quiet Lane. The final statutory guidance was issued by the Department for Transport in 2006. However given the measures available when formally designating Quiet Lanes and public feedback, the Cabinet Member for Transportation has agreed that work on formal designation will not be progressed. The potential Quiet Lanes identified through the work of the countywide Speed Limit Review will be re-considered for speed limits if appropriate, when each area is next reviewed.

Background data

The national road safety target is to significantly reduce the number of people killed and seriously injured (KSIs). Figure 5 shows an average number of KSIs per kilometre on roads within the Chesham and Amersham Local Community Area at the

start of the Second LTP period. Casualty data is constantly updated and therefore the average KSI numbers will continually change.

ACTIONS TO IMPROVE SAFETY

During the Second Local Transport Plan period we will:

- Complete Area 10 of the Speed Limit Review
- Continue to pursue for the proposed prohibition of motorised vehicles on Holloway Lane, Chenies
- Install a footpath link on Rectory Hill, Amersham linking the puffin crossing to the school
- Continue to promote walking and cycling within the area on safe, secure routes
- Complete the Signing and Freight Strategies to ensure HGVs use appropriate routes
- Improve safety by targeting drivers and motorcyclists in high risk groups (such as young male drivers)
- Identify and treat sites where the road environment is a major factor in collisions
- Continue to salt routes across the county to improve safer winter driving conditions

The issue of pedestrian access through the Star Yard Car Park has been highlighted within the Chesham and Amersham Transport Study. (See “Influences on Transport Provision” section above for more information.)

What we cannot do and why

- Speeding: The enforcement of speed limits is the responsibility of Thames Valley Police, who are committed to reducing the amount of deaths, injuries and crimes on our roads, through a programme of education and enforcement. Concerns from the public about roads where speeding is an issue are directed to the Thames Valley Safer Roads Partnership (of which BCC is a member). Sites are then considered for enforcement by either a police presence/speed checks or by fixed or mobile cameras.

