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

FIGURE 1 – WADDESODN 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](http://www.buckscc.gov.uk/ltp)

### Revising the Area Action Plan

Since the publication of the draft AAP in December 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 8<sup>th</sup> December 2005 at Waddesdon Methodist Church Hall
- 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 Co-ordinator 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](http://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.

## **Waddesdon Local Community Area**

The Waddesdon Local Community Area (see Figure 1) has a population of almost 8,000 comprising of the fifteen parishes of Grendon Underwood, Wotton Underwood, Waddesdon, Quainton, Dorton, Ashendon, Lower Winchendon, Fleet Marston, Ludgershall, Westcott, Edgcott, Upper Winchendon, Woodham, Marsh Gibbon and Kingswood. The key settlement within the area is Waddesdon, although Aylesbury, Thame and Bicester also provide important services. The A41 is a key route for the community linking it with Bicester and Aylesbury.

### **Assessment and Prioritisation of Schemes: The Scheme Assessment Matrix**

The Waddesdon 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 Waddesdon AAP by giving their comments and putting forward their suggestions.

## **INFLUENCES ON TRANSPORT PROVISION WITHIN THE WADDESODON 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 Aylesbury Vale 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 March 2008. The Rural Areas Development Plan Document, which covers the Waddesdon Local Community Area, is expected to be submitted for public examination in December 2008 and to be adopted in May 2009.

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 Aylesbury Vale 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 Aylesbury Vale LDF, please go to: [www.aylesburyvaledc.gov.uk](http://www.aylesburyvaledc.gov.uk) and follow the link to 'Planning and Building'

### **Bernwood Forest Project**

Bernwood Forest is Buckinghamshire's former Royal Hunting Forest. Brill, Boarstall and Oakley were the hub of the forest that ran from Oxford to Buckingham, stretching from Quainton and Waddesdon in the east, to Marsh Gibbon in the west. The Forest provides ample recreational and historical activities. The "Getting to Know Bernwood" project was designed to provide an opportunity to appreciate and interact with the heritage of the area. The Transportation Service continue to work closely with the Leisure and Culture Service at Buckinghamshire County Council to ensure that transport projects are sensitive to this important environment.

## **MAJOR TRANSPORT SCHEMES WITHIN THE WADDESODON LOCAL COMMUNITY AREA**

### **Berryfields Major Development Area**

The Major Development Area at Berryfields (3000 new houses by 2016 with a local centre, schools and an employment park) is due to start during the Second Local Transport Plan period and will place additional pressure on the existing network through the Waddesdon area. Proposals to reduce this pressure include a new Aylesbury Vale Parkway Railway Station at Berryfields, as an extension to the existing Aylesbury to Marylebone line. A Park & Ride site is also proposed at Berryfields providing a parking area adjacent to Aylesbury Vale Parkway station to encourage commuters to use the bus links between Berryfields and the town centre. As a condition of the development, a £10,000 contribution will be given to Waddesdon Parish Council.

### **East West Rail**

As Aylesbury and Milton Keynes are both designated growth centres, it is crucial that we seek to strengthen the connection between the two. There is currently no rail link between Milton Keynes and Aylesbury, but we are working to address this issue and

lead the Consortium of authorities for the western section of the East West Rail project (from Oxford to Bedford via Bletchley, with a spur to Aylesbury). In 2005 the Office of the Deputy Prime Minister (ODPM) funded a planning and transport study of the corridor. This gave confidence to undertake further feasibility work in 2006, the results of which were published in March 2007. This work demonstrated a strong case for the upgrading of the western section of East West Rail between Oxford and Milton Keynes, including the spur to Aylesbury. Funding is now being sought for the next stage of development work, which will define the scheme to be built and operated and establish a clear delivery and funding framework. If the scheme were to progress, it could include a link to Quainton in the longer term.

For more information please visit the East West Rail website at [www.eastwestrail.org.uk](http://www.eastwestrail.org.uk)

## 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. Our countywide priority for enhancing accessibility is to improve access to major centres. For the Waddesdon Local Community Area these include Aylesbury, Thame and Bicester.

### What the community told us

- *Winchendon has no good public transport links*
- *More buses are needed on Sundays*
- *Low floor accessible buses are needed for the elderly and disabled*
- *There should be an express bus route between Aylesbury and Bicester*
- *Need to improve facilities for cyclists*
- *Increased number of dropped kerbs are needed*

### What we've already done

- Annual spend of £85,000 in 2006/07 on existing public transport services within the Waddesdon Local Community Area
- Development of the 'Getting Closer to Communities' initiative to ensure that local accessibility needs will be understood and responded to
- Development of the Accessibility Strategy of the LTP2

## ACTIONS TO ENHANCE ACCESSIBILITY

During the Second Local Transport Plan period we will:

- Continue to work with the Aylesbury Vale Parkway team to increase accessibility to public transport, including the Park & Ride facility and increased cycle storage and facilities, which will benefit the residents of the Waddesdon Local Community Area
- Work with partners to ensure that accessibility needs are addressed across the range of public services
- Improve public transport, walking and cycling access to Aylesbury, Thame and Bicester, particularly for young and older people. Work could include the increased provision of dropped kerbs.
- Work with the community to identify accessibility needs and develop and implement an Accessibility Action Plan for the Waddesdon 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 those identified above, and developing solutions to improve transport services and the location of facilities.

