

**Consultation Responses & Replies**  
**LTP2 Progress Report 2008**

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*Duncan Laid*  
*AJ*

**BEACONSFIELD TOWN COUNCIL**

Miss M.C. Mathie, ACIS  
Town Clerk  
Telephone: (01494) 675173  
Fax: (01494) 672331  
beaconsfieldtown@btconnect.com



TOWN HALL  
BEACONSFIELD  
BUCKINGHAMSHIRE  
HP9 2PP

My Ref: MCM

13<sup>th</sup> October 2008



Mr Jim Stevens  
Head of Transportation  
Bucks County Council  
County Hall  
Walton Street  
Aylesbury  
HP20 1UY

Dear Mr Stevens

The Planning Committee of Beaconsfield Town Council have considered the Consultation on the LTP2 2008 Progress Report.

Our response is herewith attached.

We would appreciate acknowledgement of receipt of this letter and attachment.

Yours sincerely,

Cllr J.L. Simmonds  
Chairman  
Planning Committee  
Beaconsfield Town Council

## BEACONSFIELD TOWN COUNCIL

Miss M.C. Mathie, ACIS  
Town Clerk  
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HP9 2PP

### Buckinghamshire County Council Draft LTP2 Progress Report 2008-10-07 Comments by Beaconsfield Town Council

In the foreword of this very weighty tome it states *'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.'*

Cllr Walters and Cllr Grover having read the report find great difficulty in understanding how these aims are to be met in South Bucks in general, and Beaconsfield in particular.

It is further stated in the forward that *'during the first two years of LTP2 we have spent a total of over £45 million of capital funds on key transport infrastructure improvements.'*

No mention is made of how much of this sum has been spent in Beaconsfield or South Bucks. Indeed many of the projects identified and accepted by Bucks County Council in the Beaconsfield Transportation Study 2002, would have, if been undertaken, gone some way to meet the above aims in our town and district.

More specifically the following aims have not been addressed for South Bucks in this document:

- Transport and Accessibility
- Congestion (A355 and M40)
- Air Quality (with regard to A355, A40 and M40)

Indeed barely the only mention of South Bucks is with regard to the possible future introduction of parking management. No mention of South Bucks in the bus strategy (11.3) no major schemes (5) identified for South Bucks.

In conclusion it seems that Bucks County Council vision for transport extends no further south than Wycombe District, this is very disappointing



## CHALFONT ST PETER VILLAGE APPRAISAL GROUP

***Your village, your voice. Shaping the future of Chalfont St Peter***

c/o Council Offices, Gravel Hill, Chalfont St Peter, Bucks, SL9 9QZ  
Contact: Sue Moffat on Tel: 01753- 891582, E-mail: smoffat@chalfontstpeter-pc.gov.uk

3 Grange Fields,  
Chalfont St Peter,  
Bucks,  
SL9 9AG

15th October 2008

Dear Mr Stevens,

I am writing on behalf of the Chalfont St Peter Transport and Traffic Appraisal Group. We wish to make the following comments about the Buckinghamshire LTP2 Draft Progress Report 2008.

It appears from the document that it is mainly an assessment of progress against the large number of targets set out in the original plan. There appears however to be nothing which is specific to Chalfont St Peter and very little about the Chiltern or South Bucks areas. It is very difficult therefore for our Group to assess what progress has been made in our Village or the surrounding area.

Our Group is concerned that bus travel gets little mention and with reference to page 45 section A13 in the document we are worried what effect the higher fuel costs will have on our bus services which are already quite limited. We would like to emphasise again our wish to have a more reliable bus service especially to link with Gerrards Cross Station. The bus service to Chalfont Common is poor and needs to be improved. With reference to the document on page 34 Fig. 4.5 the table shows that Member Stakeholders are very dissatisfied with local bus services in and from rural areas. We would like to know what action the County Council is proposing to rectify this situation.

With reference to page 39 paragraph 5.7 it looks like a coach station will be set up at Handy Cross in 2016. Our Group would like to know whether there will be a suitable bus link to this facility from Chalfont St Peter.

With reference to page 97 section M5 our Group would like to know how the County Council proposes to implement devolving some of the Minor Maintenance Activities to the Parish Council.

With reference to page 99 section M12 our Group is concerned about the poor state of a large number of roads and pavements in our Village and the surrounding area. We have previously submitted lists of roads and pavements that are badly in need of repair but progress on any improvements is very slow.

With reference to page 124 section 11.3 our Group would be grateful to receive the results of the local area transport forum held in our area and the development of the Bus Strategy that will be based on these results. Our Group would also like to be included in any future consultations on these issues.

With reference to page 128 our Group would like to know why



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there appears to have been an under spend or budget cutback between LTP2 Supported Borrowing Allocation and Actual Spend. This concerns our Group as we feel that money badly needs to be spent on repairing roads and pavements as well as improving the local bus services.

I would be grateful for an early reply to this letter and our Group would be grateful if our comments could be included as part of the LTP2 consultation.

Yours sincerely,

*Ian Corbett*

Ian Corbett

# CHILTERN DISTRICT COUNCIL

Director of Planning and The Environment  
Gill Gowing DipTP., MBA., MRTPI

**HEAD OF ENGINEERING AND CONTRACT MANAGEMENT**  
Peter Woodburn BSc., CEng., MICE., FCIWEM  
Council Offices, King George V Road, Amersham, Bucks HP6 5AW  
Tel: (01494) 729000 Fax No: (01494) 586504 DX No: 50711 Amersham  
Web Site: [www.chiltern.gov.uk](http://www.chiltern.gov.uk)  
E-mail: [wmanagement@chiltern.gov.uk](mailto:wmanagement@chiltern.gov.uk) (for refuse/recycling/cleansing enquiries)  
E-mail: [engineering@chiltern.gov.uk](mailto:engineering@chiltern.gov.uk) (for car parks/general engineering enquiries)



This matter is being dealt with by: Oliver Asbury  
Our Ref: OA/cr/E103/1

Direct Line: 01494 732066  
Your Ref:

15 October 2008

Duncan Laird  
Strategic Transportation  
Buckinghamshire County Council  
County Hall  
Walton Street  
Aylesbury  
Bucks HP20 1UA

Dear Mr Laird

## **Buckinghamshire County Council LTP2 – Stakeholder Consultation**

Thank you for the opportunity to comment on the LTP2 Transportation and Air Quality Action Plan Progress.

Chiltern District Council considered this at Cabinet on 14 October 2008 under "matters arising" and I have received feedback to enable the completion of the hard copy of the survey (enclosed).

In summary, comment was made about the short consultation timescales which have reduced the opportunities to consult further within local groups such as disability groups and the community partnership.

It was further noted that although consultation was from 8 September to 17 October the detail was only sent to LAA Block Leads and Policy Officers on the 18 September 2008 reducing the consultation period by 10 days.

Chiltern Members are of course interested in the CATS progress, however, it is thought each Districts' local transportation studies would fit the County strategy and be worth comment in the LTP survey. It is further suggested that these projects should be integrated in to the LTPs at earlier stages.

I have also enclosed comments from Chiltern District Council regarding air quality.

Yours sincerely

Oliver Asbury  
Principal Engineer

cc: Councillor Nick Rose, Chiltern District Council  
Ben Coakley, Principal Environmental Protection Officer, Chiltern District Council

enc

Council Offices Hours: 8.30 am – 5.30 pm Monday – Thursday; 8.30 am – 5.00 pm - Friday

## LTP (II) Consultation response

### Chesham Air Quality Management Area and LTP (II) Progress Reporting

Work involved in the LTP2 'Improving our Environment' objective contributes towards improving air quality and lessening the impacts of climate change.

There are currently two air quality indicators in the LTP. These are

- LE11 (NO<sub>2</sub> Concentration in identified sites exceeding the Bucks Air Quality Standard (BAQS)) and
- LTP8 (NO<sub>2</sub> Concentration in the identified national air quality Management area (AQMQ) within our control).

LE11 is recommended for deletion and in its place (following changes to national guidance from DEFRA); District Action Plans will be included in the LTP and following agreement with each respective Council, annually reported to the Department for Transport (DfT).