FIGURE 4 – SPEED LIMIT REVIEW AREAS IN THE CHESHAM & AMERSHAM LOCAL COMMUNITY AREA

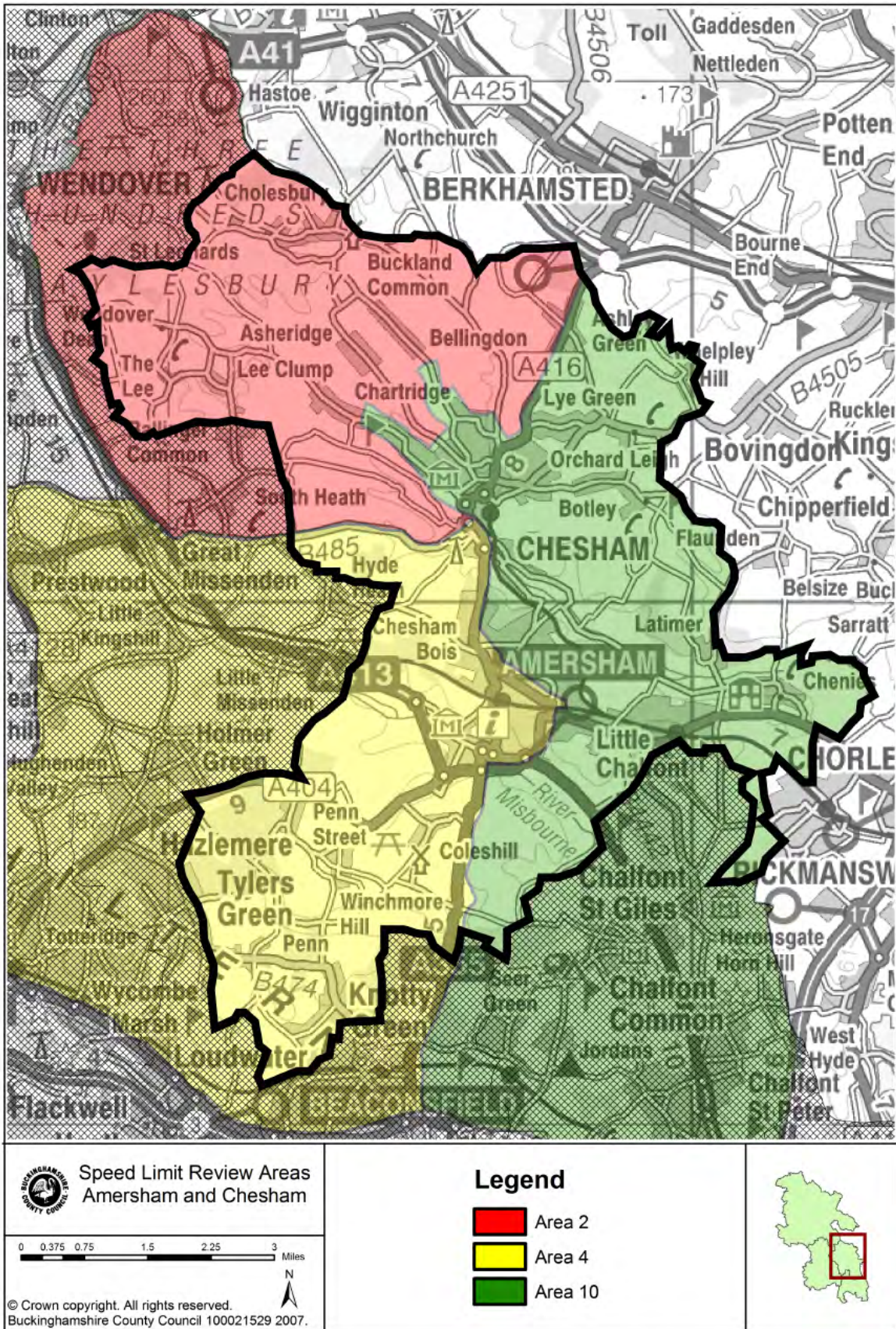
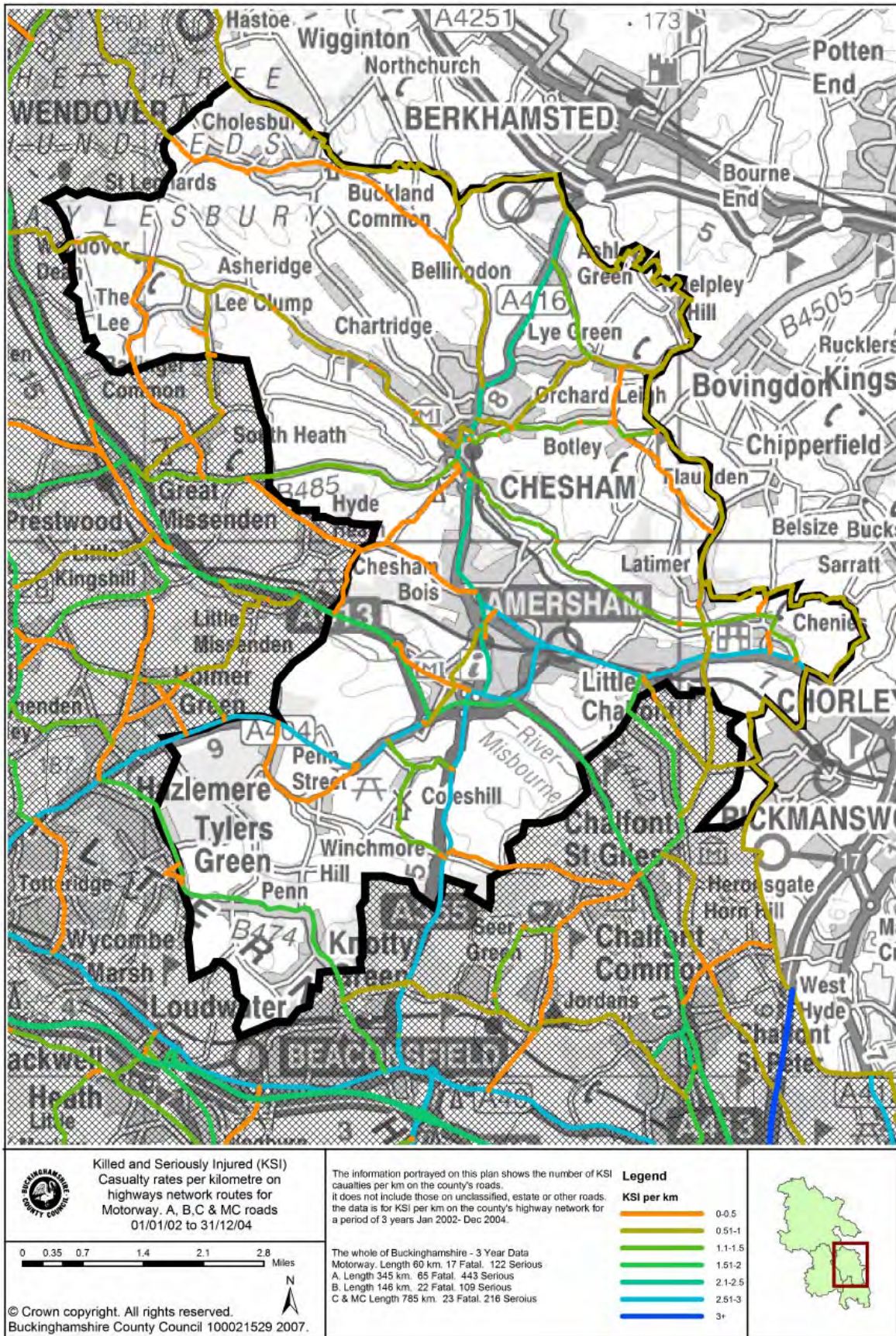