The Waddesdon Local Community Area falls under the Waddesdon and Haddenham 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.

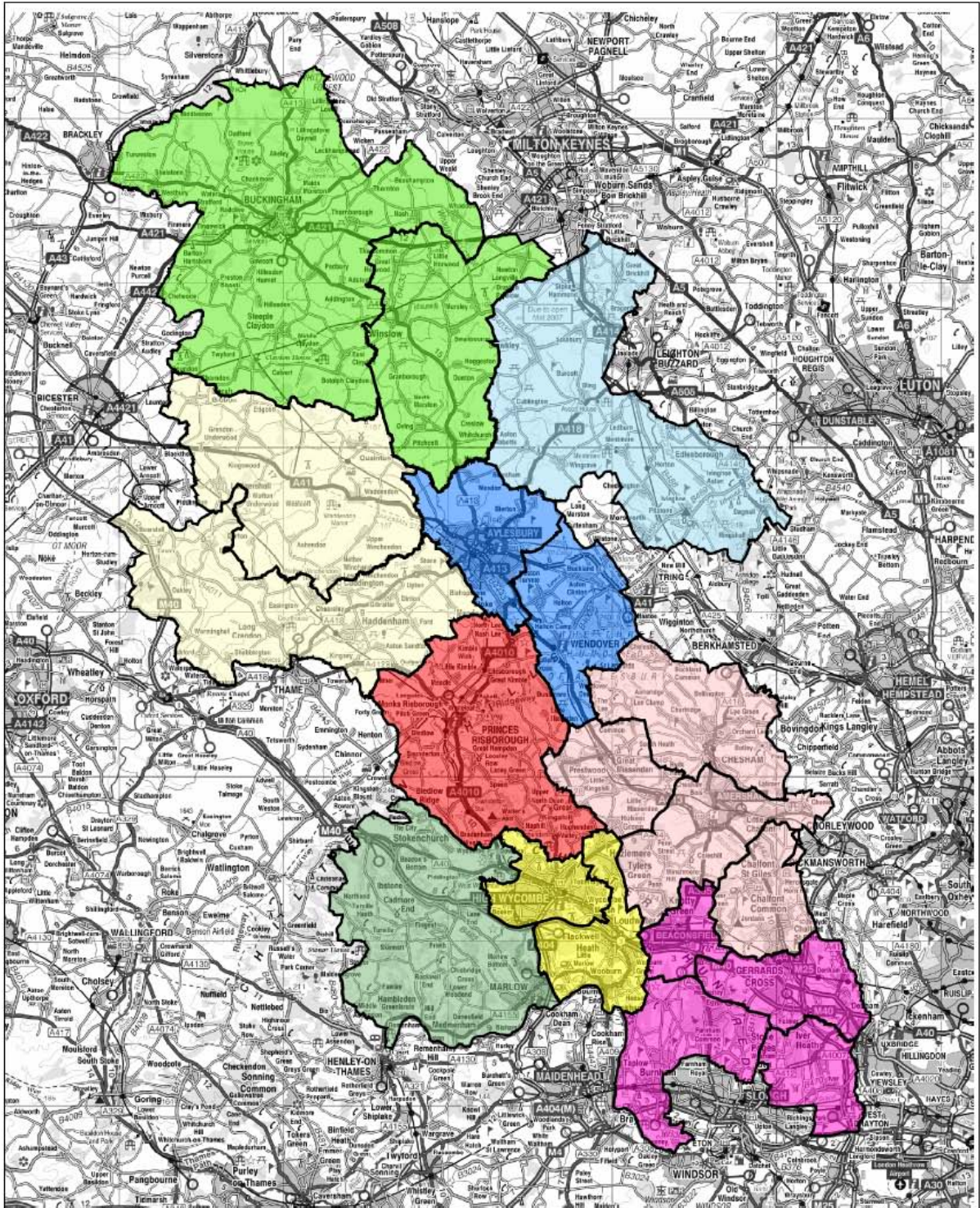
To develop community accessibility planning BCC will be working with local groups and organisations, particularly representing the young, elderly, women and disabled, such as Friends of the Earth.

### **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](http://www.buckscc.gov.uk/LTP) and follow the link to Appendices.

**FIGURE 2 – ACCESSIBILITY ACTION PLANNING AREAS**



 <p><b>Community Accessibility Planning Areas</b></p>	<p><b>Legend</b></p> <p><b>Accessibility Area</b></p> <p><b>Community</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #ADD8E6; border: 1px solid black; margin-right: 5px;"></span> Chilterns</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #4169E1; border: 1px solid black; margin-right: 5px;"></span> Aylesbury &amp; Wendover</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #FF69B4; border: 1px solid black; margin-right: 5px;"></span> Beaconsfield, Gerrards Cross, Ivers and Beeches</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #FFFF00; border: 1px solid black; margin-right: 5px;"></span> High Wycombe &amp; Bourne End</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #90EE90; border: 1px solid black; margin-right: 5px;"></span> Buckingham &amp; Winslow</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #90EE90; border: 1px solid black; margin-right: 5px;"></span> Waddesdon &amp; Haddenham</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #3CB371; border: 1px solid black; margin-right: 5px;"></span> Stokenchurch &amp; Marlow</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #FF0000; border: 1px solid black; margin-right: 5px;"></span> Princes Risborough</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #ADD8E6; border: 1px solid black; margin-right: 5px;"></span> Wing &amp; Inghoe</li> </ul>	
<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 100021529 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