DfT has emphasised the requirement for air quality to be a shared priority within the guidance issued for LTPs and looks for policies and strategies that deliver on improving air quality.

It is expected that by including proposed interim actions for the Chesham AQMA within this annual progress report (and subsequent reporting with the other LA's of Bucks), the obligation for the County to implement identified transport actions in relation to air quality will be increased. In relation to the Chesham AQMA, interim measures have been included for this round of LTP consultation, with a full plan subject to Chiltern DC Cabinet approval in December.

Actions identified in the Chesham and Amersham Transport Study (CATS) that were directly relevant to the Chesham AQMA were subject to re-prioritisation and consequently a lower likelihood of them taking place in their original form. They are however considered critical in tackling air pollution and it is hoped that with the closer integration, extra reporting to DfT and the need to measure improvements that jointly identified transport actions in our Air Quality Management Area (AQMA) will now be given a higher priority.

The requirement for Chiltern to undertake Review and Assessments and monitoring of air quality is an ongoing process and as such will continue to provide updated figures for completion of the air quality related indicators.



**THORNBOROUGH PARISH COUNCIL**



Mrs S Reeder  
Clerk to the Parish Council  
Cherrytree  
High Street  
Thornborough  
Bucks  
MK18 2DF

Tel: 01280 813308

15th October 2008

Dear Mr Stevens,

Re: LTP2 2008 Progress Report Consultation

Thornborough Parish Council has reviewed the documentation and has the following comments that we would be grateful for consideration:

- LTP 2 contains an Annex B5 that makes referral to the possible on-line dualling to the A421, this reference is removed. Is this still in the LTP2?
- Please include relevant comments relating to traffic calming measures, speed review and other transport matters in the Thornborough Parish Plan.
- Please ensure that Mrs Anuradha Fitzwalter has included particular comments to the A421 included within the Thornborough Parish Plan and the PFA Report and Supplementary Report as presented.

Should you require re-copies of any of these documents please don't hesitate to contact us.

Yours sincerely,

Sue Reeder  
Clerk to Thornborough Parish Council

# AYLESBURY VALE DISTRICT COUNCIL

## Development Services Department

Please ask for: Richard Kendall  
Direct Line: (01296) 585432  
Switchboard: (01296) 585858  
Minicom Line: (01296) 585055  
Email: rkendall@aylesburyvaledc.gov.uk  
Our Ref: JB/RAK 06/09/LTP  
Your Ref:

21<sup>st</sup> October 2008

D Laird, Esq.,  
Buckinghamshire County Council,  
County Hall,  
Aylesbury,  
HP20 1UY.



Dear Mr Laird,

### **LTP2 2008 Progress Report – Response to Consultation**

Thank you for consulting this Council on the Buckinghamshire LTP2 Draft Progress Report.

The Council has the following comments:

#### Section 5 – Major Schemes

Aylesbury and Milton Keynes are two regional hubs in the Milton Keynes and Aylesbury Vale Growth Area and a regional spoke connects them. The inclusion in the report of an update on progress towards completing this important strategic link is welcomed.

Aylesbury Vale District Council supports the County Council's continuing work on schemes for the improvement of the A418 between the end of the A4146/A418 Stoke\Hammond and Linslade Western Bypass and Hulcott Crossroads. Specifically, the District Council welcomes and supports the County Council's bid for funding for this important scheme through the Regional Funding Allocation.

#### Section 6 – Enhancing Accessibility

Aylesbury Vale District Council acknowledges the importance of the LTP2 accessibility strategy as a means of improving social inclusion. The District Council also acknowledges more specifically the Community Accessibility Planning process with reviews helping to identify local accessibility needs and leading to the establishment of Accessibility Partnerships, including one for Wing and Ivinghoe.

The Accessibility Partnerships have potential value. However, the District Council is concerned that the Partnerships may have difficulty in delivering identified improvements to accessibility because of a lack of resources as well as the fact that some of the required changes are outside the control of the Partnership and dependent on other agencies.



INVESTOR IN PEOPLE

Norman Skedge Corporate Director (Planning)  
66 High Street Aylesbury Bucks HP20 1SD  
Fax (01296) 398665 DX 4130 Aylesbury  
[www.aylesburyvaledc.gov.uk](http://www.aylesburyvaledc.gov.uk)



## Section 7 – Tackling Congestion

The report includes a number of references to the importance of the central government funding that has been obtained and is being sought in the form of CIF and GAF and via the SEERA “Refresh” process.

The report also refers to the importance of the opportunities that have arisen through the planning process and have been taken to secure developer contributions.

Those references are entirely appropriate. However, it is considered that the report should acknowledge more clearly the role that Aylesbury Vale District Council has taken in (a) contributing to and otherwise supporting the bids for central government finance; and (b) securing developer contributions, in the form of financial payments – ALUTS 2 and others - and other benefits in connection with the determination of applications for planning permission.

— It is considered that the report should make clearer reference to the continuing close joint working between the two Councils and your term consultants on the development and use of the Aylesbury Land Use Transport Strategy (ALUTS2) model. It is also important to emphasise the close working of the two Councils in the development of transport strategies for Aylesbury Vale District and Aylesbury, itself.

Both of those areas of work are providing essential parts of the evidence base for the District Council’s Local Development Framework.

The Report identifies the objective of “Achieve modal split” as part of the strategy to tackle congestion. In recording progress towards that objective, the Report refers to travel plans, stating: “Requirement for travel plans to be submitted for all developments of a certain size.” This is considered to overstate the case insofar as Aylesbury Vale District Council is concerned. Certainly travel plans have been required as part of some submissions for planning permission, but they have not been sought as a matter of course for particular categories of applications.

## Section 8 - Improving Our Environment

Insofar as the information regarding the integration of Buckinghamshire Air Quality Action Plans with the LTP2 is concerned, Aylesbury Vale District Council welcomes the inclusion of a progress report on the Tring Road AQMA Action Plan. In fact DEFRA regard this as good practice and expect it to be included.

The District Council is, however, concerned that, in terms of the direct actions relating to traffic management issues, very little if anything appears to have actually been implemented since the declaration in July 2005. Therefore, there is now an urgent need to clarify how and when the County Council intends to implement their actions as stated.

Yours sincerely,



John Byrne  
Head of Planning

Dear Mr Laird,

Thank you for inviting us to comment on the consultations on your Air Quality Action Plan integration and LTP2 progress report. These have been passed to me as Environment Agency Thames Regional Air Quality Health and transport lead.

We note that you have 6 AQMAs in Buckinghamshire due to air pollution from traffic and that no Environment Agency regulated processes are mentioned as contributing to these. However, we also note that the LTP prog report states that progress towards meeting the target for Improving air quality is "off track" with increasing traffic flows and slightly worsening air quality monitoring results.

However, we believe that intergration of the AQAPs with the LTP is a sensible approach which will improve partnership working between the County and Districts and enable air quality problems to be addressed more effectively.

We also consider that the AQAPs contain an excellent mix mix of hard and soft measures for improving air quality as well as engagement with key stakeholders eg Public Transport Operators, the Highways Agency and the PCT. This is exactly the sort of partnership working which we believe is essential in obtaining the necessary improvements in air quality.

We hope these comments are useful. Should you need to contact us on any other regional/strategic air quality, health or transport issues please contact me.

Adrian Young  
Principal Officer, Air Quality, Health & Transport  
Thames Region, Environment Agency  
tel 07771 542450  
[adrian.young@environment-agency.gov.uk](mailto:adrian.young@environment-agency.gov.uk)

Duncan

Please see Peters comments below. I think this may need clarification.

Also a reference needs to be made to NI47 in brackets next to BV99, and a definition of what it actually is.

Also on the graphs the baseline numbers are incorrect 433 should read 413 and child KSI should read 44 instead of 41.

Please let me know if you require further clarification

Sue

---

**From:** Chapman, Peter  
**Sent:** 10 September 2008 15:19  
**To:** Brown, Sue (Road Safety)  
**Subject:** RE: APR

Not sure what is meant by the first sentence - if we're reporting 06 figures why would the coach crash come into it? The statement is correct if we're talking of being off track in 07 but on track without the coach crash.