FIGURE 5 – KSI RATES ON ROUTES IN THE CHESHAM & AMERSHAM LOCAL COMMUNITY AREA



MAINTAINING AND MANAGING THE TRANSPORT ASSET

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

What the community told us

- *Need more maintenance of road drainage*
- *Improve maintenance of roads and clearer markings*
- *Repair potholes and improve pavements for pedestrians*
- *Street lighting – not enough where needed, too much where it isn't*
- *Need to improve surfacing of routes for disabled people*
- *Hedges need maintaining to provide better vision for motorists*

What we've already done

- Resurfaced Old Amersham High Street
- Resurfaced footways on Broad Street and Church Street Chesham
- BCC has consistently been in the top 25% of local authorities in the country for the maintenance and condition of principal roads
- Increased customer satisfaction with the overall condition of roads and pavements by 53% since 2002
- 99% of dangerous potholes repaired within 24 hours of customer reports
- Established "Highways on Call", a dedicated customer services team

In December 2006 one local highway technician was allocated to cover the Chesham & Amersham Local Community Area. Each technician is responsible for highway maintenance, traffic management, estate road construction supervision and streetworks inspection. Members of the public can contact Highways on Call who will direct their highway issues and concerns to the Local Area Technician, or make direct contact with the technician if they see them out and about. For more information see www.buckscc.gov.uk/localareatechnicians.

Background data

Figures 6 and 7 identify the condition of roads and pavements across the Chesham and Amersham area at the start of the Second LTP period, using technical data collected by regular inspections of the network. These are continually updated and supplemented by subsequent assessments and therefore represent only a 'snapshot' of current conditions.

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

ACTIONS TO MAINTAIN AND MANAGE THE TRANSPORT ASSET

During the Second Local Transport Plan period we will:

- Resurface Witheridge Lane, Penn, to improve the structure of the road and offer a smoother ride for vehicles

- Promote the use of the revised “Environmental Guidelines for the Management of Roads in the Chilterns”, when published in late 2007
- Continue to carry out routine inspections to identify areas in need of action, through teams of Local Area Technicians working in the communities
- Continue to respond to calls from the public through ‘Highways on Call’
- Continue our maintenance of highway verges, with regular grass cutting programmes and assessments
- Use customer feedback to develop maintenance programmes to address local community concerns in the Chesham & Amersham Local Community Area
- Place greater emphasis on the maintenance of footways in the area
- Introduce improved safety and maintenance tests for all street lights
- Continue our high response rate for repairing dangerous potholes
- Increase the use of recycled materials in maintenance activities, such as using approved recycled road materials in pothole repairs, wherever possible

What we cannot do and why

- Hedges on the side of the road: BCC are not responsible for the hedges adjoining highways; these are the responsibility of the landowner. However BCC will continue to work closely with landowners on this issue, especially over safety concerns.