- *The A41 can get very congested at peak times due to pedestrian crossings, school traffic and school buses*
- *Grove Way and Baker Street, Waddesdon are very affected by pupils parking cars in the streets and congestion caused by extra cars at the beginning and end of the school day*
- *There is a concern that the Berryfields Major Development Area will add to congestion, including an increase in the number of Heavy Goods Vehicles (HGVs) during the construction period*

### What we've already done

- Worked with Waddesdon Church of England Secondary School as they adopted the "Safer Positive Driving" initiative, which encourages car-sharing amongst sixth-form pupils, rewarding them with a parking space on the school site and extra driving training
- Worked in close partnership with Waddesdon Village Primary School in 2006 to develop and launch 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 Aqua Vale)
- Reviewed the Berryfields Environmental Impact Assessment for any effects on the Waddesdon Local Community Area, including congestion. The Assessment looked at a wide range of issues and found that the development would not lead to unacceptable environmental or technical impacts, including during the construction period. The full Assessment is available to members of the public on request from Aylesbury Vale District Council.
- 83% 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](http://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.

### Aylesbury Vale Special Parking Area

Aylesbury Vale District Council now hold responsibility for all on-street and off-street parking across the district through the Aylesbury Vale Special Parking Area (SPA) initiative. Enforcement of on-street parking is now the responsibility of 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. Through an annual review process waiting restriction requests are considered

and prioritised by Aylesbury Vale District Council. The ability to implement the prioritised request is dependant on resources within the Special Parking Area Account, which is held and managed by Aylesbury Vale District Council. BCC remains the Highway Authority and maintains responsibility for the County's strategy for parking. BCC will promote the waiting restrictions that Aylesbury Vale District Council request through the review process.

For more information on the Aylesbury Vale SPA, please visit [www.aylesburyvaledc.gov.uk](http://www.aylesburyvaledc.gov.uk) or email [parkingservices@aylesburyvaledc.gov.uk](mailto:parkingservices@aylesburyvaledc.gov.uk).

### **Background data**

In our annual survey we ask residents to identify congestion hotspots on roads across Buckinghamshire. Although there were no specific hotspots identified in the area, we are aware that congestion is a concern for the residents of the Waddesdon Local Community Area, such as on the A41 though Waddesdon, and we will need to consider those areas highlighted by the local community in the future.

### **ACTIONS TO TACKLE CONGESTION**

During the Second Local Transport Plan period we will:

- Continue to work with schools and residents around Grove Way and Baker Street, Waddesdon, including the publication of waiting restrictions later in 2007 for Baker Street and Grove Way to protect junctions and bends
- Continue to liaise with developers of the Berryfields Major Development Area to minimise the traffic impact of the development on the local community, especially during the construction phase
- 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 HGVs use appropriate routes
- Develop a countywide freight strategy
- Encourage cycling, walking and bus use for travel to Aylesbury, Thame, Bicester and other key destinations
- Co-ordinate all road works on the road network to reduce delays

### **New Roads**

There has been feedback from some residents within Waddesdon that a bypass is needed for the village. However the Transportation Service at BCC has to take into account national transport policy and the Regional Transport Strategy and policies which put a strong emphasis on managing travel demand through the management of existing networks, with major transport investments such as the construction of new roads being a last resort when there are no other alternatives. Consequently Central Government is unlikely to fund new road schemes unless a strong case can be justified.

## 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

- *Villages are suffering the environmental impacts of peak time congestion on A41*
- *There is concern around the environmental effects of the Berryfields development*
- *The community lies within the Bernwood Project Area, this should increase the priority given to environmental work in this area*
- *Protecting the rural character of the area is important*

### What we've already done

- Reviewed the Berryfields Environmental Impact Assessment for any effects on the Waddesdon Local Community Area. The Assessment looked at a wide range of issues, including noise, air quality and aesthetic issues and found that the development would not lead to unacceptable environmental or technical impacts. The full Assessment is available to members of the public on request from Aylesbury Vale District Council.
- 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 closely with the Leisure and Culture Service at BCC to ensure that transport projects are sensitive to the Bernwood Project Area
- Continue to be represented on local environmental groups and work with all agencies involved, including the Environment Agency and Natural England
- Work with local partners, such as Aylesbury Vale District Council and Waddesdon Parish Council, 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 over high speed limits on the A41*
- *Rat-running through the area causes problems with safety*
- *Inconsiderate parking around schools in Waddesdon is a danger to pedestrians and other drivers*

### What we've already done

- Completed Area 3 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](http://www.buckscc.gov.uk) and follow the links to Roads, Highways & Pavements / Winter Driving

### The Speed Limit Review

The Waddesdon Local Community Area falls under Areas 3 and 11 of the Speed Limit Review (See Figure 3)

Area	Formal Consultation	Public Consultation	Implementation
3	May 2004	July 2005 (some additional proposals added October 2006)	April 2006 (additional proposals Summer 2007)
11	March/April 2005	Autumn 2008	Spring 2009

A public consultation will be held for Area 11, which covers the A41, in Autumn 2008. Proposals will be advertised in local newspapers and via the Parish Councils and on the County Council's website, and we would encourage the public to express their views through this process.