The NI48 child KSI rolling average figures and % are correct

Peter

---

**From:** Brown, Sue (Road Safety)  
**Sent:** Wednesday 10 September 2008 14:34  
**To:** Chapman, Peter  
**Subject:** APR

Hi

Is this correct?

### 9.2.1 Key Performance Measures

We are currently on target for reporting of 2006 figures as 07/08 end of year figures. We are currently off track for BV99. A coach crash on the slip road of the M4/M25 interchange is a significant contributor to our total without which we would be on target. We are on track for BV99B (now NI48). The small number of child KSI (Killed and seriously injured) are more susceptible to wide variation. 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 a reduction of 10%.

Ta

*Sue*

Dear Mr Stevens

## **LTP2 2008 Progress Report Consultation**

Thank you for your letter of 4 September 2008, concerning the above. Natural England would like to make the following comments.

### 1. Section 6 Enhancing accessibility

Natural England considers that access to the natural environment is essential to people's health and quality of life, both in providing opportunities to be close to nature and for physical activities such as walking and cycling. Therefore, it is considered that the Draft Report should also include reference to developing indicators of the level of householder access to the natural environment.

### 2. Section 8 Improving our environment

Natural England welcomes the recognition given, in Section 8.1 of the Draft Report, to the importance of Buckinghamshire's environment, both urban and rural, as a highly regarded resource and asset, which it is essential to protect and conserve for the future well being of the county.

Whilst it is noted that voting results from three Transport Symposia attended by stakeholder representatives indicated that air quality was the least important of the six LTP2 transport priorities, Natural England would place a high importance on improving overall air quality standards in terms of reducing the impacts of greenhouse gases on the natural environment, as well as benefiting human health. Air quality is particularly relevant to sensitive sites such as Burnham Beeches and Chilterns Beechwoods Special Areas of Conservation, which are of European importance for nature conservation. We therefore support the actions set out under objective 1 to improve air quality and also the high priority placed on these issues by Local Authorities in Buckinghamshire in the Draft Buckinghamshire Air Quality Action Plan LTP2 Integration.

Natural England also supports the actions under objectives 2 and 3 to address transport impacts on the environment and to conserve and enhance the rural environment. We welcome the essential linkage between transport and other strategies including Bucks Green Infrastructure Strategy (E7), Climate Change (E9), Burnham Beeches (E14) and the Chilterns AONB (E16).

### 3. Section 11 Wider objectives and strategy update

Natural England welcomes the positive contribution of the Strategy to wider objectives of social and environmental well-being of Buckinghamshire, and contributing to the achievement of sustainable development through delivery of the Strategy, including health, social inclusion, air quality and climate change and Rights of Way Improvement Plans.

Natural England would be pleased to comment on any further transportation strategies or individual schemes with potential to significantly affect, or provide opportunities to enhance, the natural environment.

Yours sincerely

George Gittins  
Environmental Planning Advisor  
Western Area Government Team

Direct line 01962 840001 / 01189 392346  
Email: [george.gittins@naturalengland.org.uk](mailto:george.gittins@naturalengland.org.uk)



# CHALFONT ST PETER PARISH COUNCIL

Council office, adj. The Community Centre,  
Gravel Hill, Chalfont St Peter, Bucks, SL9 9QX

Clerk and Treasurer: Mrs S. Moffat  
Tel & FAX 01753-891582  
e-mails [smoffat@chalfontstpeter-pc.gov.uk](mailto:smoffat@chalfontstpeter-pc.gov.uk)

15<sup>th</sup> October, 2008

## **Ref: Buckinghamshire LTP2 Draft Progress Report 2008 Consultation**

Chalfont St Peter Parish Council has considered this document which reviews the first half of the first 5 years of the 2006 to 2026 LTP.

It is mostly an assessment of progress against the large number of targets set out in the original plan.

There is nothing which is specific to Chalfont St Peter and very little about Chiltern or South Bucks. This in itself is an issue because it indicates that your attention is elsewhere. Bus travel gets little mention and looks like its budget is under pressure given higher fuel costs.

We would like to emphasise our wish to have a more reliable bus service especially to link with Gerrards Cross station and the M40 bus route which is not included in the original plan.

We raise some specific points as follows:-

Page 34 fig 4.5 - Members/Stakeholders appear to be very dissatisfied with local bus services in and from rural areas. Is this being considered in your review?

Page 39 5.7 - It looks like a coach station is to be set up at Handy Cross in 2016. It would be useful to have suitable bus links to this from Chalfont St Peter and the area.

Page 56 fig 7.2 - There appears to be a consistent disagreement that traffic congestion is improving.

Page 97 M5 - This mentions using Parish Councils to do certain minor maintenance activities. This could be considered in the future when more detailed information is available.

Page 99 M12 - This admits that local roads are not in good condition and again mentions rising costs. This comment is raised throughout the county and this problem must be addressed in the future.

Page 124 11.3 Bus Strategy - We are very concerned there is no bus strategy for Chalfont St Peter and South Bucks. Until there is a punctual, regular service, people will not rely on it.

Yours sincerely,

Sue Moffat  
Clerk to the Council

## WDC Response to LTP2 Progress Report - October 2008

The District Council appreciates the efforts that the County Council has made to deliver improvements that align with the District Council's priorities. As a result the District Council has been willing to contribute substantial resources to bring forward the implementation of key schemes; over the course of LTP2 notable achievements have included:

1. A range of measures in the town centre, including traffic signals/crossings updating of parking signage and UTMC, supporting the new Eden mixed use/shopping centre;
2. Construction of the Cressex link road – pleased to see that this was supported despite difficult financial times;
3. Partnership working on the introduction of the new Civil Enforcement Area (CEA) from 1 October 2008;
4. Joint working on the new transport model that informs and underpins the WDF and on the planned High Wycombe coachway/park and ride transport hub at Handy Cross;
5. Agreement on the form of the planned railway station interchange

Looking ahead the District Council looks forward to continued joint working and an increased emphasis in the following priority areas:

1. Building on the success of the Eden centre it is imperative to improve the wider town centre "offer" including:
  - High Street - enhanced pedestrianisation;
  - Frogmoor area – public realm enhancements and improved pedestrian connectivity with the Hughenden quarter;
  - Reducing severance arising from roads, traffic and street furniture, including at Church Street (reducing or removing the impact of buses) and a more considered approach to ugly and intrusive pedestrian guard railing.
2. Strategy and programme development that responds to the emerging strategic site allocation options, secures implementation through the development process where possible and makes full use of the range of funds available. The site options include:
  - at Daws Hill, and Abbey Barn;
  - around Handy Cross/M40 Gateway (including Coachway/ Park and Ride and relocation of the current service from the existing site);
  - relocation of the Adams Park Stadium/ securing the future for London Wasps.
3. The County Council playing a full role in putting Wycombe Dial a Ride on a sustainable footing.
4. Clarity on the transport improvement lines that will be protected as part of the WDF and a commitment over time to implement identified schemes. This relates to:
  - planned road improvements district-wide;

- changes to the road network in the town centre (implementing the “masterplan vision” to reduce the intrusion of roads and traffic, especially Abbey Way, the gyratory and Archway) – capacity to deliver modelling and WDF/scheme support is critical here;
  - identifying a walking and cycling network for High Wycombe, Marlow and the district.
5. Achieving a step change in the quality of public transport between High Wycombe (and the Aylesbury/Milton Keynes growth area to the north) and the Thames Valley, including consideration of the scope to reuse the former High Wycombe – Bourne End – Maidenhead corridor.
  6. The quality and reliability of local public transport. The unwillingness of the local bus operators to agree the High Wycombe bus vision 2008 with even headways and shared ticketing remains a source of great frustration for bus users and means a different approach is necessary to achieve a user friendly public transport network.
  7. Development of the Area Action Plans for Marlow and Princes Risborough with identification of specific proposals.
  8. An integrated review of the effects of the Cressex link road and any necessary measures such as signing and other measures in the Cressex Road area.

October 2008

Re: "Draft Buckinghamshire Air Quality Action Plan LTP2 Integration. 2008 LTP2 Progress Report"

**The air quality issue(s):**

The report prepared by Buckinghamshire County Council, as part of their progress report on their Local Transport Plan, summarises progress on implementing Aylesbury Vale Borough Council, South Bucks Borough Council and Wycombe District Councils' Air Quality Action Plans.