FIGURE 6 – CARRIAGEWAY CONDITION MAINTENANCE MAP

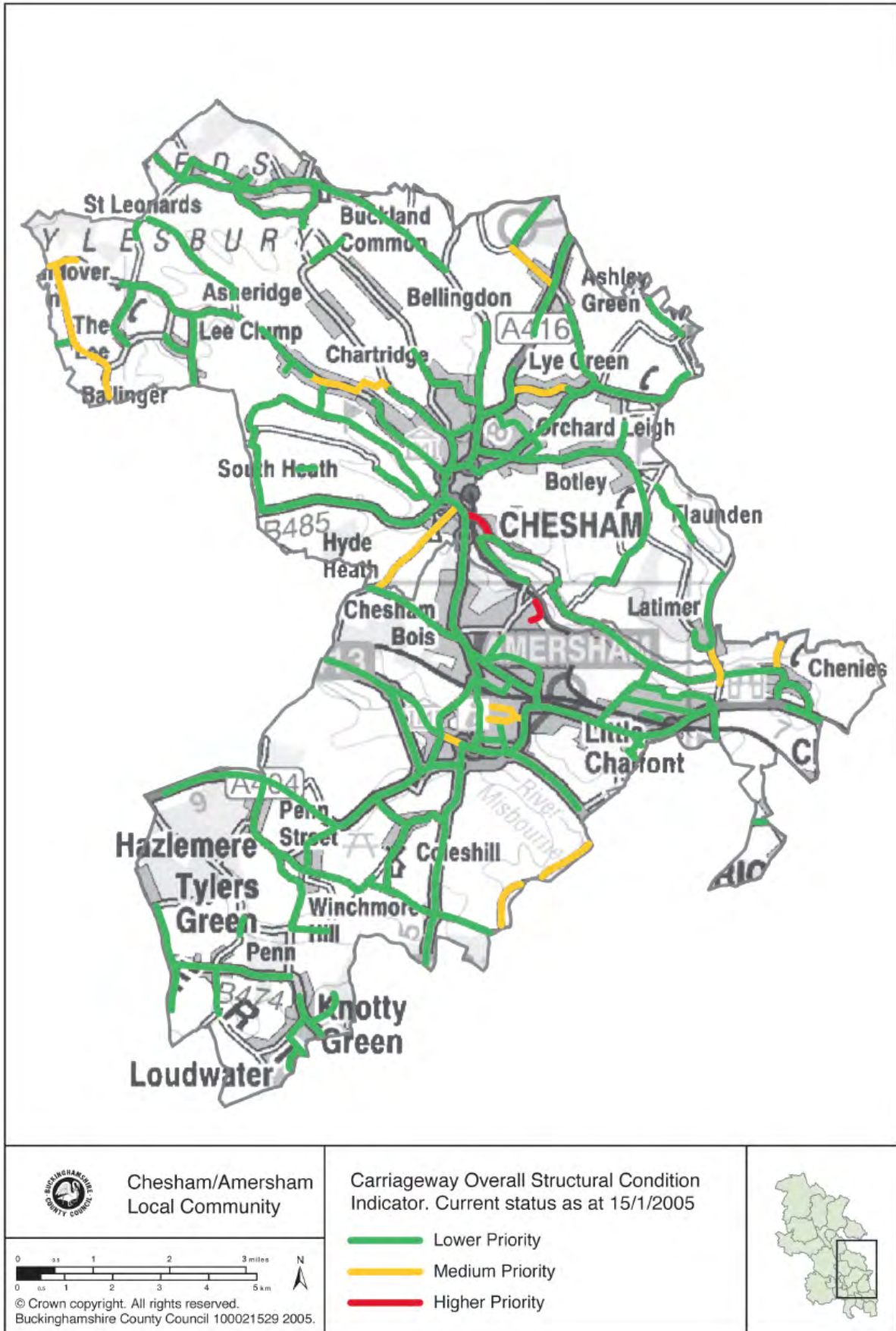
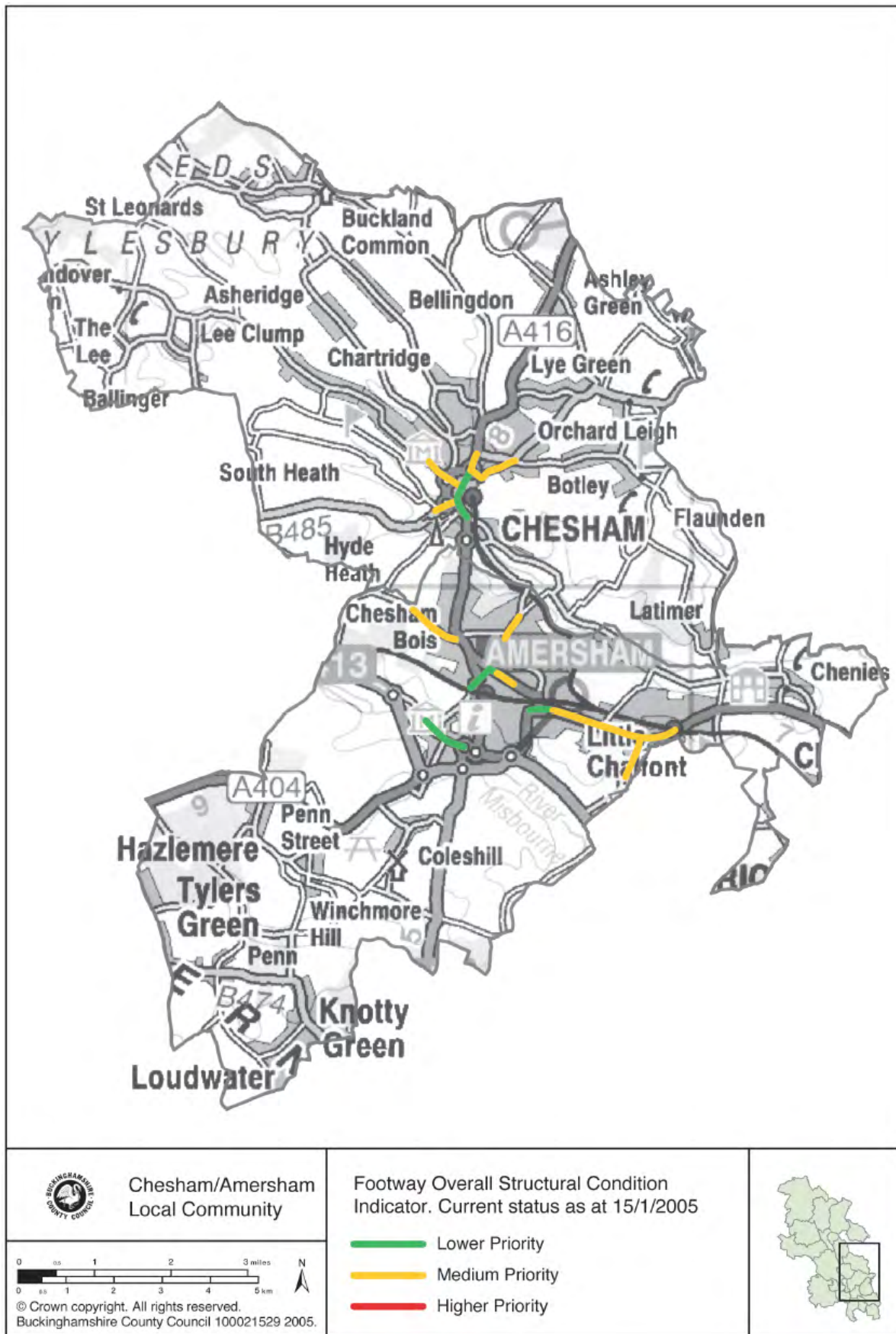


FIGURE 7 – FOOTWAY CONDITION MAINTENANCE MAP



SCHEMES NOT CURRENTLY PROGRAMMED 2007/08

Listed below are the schemes that were not prioritised for the 2007/08 programme through SAM or which have been requested but do not currently have funding available for implementation.