### Background data

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

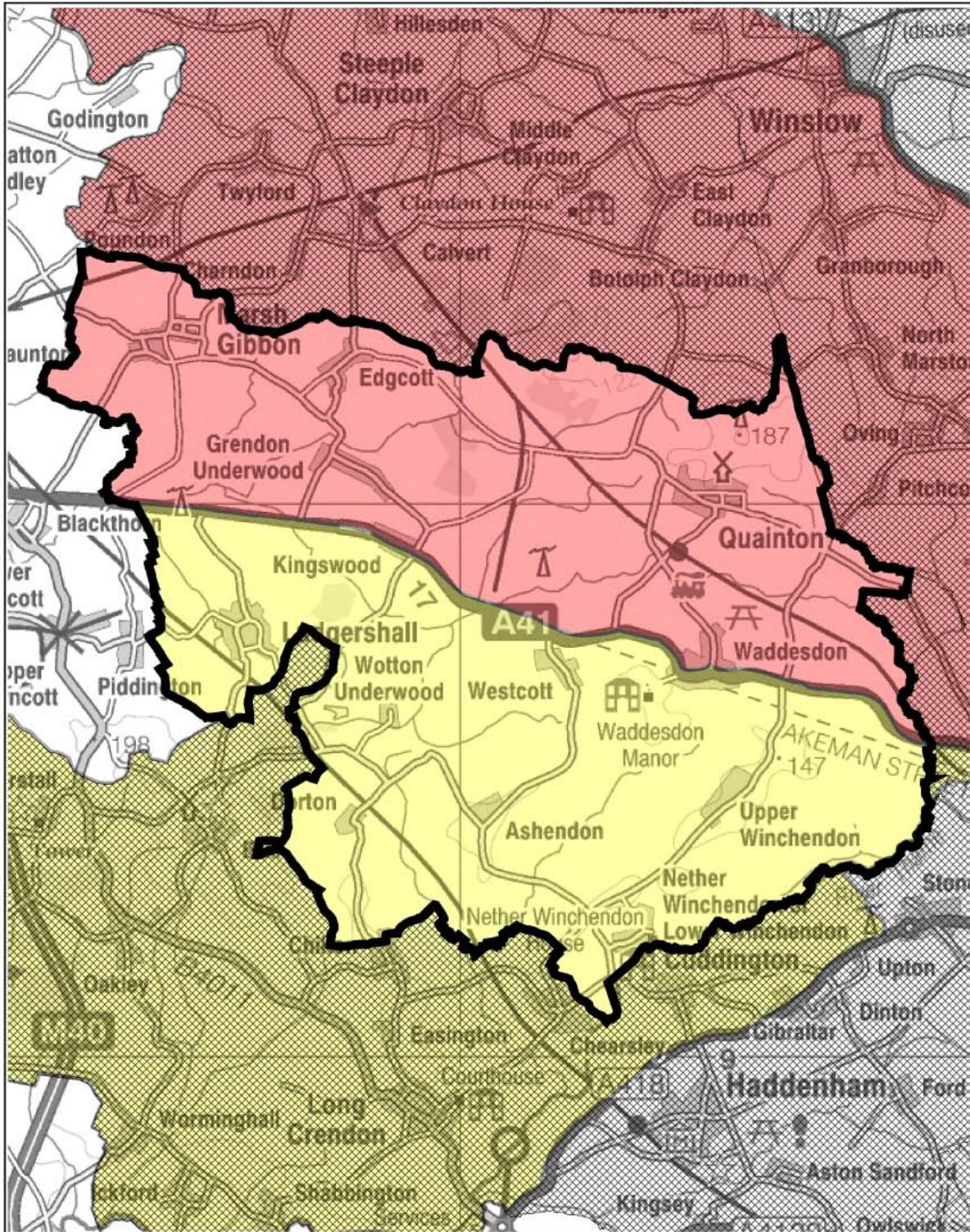
During the Second Local Transport Plan period we will:




- Complete Area 11 of the Speed Limit Review, including a review of A41 speed limits
- Publish waiting restriction proposals later in 2007 for Baker Street and Grove Way to protect junctions and bends
- Continue to work with the schools in Waddesdon to develop their School Travel Plans, which to aim to reduce car use and increase safety around the schools
- 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