In terms of air quality management, key issues in Buckinghamshire are summarised below:

- Air quality objectives for nitrogen dioxide are currently being exceeded at multiple locations.
- There are three current AQAPs (in Aylesbury, South Bucks and Wycombe), each focused on measures to reduce NO<sub>2</sub> emissions from road transport. The AQMAs are all located in close proximity to busy roads and motorways.
- There are additional AQMAs in Buckinghamshire which have recently been declared, but for which no AQAPs have yet been developed. These are not discussed in detail in this report.

**The Progress Report:**

The progress report refers to the 'Improving our environment' section in the original Local Transport Plan, which includes measures to address air quality. It provides a tabular summary of the actions taken since the implementation of the plan. The report follows the recommended format in Defra guidance.

The original Aylesbury (Tring Road) action plan details 26 measures, varied and broad in scope. This report also identifies a further 11 possible measures and carries out a brief cost-benefit analysis. These new actions are also broad in scope and include some innovative measures. An adequate level of detail is given regarding progress, although the report lacks quantitative indicators and monitoring data.

Chiltern Council has not yet submitted its AQAP to Defra for consultation. However, the LTP progress report notes that the AQAP will detail 20 actions which are planned or already underway, but no progress is described here.

The Council here lists 26 proposed new actions for the South Bucks AQMA. No progress is reported.

The Wycombe District action plan includes 40 current and five proposed new measures. This progress report is not deemed to be satisfactory – many actions are lacking information on the original timescale, progress and outcome to date.

### **Progress with implementing the AQAP**

Buckinghamshire County Council has made some good progress in implementing the actions described in the Action Plan – many of the actions for Aylesbury are described as complete. However, due to the lack of monitoring data we cannot assess whether or not the air quality in these AQMAs is improving or deteriorating.

The only other AQMA for which progress is reported, is Wycombe, and this report has not been completed in sufficient detail to determine whether or not progress has been made.

The report lays out the individual responsibilities of both the transport authority (Buckinghamshire County Council) and the LAQM authorities (Aylesbury Vale, Chiltern, South Bucks and Wycombe).

The following advice is provided for inclusion in future Progress Reports.

### **Timescale for Actions**

The action plans for Aylesbury provides a group of measures with individual, specific and clearly defined deadlines. It is therefore easy to see the progress made against each of these measures. The timescales set by Buckinghamshire County Council are welcomed and should endeavour to use a similar method in future action plans and progress reports.

In contrast, the action plan progress report for Wycombe has not included such timescales, and these are recommended in future reports.

The Council may use future progress reports to provide a summary of difficulties encountered and possible foreseeable constraints in achieving timescales, if this is relevant.

### **Progress in the reporting period**

The Council have provided dates of completion of each action in the Aylesbury action plan, which makes it clear to distinguish progress made since the implementation of the Action Plan from progress made during the reporting period. This is very good practice and should be continued in future reports. However, it is not clear whether air quality has improved as no monitoring data is presented in this report.

The progress on the implementation of the action plan within Wycombe is reported in a less detailed manner.

### **Indicators for Actions**

It is highly recommended that the Council identify clear quantitative indicators and targets for each action. At the moment, although it is possible to see that actions have been completed, it is not clear whether or not these have had an impact on the traffic flow, NO<sub>2</sub> emissions or overall air quality.

### **Assessing the impacts of Actions**

Measure A14 details how a model has been developed to use traffic flow data and emissions factors to assess air quality. It is recommended that future progress reports lay out the results of this, and other, models to allow an assessment of air quality as a result of the measures taken by the Council. Such information could then be used to state whether the plan will be sufficient to achieve the air quality objectives and, if so, when this is predicted to occur.

### **Conclusions**

This report contains an update on progress made with respect to the actions detailed in air quality action plans for two AQMAs in the County. No progress information is given for the other two AQMAs mentioned. It is clear that considerable effort has been made in the progressing on the measures detailed in the Aylesbury action plan, although it is not obvious whether or not this has had an effect on air quality.

It is essential that future reports include monitoring data, preferably monthly or annual means of NO<sub>2</sub> for the past 5 years at each monitoring site. Where possible, models should be used to predict future concentrations and these should be assessed against the air quality objective.

Buckinghamshire County Council is clearly committed to partnership working and should be commended on their efforts, particularly the operation of the Air Quality Management Group. The Council should also be praised for its continual development of new measures for the action plans.

We advise that Buckinghamshire County Council ensures that future progress reports for all AQMAs are completed to the same standard for all districts/boroughs within the County.

### **Contact Details for further enquiries**

This commentary is not designed to deal with every aspect of the Progress Report. It highlights a number of issues that should help the local authority in maintaining the objectives of its Action Plan, namely the improvement of air quality within the AQMA. Issues can be followed up through the Air Quality Action Plan helpdesk as follows:

Action Planning Helpdesk telephone: 0870 190 6050

Action Planning Helpdesk email: [lasupport@aeat.co.uk](mailto:lasupport@aeat.co.uk)

Action Planning Web-site: [www.airquality.co.uk/archive/actionplan.php](http://www.airquality.co.uk/archive/actionplan.php)

Mr Laird

Thanks for your letter of 4 September 2008. I have downloaded the draft progress report and circulated it to key members. The Parish Council's comments are as follows.

## 2.6. Market Research and Consultation

In South Bucks at least, Local Area Forums (LAF) have barely started. We reiterate our view that LAFs are unnecessary in South Bucks and that the twelve medium to large parishes in South Bucks should be treated individually where appropriate, and otherwise together via the South Bucks Joint Local Committee. The middle layer of LAFs are a waste of resources.

### 3.5.1. South East Plan

We too were very happy with the Panel Report recommending no significant increase in housing levels in Buckinghamshire as we believe they would be unsustainable and largely unnecessary. However, we note that the Government is proposing to overrule this, and also that the County Council is supporting the Panel's original recommendation - as do we.

## 5. Major Schemes

We note that there are no such schemes in South Bucks.

Objective 1 - Mainstreaming Road Safety : Ref S6-S7 (page 79) The importance of assessing highway schemes for safety cannot be overstressed. A good recent example of where this was not done was Phase 2 of the Switching Off Street Lighting Trial.

Objective 1 - Managing the Transport Asset : Ref M14-M18 (page 100) In principle, we would support many of the suggestions regarding street lighting.

Objective 1 - Managing the Transport Asset : Ref M30 (page 105) The Local Area Technician Programme has the potential to improve services, but only if funded properly, and monitored effectively by senior officers.

Yours sincerely

Paul Graham  
Clerk, Denham Parish Council  
Village Hall, Village Road, Denham, Bucks, UB9 5BN  
01895 834709 (phone/fax)  
[www.denhampc.co.uk](http://www.denhampc.co.uk)

# WINSLOW TOWN COUNCIL

## CLERK TO THE COUNCIL

Mrs B Bradford

57 Station Road

Winslow

Buckinghamshire

MK18 3DZ



Tel: 01296 712448

website: [www.winslowbucks.org](http://www.winslowbucks.org)

e-mail: [clerkwinslowtc@tiscali.co.uk](mailto:clerkwinslowtc@tiscali.co.uk)

Win

By e-mail: [dlaird@buckscc.gov.uk](mailto:dlaird@buckscc.gov.uk)

Mr D Laird

Transport Policy Officer

Buckinghamshire County Council

Walton Street

AYLESBURY

HP20 2UU

16<sup>th</sup> October 2008

Dear Sirs

## LOCAL TRANSPORT PLAN 2 – CONSULTATION

Members of the Council's Development Committee have considered the documents recently distributed and would comment as follows – cross referenced to the items in the report itself. It was determined to feedback in this format as the prepared format did not adequately allow for making all the various points which members wished to make and it was felt that the prescribed format was designed to give the feedback you wished to receive.