- Structural maintenance on Shardloes Bridge, Amersham
- Resurfacing of footpaths between Amersham town centre and Tesco's, on the A404 White Lion Road and Stanley Hill between Amersham town centre and local schools, and on the A416 between Amersham Old Town, Tesco's and the train station
- Improvements to footways in Parish Piece, Holmer Green, including widening and general improvements

GLOSSARY

Accessibility Action Plan

A coherent set of policies and measures designed to provide solutions to identified accessibility problems.

Accessibility Audits

A process of considering all peoples access needs by identifying and tackling accessibility problems and meeting accessibility needs.

“Be a Better Biker” campaign

The campaign was launched in Buckinghamshire in 2004, providing bikers with courses to develop their skills in order to reduce the number of bikers killed and seriously injured (KSI) on the roads of Buckinghamshire.

Bucks Air Quality Standard (BAQS)

The level of nitrogen dioxide (NO₂) in the air, below the required national air quality level, which will highlight possible future problems and enable precautionary measures to be taken, thus preventing further Air Quality Management Area (AQMA) declaration.

Dial-a-Ride

Demand responsive transport service aimed at specific groups such as with disabilities or those living in remote areas.

Freight Strategy

A plan highlighting problems and solutions with freight movement and how freight is being managed across the county.

Getting Closer to Communities (GC2C)

An initiative to bring Council services closer to the people of Buckinghamshire. This 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
- To join up public services locally

Intelligent Road Studs

A range of solar-powered road studs specifically aimed at improving safety by clearly marking out the road ahead.

Priority Congestion Management Corridor (PCMC)

A route where congestion problems have been identified and that has been prioritised for management in the LTP2 period.

Primary Public Transport Corridor

Main routes in urban areas, that link to the major development areas, which have been identified as requiring public transport improvements in order to make the new developments more sustainable.

Rights of Way

Public Rights of Way comprises the network of 3401kms of public footpaths (for walkers only), bridleways (for walkers, horse riders and cyclists), restricted byways

(for walkers, horse riders, cyclists and non-motorised vehicles), Byways Open to all Traffic and other minor highways such as untarmaced public roads.

Route Strategy

A plan for an identified route (or road), resulting from a comprehensive study, which identifies transport problems and solutions.

School Travel Plans

A document detailing the measures and initiatives which are suitable for an individual school to adopt in order to reduce car trips and increase other methods of journeying to school. These can include walking, cycling and public transport initiatives as well as engineering and educational programmes.

Signing Strategy

A plan of how certain areas will be sign posted on specific routes, seeking to reduce roadside clutter by rationalising signing and reduce congestion, by cutting traffic flows and minimising unnecessary movement.

Speed Indicator Devices (SIDs)

These are mobile, interactive signs that flash either a smiley face or excessive speed being travelled by passing motorists, as appropriate.

Speed Limit Review

A countywide project which began in 2003, to review the current speed limit on all roads, (except trunk roads and motorways), within Buckinghamshire and to provide new speed limits where appropriate. The county was divided into 14 speed limit review areas. Completion of the review is anticipated by 2011.

Strategic Environmental Assessment

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

Strategic Network Hierarchy (SNH)

The prioritisation of the 3250km of road network in the county according to the core transport use of a particular road (such as traffic use, HGV routes, cycle routes, and public transport routes).

Street Scene Audits

An inspection of the street furniture in an area in order to identify unnecessary items that can be removed to reduce clutter and improve the street scene.

Thames Valley Safer Roads Partnership

A partnership comprising Thames Valley Police, transport authorities, the Court and Crown Prosecution Service to co-ordinate road safety initiatives contributing to the national Killed or Seriously Injured (KSI) target. It uses fixed and mobile safety cameras to provide data-led enforcement and seeks to modify driver behaviour.