### **What we cannot do and why**

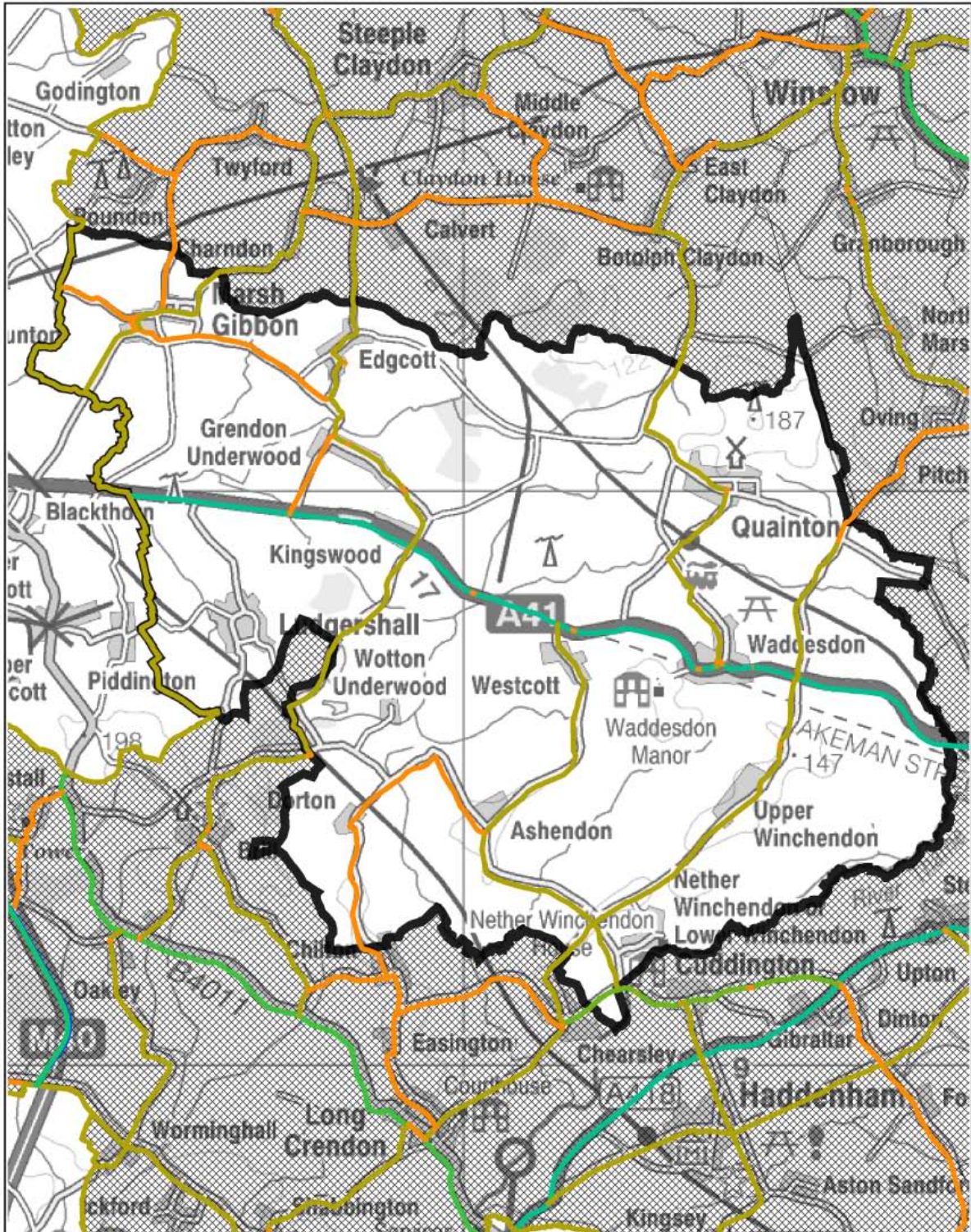
- Speeding: The enforcement of speed limits is the responsibility of Thames Valley Police, who are committed to reducing the amount of deaths, injuries and crimes on our roads, through a programme of education and enforcement. Concerns from the public about roads where speeding is an issue are directed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



FIGURE 3 – SPEED LIMIT REVIEW AREAS IN THE WADDESDON LOCAL COMMUNITY AREA



 <p><b>Speed Limit Review Areas Waddesdon</b></p>  <p>© Crown copyright. All rights reserved. Buckinghamshire County Council 100021529 2007.</p>	<p><b>Legend</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: red; border: 1px solid black; margin-right: 5px;"></span> Area 3</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: yellow; border: 1px solid black; margin-right: 5px;"></span> Area 11</li> </ul>	
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**FIGURE 4 – KSI RATES ON ROUTES IN THE WADDESDON LOCAL COMMUNITY AREA**



 <p><b>Killed and Seriously Injured (KSI) Casualty rates per kilometre on highways network routes for Motorway, A, B, C &amp; MC roads 01/01/02 to 31/12/04</b></p>	<p>The information portrayed on this plan shows the number of KSI casualties per km on the county's roads. It does not include those on unclassified, estate or other roads. The data is for KSI per km on the county's highway network for a period of 3 years Jan 2002- Dec 2004.</p>	<p><b>Legend</b></p> <p><b>KSI per km</b></p> <ul style="list-style-type: none"> <li>0-0.5</li> <li>0.51-1</li> <li>1.1-1.5</li> <li>1.51-2</li> <li>2.1-2.5</li> <li>2.51-3</li> <li>3+</li> </ul>
<p>0 0.375 0.75 1.5 2.25 3 Miles</p> <p>© Crown copyright. All rights reserved. Buckinghamshire County Council 100021529 2007.</p>	<p>The whole of Buckinghamshire - 3 Year Data Motorway. Length 60 km. 17 Fatal. 122 Serious A. Length 345 km. 65 Fatal. 443 Serious B. Length 146 km. 22 Fatal. 109 Serious C &amp; MC Length 785 km. 23 Fatal. 216 Serious</p>	

## **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**

- *Road surfaces need better maintenance*
- *There is too much street lighting where it is not needed and too little lighting where it is*
- *Road signs need to be cleaned more often*
- *Verges and hedges need to be better maintained*

### **What we've already done**

- Resurfaced Blackgrove Road, Quainton
- 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 combined Waddesdon and Haddenham Local Community Areas. 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](http://www.buckscc.gov.uk/localareatechnicians).