This report reads well, apart from the usage of jargon and looks very promising with large numbers of green indicators showing that various plans are on target. It appears to be a grandiose project, well thought and planned. But at local level with regards to Winslow we see little or no change apart from the LAT, some improvements in road maintenance and bikers' signage. The trickle down effect appears to be negligible, as does any advertising of the various schemes – some of which are really excellent! As exemplified by GC2C and LAFs we would suggest that the whole report is self serving and bears little resemblance to what Winslow residents experience as shown by some of the responses in our ongoing Town Plan and the local bus service. We note that BCC was awarded "Transport Authority of the Year", cited as "excellent on local transport planning" and wonder what state local transport is in elsewhere in other authorities.

We believe that the following points are important and need to be raised, looked at or addressed.

**P. 9 para. 4** "Views of customers paramount", "aided by Market research and consultation", "Localism Agenda", "customer engagement", "May 2008 Annual Transportation Survey"

We are not aware of any of these nor have we, either as a Council or individuals been invited to offer our views or asked to contribute.

**P.10** "Examples of what we have achieved"

There appears to be a heavy emphasis on Aylesbury. We have not been aware of any bus reviews, (Arriva no. 66 or of buses to MK). "Be a better biker – seems to have no effect

whatsoever, in our opinion they are still speeding along the A413 into Winslow. But we think that there are some excellent schemes – LATs, street light switch off, real time bus information, speed limit review and air quality issues integrated with LTP2.

**P11 para 3** *“We consulted extensively with the public”*

Winslow Town council would question this. *“Addresses the local needs of Buckinghamshire residents “*; not as shown by what we are discovering through the Town Plan or in our personal opinions.

**Point 1.2** *“Summarize the difference the authority has made to local transport provision”* again not in the case of Winslow

**Point 2.1**

How can there be a *“responsiveness to the needs of local communities “*; if BCC has not appeared to consult with Winslow residents.

**Point 2.1.1**

Winslow Town Council would beg to disagree as we have not seen any evidence of the information being passed to residents so that they are able to understand the relevance of the LPT2.

**Point 2.1.2**

We would question whether the feedback from Winslow was positive, as this is not what we are finding through the Town Plan consultation – in fact dissatisfaction with local transport is very high on the agenda.

**Point 2.1.3**

LAT role in our limited experience is a good scheme and seems to be working well

**P.16**

Would have been a useful diagram if we could read it, as it would have provided contacts

**Point 2.6**

Again customer needs. Has AV Transport Users Group been consulted? Winslow Town Council members who attend our LAFs so far have not been very impressed. Has WTC, any of the residents or members of AV Transport Users Group had an invitation to a Transport Symposia in our district?

**Point 2.9**

*Integrated transport* – not true for Winslow

**Point 3.1.1 Increased bus usage, target was met.**

This includes Senior Citizens making use of free travel, this is not a relevant figure then as many of them travel because it is free not because they have too or are encouraged to travel by bus instead of car to reduce their carbon footprints

### **Point 3.1.3**

Improved cycleways - *Why is a Winslow to Aylesbury/Buckingham one not being considered? - Another issue that we are aware of from the Town Plan.*

*Enhanced bus network* - perhaps Winslow could be included as the two towns mentioned seem to be well served by buses?

*School journeys reduced.* this is not indicated in our experience for Winslow School

### **P. 22**

We applaud the initiative on cross border issues but question if it is working. There is a need in Winslow for more buses to and from Milton Keynes especially ones later in the day for the young people and others wishing to go out in the evening. And for a later service to and from Buckingham to connect with the X5 enabling passengers access to Oxford.

### **Point 3.5.3**

“New and improved transport links” - *We hope that Winslow will be included in this, not just the main urban areas.*

“Transport is a key part of the overall infrastructure” – *what has been done to plan for the Verney Road development in Winslow? There will be more passengers for No. 66 bus and the Milton Keynes bus - but will the service be improved? So far we have seen nothing*

### **Point 3.5.4**

With the increase in homes and jobs in Aylesbury there will be an increase in traffic, congestion and public transport requirements from and to the North of Buckinghamshire. This will impact on Winslow and the residents must be consulted. If there are changes to the strategy for Aylesbury, what about feeder routes through Winslow?

### **BV102** Local campaigns and national fare schemes?

If the fares were more reasonable perhaps bus passenger journeys would increase further. The bus companies can not even get cross border fares correct!

### **LPT1- 4**

Surely these need a more aggressive approach, higher targets etc as we do not see change to any of these.

### **LMI1**

This requires an urgent response even if parameters change

### **LPSA**

What campaigns and fare schemes, where is the advertising where is the marketing?

### **4.5**

*Satisfaction* – what measurement used? There is a problem with local bus services in rural areas – these issues must be addressed.

see also 4.6 re Aylesbury Vale, the leading issue is accessibility again it must be addressed in light of global warming

#### **4.7**

How was this measured - ie customer satisfaction?

#### **6.1**

If BCC is committed to improving access to jobs why hasn't there been an increase in the number of buses at the relevant times to ensure residents can get to and from Milton Keynes?

#### **6.2.1**

*Strategy*, again mention of accessibility.

*Performance measures* - why non-car owning households, people in car owning households also require bus transport, why not all households in order to get a target that will actually improve public transport and help respond to increasing CO2 emissions. Why not include transport to Health centres/hospitals ie Winslow to Milton Keynes, Stoke Mandeville and Oxford hospitals.

#### **A14**

Real Time information needs to be taken out to rural areas where it is far more important to know of any delays when there is only 1 bus per hour

#### **A19**

Access to healthcare, is the web information advertised?

#### **A22**

A really good idea that should be extended and advertised

#### **A25**

GC2C transport active role, no evidence yet for Winslow's inclusion

#### **A27**

Dial a ride services with links to NHS transport services, why is not more being done to overcome the barriers/issues ?

#### **P.50 Accessibility**

LAFs provide a firm platform to deliver this but so far there has been no consultation at the LAF

#### **C13**

Excellent idea but it should go out to a wider audience, again targeting Watermead (Aylesbury). .

#### **C16 Road safety and powered two wheelers.**

*REDUCE SPEED LIMITS. So far this strategy has had little if no impact on Winslow*

#### **7.3.1**

Make full use of these opportunities especially travel integration, modal shift if it has occurred or will and real time passenger information to positively encourage the use of public transport

**E1**

This is vital we must encourage low and non-polluting forms of travel

**E3**

Needs to move faster but some biofuels do not have negative effects, why not encourage those

**E5**

Should have been addressed years ago others have, far too slow also applies to E6

**E8**

If street light switch off works why not roll it out?

**E9**

This is of paramount importance why has it not been prioritised

**E15**

Not enough

**8.4**

*Reduction in travel miles and encouraging cycling* are to be commended but why is there no campaign that we are aware of.

*Smarter Choice* is too local (Aylesbury again) should be rolled out to cover entire county and deal with the issue on a greater scale to decrease traffic and therefore CO2 emissions and improve air quality.

**S1 – S3**

Brilliant idea – solar powered road studs. If the switch off proves safe then a fast roll out along with a strong public promotion to displace any public fears.

**S18**

Most motorcyclists are aware they are a high casualty group surely the best way to address this problem is speed reduction especially on A413 (well known as a prime road for motorcycles)

**S29**

We are not convinced signage will have enough of an impact on this problem. Speed reduction needs to be addressed and policed.

**9.3.2** *“Remedial action ...which may not involve speed reduction”*

Why? Reduction is required both from a safety point of view and for reduction in CO2 emissions. Communicated to Councils and the public, needs to be an improvement on the current level of communication.

**9.3.3** *Delayed delivery of speed limit review*

This needs to be dealt with at a greater rate, reductions will also help decrease CO2 emissions.

**M5**

Approve

**M8**

We applaud the trial of de icing materials with a lower impact on the environment

**M11**

About time!

**P.100 M14**

Must ensure the white light technology is low energy

**P104 M26** why just roads?

Increased press coverage would be a great help in getting the relevant information about dealing with LPT2 issues out to the public

**P108 M41** approve

**M42** have we seen any evidence of this?

**P109 M46** approve

**P114**

With increased electricity costs now is the time to reduce street lighting wherever it is feasible

**P121 11.1.1**

Tie in with Town Plan issues re footpaths and local signposting. Should actively encourage children to walk to school

**P122 11.1.2**

Social inclusion of youth of Winslow

**P123 11.2**

Provide well maintained rights of way, better integrated and more accessible

**P125**

re real bus times in rural areas, a Member was informed by BCC that it was not to be rolled out due to the high costs and that if we wished to take it further for Winslow WTC would have to fund it! Members are interested to discover whether the real time text messaging works.