CHESHAM AND AMERSHAM LOCAL COMMUNITY AREA: SUMMARY OF ACTIONS

	Scheme	Lead Team
Enhancing Accessibility	<ul style="list-style-type: none"> Analyse results of the Chiltern Special Parking Area Review and act accordingly, alongside Chiltern District Council 	Parking Management
	<ul style="list-style-type: none"> Work with partners to ensure that accessibility needs are addressed across the range of public services 	Transport Policy & Strategy
	<ul style="list-style-type: none"> Improve public transport, walking and cycling access to Berkhamsted, Beaconsfield, High Wycombe and St. Albans, particularly for young and older people. 	Transport & Accessibility Service
	<ul style="list-style-type: none"> Work with the community to identify accessibility needs and develop and implement an Accessibility Action Plan for the Chesham & Amersham Local Community Area 	Transport Policy & Strategy
Tackling Congestion	<ul style="list-style-type: none"> Implement the A416 Priority Congestion Management Corridor (PCMC) including junction improvements and increased travel capacity 	Network Strategy & Systems
	<ul style="list-style-type: none"> Approach Chesham Bois Church of England School in relation to adopting a School Travel Plan 	Travel Choice
	<ul style="list-style-type: none"> Develop specific urban and inter-urban bus services, and demand responsive public transport services (utilising taxis where appropriate) 	Transport & Accessibility Service
	<ul style="list-style-type: none"> Work with London Underground and Chiltern Railways to explore the feasibility of a taxi bus to improve public transport access to the stations 	Transport & Accessibility Service
	<ul style="list-style-type: none"> Work with London Underground and Chiltern District Council to improve pedestrian, cyclist and bus passenger facilities 	Transport & Accessibility Service
	<ul style="list-style-type: none"> Approach schools within the area to consider adopting and developing School Travel Plans 	Travel Choice
	<ul style="list-style-type: none"> Complete the Strategic Network Hierarchy (SNH) 	Policy & Performance Group
	<ul style="list-style-type: none"> Develop a signing strategy in line with the SNH 	Policy & Performance Group

	<ul style="list-style-type: none"> Develop a countywide freight strategy 	Policy & Performance Group
	<ul style="list-style-type: none"> Encourage cycling, walking and bus use for travel to Berkhamsted, Beaconsfield, High Wycombe, St. Albans and other key destinations 	Transport Promotion and Development
	<ul style="list-style-type: none"> Co-ordinate all road works on the road network to reduce delays 	Streetworks
Improving the Environment	<ul style="list-style-type: none"> Continue to work with Chiltern District Council to monitor air-quality monitoring sites 	Transport Policy & Strategy
	<ul style="list-style-type: none"> Continue to assist the district council's Air Quality Review and Assessment 	Transport Policy & Strategy / Network Strategy & Systems
	<ul style="list-style-type: none"> Continue to be represented on local environmental groups and work with all agencies involved 	Network Strategy & Systems / Transport Policy & Strategy
	<ul style="list-style-type: none"> Work with local partners to complete Street Scene Audits and reduce street clutter 	Area Maintenance & Management (South)
	<ul style="list-style-type: none"> Continue to look into reducing street lighting in certain locations across the county 	Strategic Maintenance
	<ul style="list-style-type: none"> Seek to replace all street lighting lamps using more environmentally friendly lighting 	Strategic Maintenance
	<ul style="list-style-type: none"> Maintain verges & hedges at junctions in rural areas to maintain clear visibility for drivers 	Area Maintenance & Management (South)
	<ul style="list-style-type: none"> Establish appropriate sign cleaning / maintenance arrangements with Parish / Town Councils 	Area Maintenance & Management (South)
	<ul style="list-style-type: none"> Work with the Rights of Way Team to identify accessibility improvements to rural footpaths and bridleways for leisure purposes 	Transport Policy & Strategy
Improving Road Safety	<ul style="list-style-type: none"> Complete Area 10 of the Speed Limit Review 	Speed Limit Review Team
	<ul style="list-style-type: none"> Continue to pursue for the proposed prohibition of motorised vehicles on Holloway Lane, Chenies 	Traffic Management (South)
	<ul style="list-style-type: none"> Install a footpath link on Rectory Hill, Amersham linking the puffin crossing to the school 	Travel Choice