### **Background data**

Figures 5 and 6 identify the condition of roads and pavements across the Waddesdon Local Community 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:

- Continue to liaise with Network Rail who own Doddershall Railway Bridge and who will undertake strengthening works this year
- Resurface A41 Fleet Marston and Aylesbury Road, Waddesdon to improve the structure of the road and offer a smoother ride for vehicles
- 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'
- Use customer feedback to develop maintenance programmes to address local community concerns in the Waddesdon Local Community Area
- Continue our maintenance of highway verges, with regular grass cutting programmes and assessments
- 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 5 – CARRIAGEWAY CONDITION MAINTENANCE MAP**

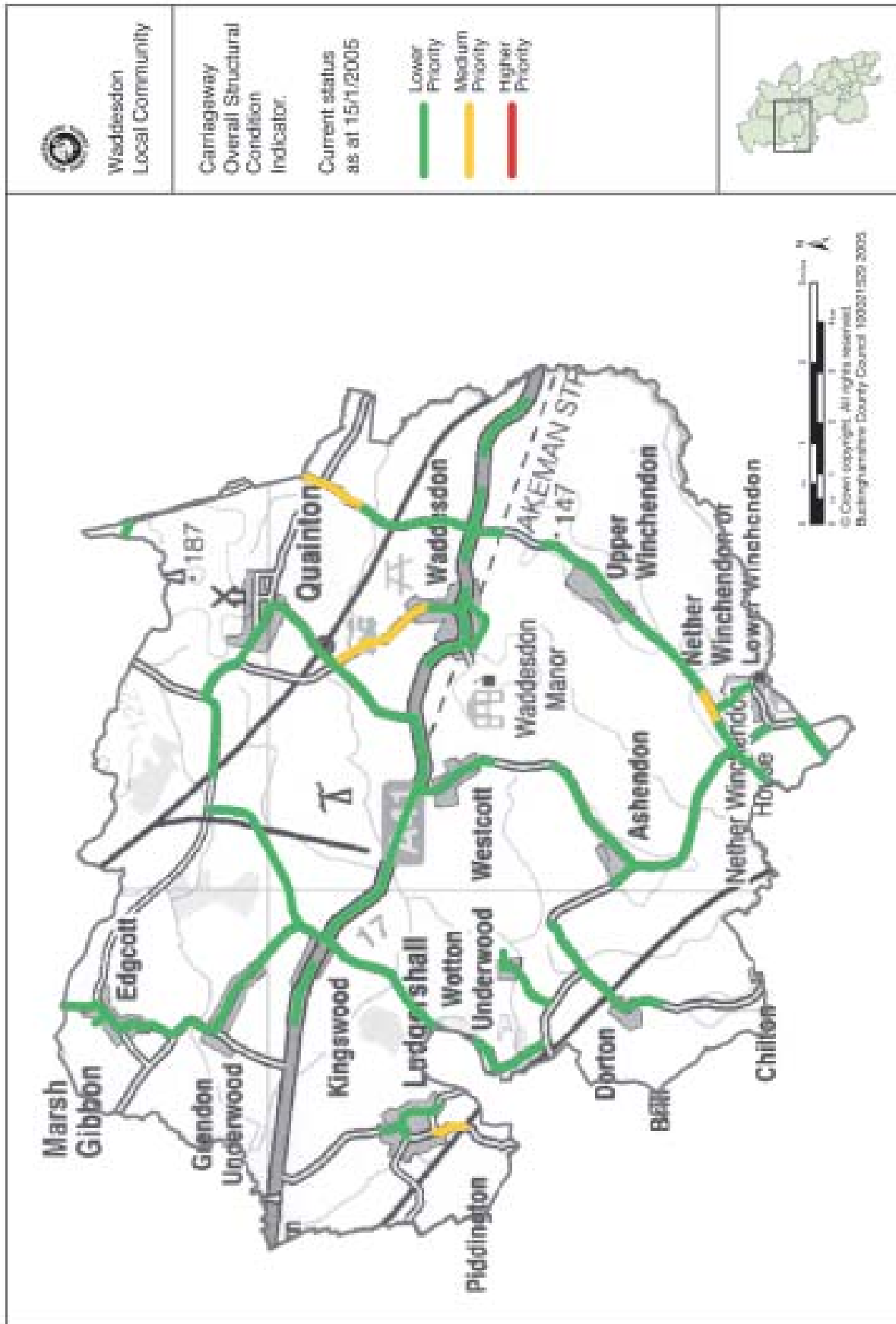
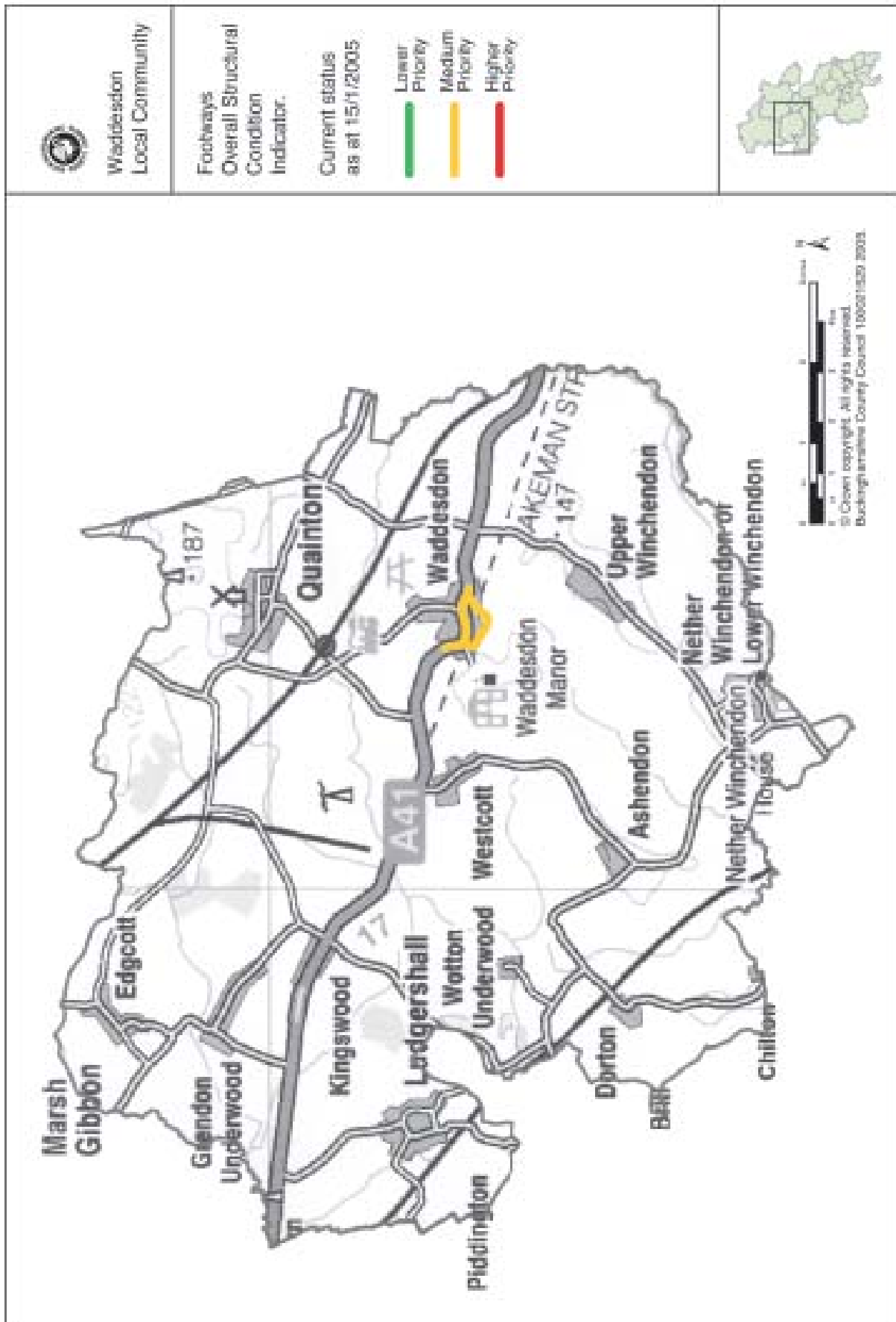