I trust this feedback will be duly considered and incorporated in the results of consultation.

Yours sincerely,

Bridget Bradford

Visit our website [www.winslowbucks.org](http://www.winslowbucks.org)

Duncan Laird

17 October 2008

Strategic Transportation  
Buckinghamshire County Council  
County Hall  
Walton Street  
Aylesbury  
Buckinghamshire  
HP20 1UA

Dear Duncan

### **Buckinghamshire LTP2 Draft Progress Report Consultation**

BCC are to be congratulated on their progress to date despite continued financial pressures, quite clearly this has been recognised nationally with the two recent National Transport Awards.

Whilst the work ahead will build on this success to date, highlighted within the draft, the size of the challenge does represent a step change over and above recent success in many specialist fields. At a time of budgetary constraint this will require considerable lateral thinking and different approaches to ensure success.

The Progress Report is, almost inevitably, a document which is largely looking backwards at progress against targets, when I am sure BCC will agree there needs to be a very significant focus on the challenges ahead for the next twenty years or so as a result of the growth agenda. Therefore, this may be an opportunity to make a case for what is to come in LTP3 and beyond and although some references are made they are within a document which contains huge numbers of tables of progress against targets and as such are not given the significance that they deserve.

The County Council has good track record of operations within the Traffic Management Act to date and the importance of effective network management going forward. We were, therefore, surprised to see a relatively low profile given to the Traffic Management Act within the document given its 'cross authority' importance.

The degree of modal shift needed, especially but not only in the County's urban areas, is very significant and will need a sustained future focus on scheme/initiative development and funding to deliver success. For instance the current Aylesbury Strategy will require a trebling of bus patronage alone over the next 17 years which represents a major challenge of planning, marketing and financial support. Similarly the demands of maintaining the County's transport network going forward will be equally challenging given other demands for funding. These future challenges exist across the spectrum of different disciplines and represent an opportunity to raise further issues within a document aimed at government and designed to revel in success.

Partnership working is key across the public and private sectors alongside a focus on effective planning and delivery using best practice from across the wider industry. Developing the emphasis on understanding and planning for policy needs by developing future projects and funding streams is essential alongside a continuation of the excellent performance to date on delivering core business in the short term.

We see the successful delivery of the Built Environment Project as key to injecting this renewed emphasis within a focussed and measured way. In the final analysis success of the Built Environment Project will be judged on how well the partnership overcomes these future challenges now facing Buckinghamshire rather than on reflecting on past performance. We would welcome a part in developing the LTP3 as a vehicle for addressing these major future challenges and in rolling out the action plans and initiatives needed to support it.

Yours sincerely

A handwritten signature in cursive script that reads "Mark Rowe".

Mark Rowe  
Director of Operations

Dear Duncan

Many thanks for giving us an extension to consider the Draft Progress Report Consultation Letter. This is what our Highways Committee wish to put forward.

Whilst we applaud the strategy on the whole we have local concerns:

1. Possible re-routing of HGVs from the parish and/or dedicated roads bypassing the centre of both Bourne End and Wooburn Green (Conservation Areas)  
  
Investigate the possibility of an HGV road from Cores End Road and Millboard Road or Cores End (Princes Road), to Hedsor Road/Ferry Lane accessing Wessex Road Industrial Estate.
2. Development of cycle track/light tramway along old railway from Bourne End to Wycombe.
3. Continue the programme of road/footpath resurfacing with emphasis on 'quiet' surfaces.

Best regards  
Penny Baron  
Assistant to the Clerk  
Tel: 01628 522827  
Email: [admin@wooburnparish.gov.uk](mailto:admin@wooburnparish.gov.uk)

## **Replies to Consultation Responses to LTP2 Progress Report 2008**

1. Aylesbury Vale
2. Beaconsfield Town council
3. Chalfont St. Peter Parish Council
4. Chalfont St. Peter Village Appraisal Group
5. Chilterns District Council
6. Denham Parish Council
7. Thronborough Parish Council
8. Wooburn Bourne End Parish Council



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**Duncan Laird**

Transport Policy Officer

County Hall • Walton Street • Aylesbury • Buckinghamshire • HP20 1UY

John Byrne  
Aylesbury Vale District Council  
Development Services Department,  
66 High Street,  
Aylesbury, Bucks,  
HP20 1SD

**Contact:**

**Tel:** 01296 38 7133

**Fax:** 01296 38 3990

**Email:** [dlaird@buckscc.gov.uk](mailto:dlaird@buckscc.gov.uk)

**Date:** 16th December 2008

**Buckinghamshire LTP2 Progress Report  
Consultation Letter Response**

Dear Mr Byrne,

Please find responses to the questions you raised in your LTP2 Draft Progress Report 2008 consultation letter on behalf of Aylesbury Vale District Council dated 21<sup>st</sup> October 2008. Apologies for the delay in response. Our limited resources have been primarily focused on delivering the final progress report document to deadline.

With regards to the issue of further highlighting the extensive partnership working between Aylesbury Vale District Council and Buckinghamshire County Council concerning growth and development, Section 3.6.4 of the progress report now contains more explicit reference to joint work undertaken

With regards to the query regarding the requirement for travel plans to be implemented for developments over a certain size, I have corrected the progress report in line with your comments. The County Council now has written guidelines regarding travel plan requirements available on the website. This is perhaps an area where joint working could be strengthened in the future. Rosemary Bryant (01296 383445) is due to meet with planning representatives within Aylesbury Vale District Council to further this agenda.

With regards to the statement that the County Council has done little to address air quality issues relating to the Tring Road Air Quality Management Area (AQMA) I would refer you to Appendix E, Chapter 3 of the Progress Report Appendices. This provides clear progress in the work undertaken to improve air quality on Tring Road and planned actions for the future.

I would like to emphasise that air quality issues within Aylesbury are not solely linked to activities within the scope of the County Council as the transport authority. Planning policy and land use, parking management and the District's own transportation activities, such as waste collection and employee commuting, all have a significant impact on air quality issues. The only long term solution to the air quality management in Aylesbury will be through a partnership approach by both Authorities, together with a realistic understanding of what can be achieved and over what timescale. I don't feel

that it is either reasonable or helpful to apportion blame to the County Council over perceived lack of action, particularly in the current economic climate.

The final progress report will be available to download on the Buckinghamshire County Council website from 19<sup>th</sup> December ([www.buckscc.gov.uk/transportreports](http://www.buckscc.gov.uk/transportreports)). Alternatively, you can request a hardcopy by e-mailing your postal address to [transportps@buckscc.gov.uk](mailto:transportps@buckscc.gov.uk) or calling Michelle Claridge on 01296 382053. Copies of the report are also available to view in libraries across Buckinghamshire.

Thank you very much for taking time to take part in this consultation. I hope this letter has addressed your queries. Please feel free to get in touch if you require any further clarification.

Yours sincerely,

Duncan Laird  
Transport Policy Officer



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**Duncan Laird**

Transport Policy Officer

County Hall • Walton Street • Aylesbury • Buckinghamshire • HP20 1UY

Cllr. Simmonds,  
Beaconsfield Town Council,  
Town Hall,  
Beaconsfield, Bucks,  
HP9 2PP

**Contact:**

**Tel:** 01296 38 7133

**Fax:** 01296 38 3990

**Email:** dlaird@buckscc.gov.uk

**Date:** 16th December 2008

**Buckinghamshire LTP2 Progress Report  
Consultation Letter Response**

Dear Cllr. Simmonds,

Please find responses to the questions you raised in your LTP2 Draft Progress Report 2008 consultation letter on behalf of Beaconsfield Town Council, dated 13<sup>th</sup> October 2008. Apologies for the delay in response. Our limited resources have been primarily focused on delivering the final progress report document to deadline.

You stated that the draft progress report was rather lengthy in nature. I have addressed this point by considerably reducing the length of the main document moving more detailed information to the Appendices.