	<ul style="list-style-type: none"> Continue to promote walking and cycling within the area on safe, secure routes 	Cycling & Walking
	<ul style="list-style-type: none"> Complete the Signing and Freight Strategies 	Transport Policy & Performance
	<ul style="list-style-type: none"> Improve safety by targeting drivers and motorcyclists in high risk groups (such as young male drivers) 	Road Safety
	<ul style="list-style-type: none"> Identify and treat sites where the road environment is a major factor in collisions 	Local Safety Schemes
	<ul style="list-style-type: none"> Continue to salt routes across the county to improve safer winter driving conditions 	Area Maintenance & Management (South)
Maintaining & Managing the Transport Asset	<ul style="list-style-type: none"> Resurface Witheridge Lane, Penn 	Strategic Maintenance
	<ul style="list-style-type: none"> Promote the use of the revised "Environmental Guidelines for the Management of Roads in the Chilterns", when published in late 2007 	Network Strategy & Systems
	<ul style="list-style-type: none"> Continue to carry out routine inspection to identify areas in need of action, through teams of Local Area Technicians working in the communities 	Area Maintenance & Management (South)
	<ul style="list-style-type: none"> Continue to respond to calls from the public through 'Highways on Call' 	Customer Services
	<ul style="list-style-type: none"> Continue our maintenance of highway verges, with regular grass cutting programmes and assessments 	Area Maintenance & Management (South)
	<ul style="list-style-type: none"> Use customer feedback to develop maintenance programmes to address local community concerns in the Chesham & Amersham Local Community Area 	Area Maintenance & Management (South)
	<ul style="list-style-type: none"> Place greater emphasis on the maintenance of footways in the area 	Area Maintenance & Management (South)
	<ul style="list-style-type: none"> Introduce improved safety and maintenance tests for all street lights 	Area Maintenance & Management (South)
	<ul style="list-style-type: none"> Continue our high response rate for repairing dangerous potholes 	Area Maintenance & Management (South)

	<ul style="list-style-type: none">• Increase the use of recycled materials in maintenance activities, such as using approved recycled road materials in pothole repairs, wherever possible	Area Maintenance & Management (South)
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FURTHER INFORMATION

The Second Local Transport Plan and this Area Action Plan can be found on the County Council's website at:

Second Local Transport Plan: www.buckscc.gov.uk/transport_plan/LTP2

Transport Area Action Plan: www.buckscc.gov.uk/transportmatters

The Second Local Transport Plan is also available for reference at the following places:

- Libraries across Buckinghamshire
- District Council Offices in Amersham, Aylesbury, High Wycombe & Denham
- County Hall in Aylesbury
- County Council Area Offices in Amersham, High Wycombe and Winslow
- Parish and Town Council Offices (by prior arrangement)

If you would like your own copy of the Second Local Transport Plan costing £50 (also available on CD, at £8) please contact the Transport Policy and Strategy Team, stating your preferred format:

- Email to: transportps@buckscc.gov.uk or
- Write to: Transport Policy and Performance Group, Buckinghamshire County Council, 9th Floor, Walton Street, Aylesbury, Buckinghamshire, HP20 1UY
- Call: 01296 382053

Large print or audio tape versions can be made available on request. Please call 01296 382053.

Copies can be made available in different languages. To request copies please call 01296 382053.

اس دستاویز کی کاپی اردو زبان میں دستیاب ہے۔ کاپی حاصل کرنے کے لئے 01296 382053 پر فون کریں۔

આ પત્રિકાની નકલ ગુજરાતી માં મળી શકે છે. ગુજરાતી નકલ મેળવવા માટે મહેરબાની કરી 01296 382053 ઉપર ફોન કરો.

If you have any comments or queries regarding the Second Local Transport Plan or the Transport Area Action Plan, please feel free to contact us on the above details, or alternatively visit the websites.