With regards to accessibility and transport in South Bucks, the County Council will continue to seek accessibility improvements, in particular through the work of Local Area Forums and through delivering the Council's "Localism" agenda.

With regards to the Beaconsfield Transportation Study, the County Council is currently conducting a "refresh" of the study involving elected representatives from the town, district and county council. The study is due to be completed in spring/summer 2009.

With regards to addressing congestion issues on the A355, although no physical measures have been implemented recently the County Council continues to tackle congestion across Buckinghamshire through our "Travel Change" work, including school and business travel plans and personalised travel planning initiatives.

With regards to details of work the County Council is undertaking to address air quality issues in Buckinghamshire, please refer to Appendix E of the Buckinghamshire LTP2 Progress Report 2008 Appendices document for a comprehensive update.

The final progress report will be available to download on the Buckinghamshire County Council website from 19<sup>th</sup> December ([www.buckscc.gov.uk/transportreports](http://www.buckscc.gov.uk/transportreports)). Alternatively, you can request a hardcopy by e-mailing your postal address to [transportps@buckscc.gov.uk](mailto:transportps@buckscc.gov.uk) or calling Michelle Claridge on 01296 382053. Copies of the report are also available to view in libraries across Buckinghamshire.

Thank you very much for taking time to take part in this consultation. I hope this letter has addressed your queries. Please feel free to get in touch if you require any further clarification.

Yours sincerely,

Duncan Laird  
Transport Policy Officer



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**Duncan Laird**

Transport Policy Officer

County Hall • Walton Street • Aylesbury • Buckinghamshire • HP20 1UY

Sue Moffat  
Chalfont St Peter Parish Council,  
Council Office, adj. The Community Centre  
Grave Hill,  
Chalfont St. Peter, Bucks  
SL9 9QX

**Contact:**

**Tel:** 01296 38 7133

**Fax:** 01296 38 3990

**Email:** [dlaird@buckscc.gov.uk](mailto:dlaird@buckscc.gov.uk)

**Date:** 19th December 2008

**Buckinghamshire LTP2 Progress Report  
Consultation Letter Response**

Dear Mrs Moffat,

Please find responses to the questions you raised in your LTP2 Draft Progress Report 2008 consultation letter on behalf of the Chalfont St. Peter Parish Council, dated 15<sup>th</sup> October 2008. Apologies for the delay in response. Our limited resources have been primarily focused on delivering the final progress report document to deadline.

You stated that the progress report contains very little detail specific to Chalfont St. Peter. Although I accept your comment, it should be noted that the document is intended to be a broad strategic review of delivery of the LTP2 to date. This gives little scope to go into detail regarding specific towns and villages.

With regards to your query for improved bus links between Chalfont St. Peter and Gerrards Cross, I am aware that three services currently serve this route (305,355 and 335). The County Council is currently looking at improvements of these routes, particularly the 305.

With regards to your statement regarding dissatisfaction with rural bus services, rural services are often funded by the County Council and the Chalfont area is no exception. Available funding is unfortunately limited. The County Council strives to ensure funding is proportionally distributed to meet the demands of residents in rural areas across Buckinghamshire. The County Council periodically reviews rural services to optimise the use of the funding available.

With regards to your query for a bus link between Chalfont St. Peters and the proposed Handy Cross coachway development, unfortunately because we are in the early planning stages we cannot provide such details. I have raised your wish for such a bus link to be considered with the lead officer for the project (Kim Hardwick – 01296 382262).

The final progress report will be available to download on the Buckinghamshire County Council website from 19<sup>th</sup> December ([www.buckscc.gov.uk/transportreports](http://www.buckscc.gov.uk/transportreports)). Alternatively, you can request a hardcopy by e-mailing your postal address to [transportps@buckscc.gov.uk](mailto:transportps@buckscc.gov.uk) or calling Michelle Claridge on 01296 382053. Copies of the report are also available to view in libraries across Buckinghamshire.

Thank you very much for taking time to take part in this consultation. I hope this letter has addressed your queries. Please feel free to get in touch if you require any further clarification.

Yours sincerely

Duncan Laird  
Transport Policy Officer



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**Duncan Laird**

Transport Policy Officer

County Hall • Walton Street • Aylesbury • Buckinghamshire • HP20 1UY

Ian Corbett  
Chalfont St Peter Village Appraisal Group  
c/o Council Offices,  
Grave Hill,  
Chalfont St. Peter, Bucks  
SL9 9QZ

**Contact:**

**Tel:** 01296 38 7133

**Fax:** 01296 38 3990

**Email:** [dlaird@buckscc.gov.uk](mailto:dlaird@buckscc.gov.uk)

**Date:** 19th December 2008

**Buckinghamshire LTP2 Progress Report  
Consultation Letter Response**

Dear Mr Corbett,

Please find responses to the questions you raised in your LTP2 Draft Progress Report 2008 consultation letter on behalf of the Chalfont St. Peter Village Appraisal Group, dated 15<sup>th</sup> October 2008. Apologies for the delay in response. Our limited resources have been primarily focused on delivering the final progress report document to deadline.

You stated that the progress report contains very little detail specific to Chalfont St. Peter. Although I would accept your comment, it should be noted that the document is intended to be a broad strategic review of delivery of the LTP2 to date. This gives little scope to go into detail regarding specific towns and villages.

With regard to your query for improved bus links between Chalfont St. Peter and Gerrards Cross, I am aware that three services currently serve this route (305,355 and 335). The County Council is currently looking at improvements of these routes, particularly the 305.

With regards to your query regarding poor bus links to Chalfont Common (Route 335), this route currently runs to serve the university campus in addition to Chalfont Common. This route provides a two-hourly link to Slough providing commuting and shopping opportunities. Following investigation, I believe the level of service provision is in line with the current demand in this area.

With regards to your query of improved public transport in rural areas, rural services are often funded by the County Council and the Chalfont area is no exception. It is important to ensure funding is proportionally distributed to meet the demands of residents in rural areas across Buckinghamshire. The County Council periodically reviews rural services to optimise the use of the funding available.

With regards to your query for a bus link between Chalfont St. Peters and the proposed Handy Cross coachway development, unfortunately because we are in the early planning stages we cannot provide such details. I have raised your wish for such a bus link to be considered with the lead officer for the project (Kim Hardwick – 01296 382262).

With regards to your query on devolved maintenance budgets to parish councils for minor maintenance works, I believe the County Council has contacted Chalfont St. Peter Parish

Council to discuss opportunities. Please contact Chris Schwier for further information (01494 586622).

With regards to the apparent slow progress of delivering improvements to roads and pavements in the Chalfont St. Peter area, improvements will be considered as part of the 2009/10 maintenance works programme in consultation with relevant area committees.

With regards to your query concerning the apparent divergence between LTP2 supported borrowing allocation and actual spend I will refer you to Chapter 12 (“Use of Resources”) of the progress report for a full explanation. In short, the Council as a floor authority cannot take up the full borrowing allocation because it would not be able to afford the repayments.

The final progress report will be available to download on the Buckinghamshire County Council website from 19<sup>th</sup> December ([www.buckscc.gov.uk/transportreports](http://www.buckscc.gov.uk/transportreports)). Alternatively, you can request a hardcopy by e-mailing your postal address to [transportps@buckscc.gov.uk](mailto:transportps@buckscc.gov.uk) or calling Michelle Claridge on 01296 382053. Copies of the report are also available to view in libraries across Buckinghamshire.

Thank you very much for taking time to take part in this consultation. I hope this letter has addressed your queries. Please feel free to get in touch if you require any further clarification.

Yours sincerely,

Duncan Laird  
Transport Policy Officer



---

**Duncan Laird**

Transport Policy Officer

County Hall • Walton Street • Aylesbury • Buckinghamshire • HP20 1UY

Oliver Asbury  
Chiltern District Council,  
Council Officers,  
King George V Road,  
Amersham, Bucks,  
HP6 5AW

**Contact:**

**Tel:** 01296 38 7133

**Fax:** 01296 38 3990

**Email:** dlaird@buckscc.gov.uk

**Date:** 16th December 2008

**Buckinghamshire LTP2 Progress Report  
Consultation Letter Response**

Dear Mr Asbury,

Please find responses to the questions you raised in your LTP2 Draft Progress Report 2008 consultation letter on behalf of Chiltern District Council dated 15<sup>th</sup> October 2008. Apologies for the delay in response. Our limited resources have been primarily focused on delivering the final progress report document to deadline.

With regards to your issue of tight timescales for consultee responses, on the 8th September the LTP2 Progress Report consultation documents were sent through to all District Chief Execs, including Alan Goodrum. It was assumed details of the consultation would be filtered down to the relevant departments and leads within each District by the Chief Executive's office.

I was going to arrange meetings with each of the LAA block leads to discuss the progress report but decided this approach in consultation with colleagues would not be a productive use of resources for parties concerned. The progress report is essentially a review document and does not contain any change to the core strategic approach outlined in the Buckinghamshire LTP2 (2006-11). Unfortunately, due to this initial indecision an e-mail was not sent out to the LAA Block Leads and Policy Officers until 18th September.

The final progress report will be available to download on the Buckinghamshire County Council website from 19<sup>th</sup> December ([www.buckscc.gov.uk/transportreports](http://www.buckscc.gov.uk/transportreports)). Alternatively, you can request a hardcopy by e-mailing your postal address to [transportps@buckscc.gov.uk](mailto:transportps@buckscc.gov.uk) or calling Michelle Claridge on 01296 382053. Copies of the report are also available to view in libraries across Buckinghamshire.

Thank you very much for taking time to take part in this consultation. I hope this letter has addressed your queries. Please feel free to get in touch if you require any further clarification.

Yours sincerely,

Duncan Laird  
Transport Policy Officer



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**Duncan Laird**

Transport Policy Officer

County Hall • Walton Street • Aylesbury • Buckinghamshire • HP20 1UY

Paul Graham,  
Denham Parish Council,  
Village Hall,  
Village Road,  
Denham, Bucks  
UB9 5BN

**Contact:**

**Tel:** 01296 38 7133

**Fax:** 01296 38 3990

**Email:** [dlaird@buckscc.gov.uk](mailto:dlaird@buckscc.gov.uk)

**Date:** 19th December 2008

**Buckinghamshire LTP2 Progress Report  
Consultation Letter Response**

Dear Mr Graham,

Please find responses to the questions you raised in your LTP2 Draft Progress Report 2008 consultation letter on behalf of the Denham Parish Council, dated 15<sup>th</sup> October 2008. Apologies for the delay in response. Our limited resources have been primarily focused on delivering the final progress report document to deadline.

You stated that the Local Area Forums are an unnecessary layer of governance within South Bucks. At the South Bucks Joint Local Committee on December 1st, it was decided that a new organisation will be formed to link the very important work carried out by the South Bucks Local Strategic Partnership with the democratic breadth represented by the Joint Local Committee. All parishes would be represented on this new group which will be called the South Bucks Partnership. Local Area Forums will be established in due course to deal with more local matters.

The final progress report will be available to download on the Buckinghamshire County Council website from 19<sup>th</sup> December ([www.buckscc.gov.uk/transportreports](http://www.buckscc.gov.uk/transportreports)). Alternatively, you can request a hardcopy by e-mailing your postal address to [transportps@buckscc.gov.uk](mailto:transportps@buckscc.gov.uk) or calling Michelle Claridge on 01296 382053. Copies of the report are also available to view in libraries across Buckinghamshire.

Thank you very much for taking time to take part in this consultation. I hope this letter has addressed your queries. Please feel free to get in touch if you require any further clarification.

Yours sincerely,

Duncan Laird  
Transport Policy Officer



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**Duncan Laird**

Transport Policy Officer

County Hall • Walton Street • Aylesbury • Buckinghamshire • HP20 1UY

Sue Reeder  
Thornborough Parish Council,  
Cherrytree,  
High Street,  
Thornborough, Bucks  
MK18 2DF

**Contact:**

**Tel:** 01296 38 7133

**Fax:** 01296 38 3990

**Email:** dlaird@buckscc.gov.uk

**Date:** 16th December 2008

**Buckinghamshire LTP2 Progress Report  
Consultation Letter Response**

Dear Ms Reeder,

Please find responses to the questions you raised in your LTP2 draft Progress Report 2008 consultation letter on behalf of Thornborough Parish Council, dated 15<sup>th</sup> October 2008. Apologies for the delay in response. Our limited resources have been primarily focused on delivering the final progress report document to deadline.

You stated that we should include details of the Thornborough Parish Plan within the progress report. Unfortunately, the document is intended to be a broad strategic review of delivery of the Buckinghamshire LTP2 to date. This gives little scope to go into detail regarding specific parish plans.

With regards to your query for more information on the dualing of the A421, the scheme is a priority linked to planned growth in north Buckinghamshire and the Milton Keynes South Midlands areas. The County Council is seeking funding for the scheme through regional funding streams. The South-East England Regional Assembly is currently considering regional priorities with a view to submitting details to Government in February 2009. It is expected that we will be informed of decisions on regional funding allocations later in 2009. The dualing of the A421 is likely to be a longer term scheme with work on its development unlikely to start before 2016.

The final progress report will be available to download on the Buckinghamshire County Council website from 19<sup>th</sup> December ([www.buckscc.gov.uk/transportreports](http://www.buckscc.gov.uk/transportreports)). Alternatively, you can request a hardcopy by e-mailing your postal address to [transportps@buckscc.gov.uk](mailto:transportps@buckscc.gov.uk) or calling Michelle Claridge on 01296 382053. Copies of the report are also available to view in libraries across Buckinghamshire.

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Yours sincerely,

Duncan Laird  
Transport Policy Officer



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**Duncan Laird**

Transport Policy Officer

County Hall • Walton Street • Aylesbury • Buckinghamshire • HP20 1UY

Penny Baron,  
Wooburn Bourne End Parish Council,  
The Council Offices Town Lane,  
Wooburn, Bucks,  
HP10 0PS

**Contact:**

**Tel:** 01296 38 7133

**Fax:** 01296 38 3990

**Email:** [dlaird@buckscc.gov.uk](mailto:dlaird@buckscc.gov.uk)

**Date:** 19th December 2008

**Buckinghamshire LTP2 Progress Report  
Consultation Letter Response**

Dear Ms Baron,

Please find responses to the questions you raised in your LTP2 Draft Progress Report 2008 consultation letter on behalf of Wooburn and Bourne End Parish Council, dated 5<sup>th</sup> November 2008. Apologies for the delay in response. Our limited resources have been primarily focused on delivering the final progress report document to deadline.

With regards to your queries relating to HGVs and freight, we are currently developing a freight strategy and network hierarchy reference document for Buckinghamshire. I have passed on your comments to the lead officers for these respective projects. If you require further information or a progress update on these projects please contact Steve Watson (01296 383523) for Network Hierarchy; Louise Whitney (01296 383751) for Freight Strategy.

With regards to your suggestion for a light rail link between Bourne End and Wycombe, the County Council continues to be supportive of such a scheme and recognises the long term benefits; however, these benefits must be seen in relation to the costs and issues of deliverability. If Central Government funding is to be sought the County Council would need to fund the development of the business case and submit it for funding allocation. The list of this is prohibitive and as a County Council we are required to find 25% of the cost of the scheme which would be millions of pounds. Therefore, currently the creation of light rail network does not stand up economically; however, if a private company or Government came forward with a suitable proposal for a light rail scheme we would support the proposal

With regards to your query concerning the increased use of quiet surfaces, it is not the intention of the Transportation Service to increase use of such materials at the present time. A key issue relates to the poor longevity of such materials. We continue with to improve road and footway maintenance across Buckinghamshire through the work of Local Area Technicians and the "We Are Working On It" maintenance programme.

The final progress report will be available to download on the Buckinghamshire County Council website from 19<sup>th</sup> December ([www.buckscc.gov.uk/transportreports](http://www.buckscc.gov.uk/transportreports)). Alternatively, you can request a hardcopy by e-mailing your postal address to [transportps@buckscc.gov.uk](mailto:transportps@buckscc.gov.uk) or calling Michelle Claridge on 01296 382053. Copies of the report are also available to view in libraries across Buckinghamshire.

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Yours sincerely,

Duncan Laird  
Transport Policy Officer