FIGURE 6 – FOOTWAY CONDITION MAINTENANCE MAP



## **SCHEMES NOT CURRENTLY PROGRAMMED 2007/08**

For the 2007/08 capital programme all the schemes put through the SAM process within the Waddesdon Local Community Area have been prioritised and have been included within the capital programme.

Any future requests for schemes will be appear in this section and will await prioritisation in next year's capital programme.

## **GLOSSARY**

### **Accessibility Action Plan**

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

### **Accessibility Assessments**

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 (NO<sub>2</sub>) 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.

### **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

### **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.

### **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.

**Traffic Regulation Order**

A legal document that is issued to regulate the speed, movement and parking of vehicles and to regulate pedestrian movement.

## WADDESDON LOCAL COMMUNITY AREA: SUMMARY OF ACTIONS

	<b>Scheme</b>	<b>Lead Team</b>
<b>Enhancing Accessibility</b>	<ul style="list-style-type: none"> <li>Continue to work with the Aylesbury Vale Parkway team to increase accessibility to public transport, including the Park &amp; Ride facility and increased cycle storage and facilities</li> </ul>	Project Manager, Aylesbury Vale Parkway
	<ul style="list-style-type: none"> <li>Work with partners to ensure that accessibility needs are addressed across the range of public services</li> </ul>	Transport Policy & Strategy
	<ul style="list-style-type: none"> <li>Improve public transport, walking and cycling access to Aylesbury, Thame and Bicester, particularly for young and older people</li> </ul>	Transport & Accessibility Service
	<ul style="list-style-type: none"> <li>Work with the community to identify accessibility needs and develop and implement an Accessibility Action Plan for the Waddesdon Local Community Area</li> </ul>	Transport Policy & Strategy
<b>Tackling Congestion</b>	<ul style="list-style-type: none"> <li>Continue to work with schools and residents around Grove Way and Baker Street, Waddesdon, including the publication of waiting restrictions later in 2007 for Baker Street and Grove Way to protect junctions and bends</li> </ul>	Parking Management
	<ul style="list-style-type: none"> <li>Continue to liaise with developers of the Berryfields Major Development Area to minimise the traffic impact of the development on the local community, especially during the construction phase</li> </ul>	Transport Development Control & Land Charges Group
	<ul style="list-style-type: none"> <li>Approach schools within the area to consider adopting and developing School Travel Plans</li> </ul>	Travel Choice
	<ul style="list-style-type: none"> <li>Complete the Strategic Network Hierarchy (SNH)</li> </ul>	Policy & Performance Group
	<ul style="list-style-type: none"> <li>Develop a signing strategy in line with the SNH</li> </ul>	Policy & Performance Group
	<ul style="list-style-type: none"> <li>Develop a countywide freight strategy</li> </ul>	Policy & Performance Group
	<ul style="list-style-type: none"> <li>Encourage cycling, walking and bus use for travel to Aylesbury, Thame, Bicester and other key destinations</li> </ul>	Transport Promotion & Development
	<ul style="list-style-type: none"> <li>Co-ordinate all road works on the road network to reduce delays</li> </ul>	Streetworks
<b>Improving the Environment</b>	<ul style="list-style-type: none"> <li>Continue to work closely with the Leisure and Culture Service at BCC to ensure that transport projects are sensitive to the Bernwood Project Area</li> </ul>	All teams

	<ul style="list-style-type: none"> <li>Continue to be represented on local environmental groups and work with all agencies involved</li> </ul>	Network Strategy & Systems / Transport Policy & Strategy
	<ul style="list-style-type: none"> <li>Work with local partners to complete Street Scene Audits and reduce street clutter</li> </ul>	Area Maintenance & Management (North)
	<ul style="list-style-type: none"> <li>Continue to look into reducing street lighting in certain locations across the county</li> </ul>	Strategic Maintenance
	<ul style="list-style-type: none"> <li>Seek to replace all street lighting lamps using more environmentally friendly lighting</li> </ul>	Strategic Maintenance
	<ul style="list-style-type: none"> <li>Maintain verges &amp; hedges at junctions in rural areas to maintain clear visibility for drivers</li> </ul>	Area Maintenance & Management (North)
	<ul style="list-style-type: none"> <li>Establish appropriate sign cleaning / maintenance arrangements with Parish / Town Council</li> </ul>	Area Maintenance & Management (North)
	<ul style="list-style-type: none"> <li>Work with the Rights of Way Team to identify accessibility improvements to rural footpaths and bridleways for leisure purposes</li> </ul>	Transport Policy & Strategy
<b>Improving Road Safety</b>	<ul style="list-style-type: none"> <li>Complete Area 11 of the Speed Limit Review</li> </ul>	Speed Limit Review Team
	<ul style="list-style-type: none"> <li>Publish waiting restrictions later in 2007 for Baker Street and Grove Way to protect junctions and bends</li> </ul>	Parking Management
	<ul style="list-style-type: none"> <li>Continue to work with the schools in Waddesdon to develop their School Travel Plans</li> </ul>	Travel Choice
	<ul style="list-style-type: none"> <li>Complete the Signing and Freight Strategies</li> </ul>	Transport Policy & Performance Group
	<ul style="list-style-type: none"> <li>Improve safety by targeting drivers and motorcyclists in high risk groups (such as young male drivers)</li> </ul>	Road Safety
	<ul style="list-style-type: none"> <li>Identify and treat sites where the road environment is a major factor in collisions</li> </ul>	Local Safety Schemes
	<ul style="list-style-type: none"> <li>Continue to salt routes across the county to improve safer winter driving conditions</li> </ul>	Area Maintenance & Management (North)
<b>Maintaining &amp; Managing the Transport Asset</b>	<ul style="list-style-type: none"> <li>Continue to liaise with Network Rail who own Doddershall Railway Bridge and who will undertake strengthening works this year</li> </ul>	Strategic Maintenance
	<ul style="list-style-type: none"> <li>Resurface A41 Fleet Marston and Aylesbury Road, Waddesdon</li> </ul>	Strategic Maintenance

	<ul style="list-style-type: none"> <li>Continue to carry out routine inspection to identify areas in need of action, through teams of Local Area Technicians working in the communities</li> </ul>	Area Maintenance & Management (North)
	<ul style="list-style-type: none"> <li>Continue to respond to calls from the public through 'Highways on Call'</li> </ul>	Customer Services
	<ul style="list-style-type: none"> <li>Continue our maintenance of highway verges, with regular grass cutting programmes and assessments</li> </ul>	Area Maintenance & Management (North)
	<ul style="list-style-type: none"> <li>Use customer feedback to develop maintenance programmes to address local community concerns in the Waddesdon Local Community Area</li> </ul>	Area Maintenance & Management (North)
	<ul style="list-style-type: none"> <li>Place greater emphasis on the maintenance of footways in the area</li> </ul>	Area Maintenance & Management (North)
	<ul style="list-style-type: none"> <li>Introduce improved safety and maintenance tests for all street lights</li> </ul>	Area Maintenance & Management (North)
	<ul style="list-style-type: none"> <li>Continue our high response rate for repairing dangerous potholes</li> </ul>	Area Maintenance & Management (North)
	<ul style="list-style-type: none"> <li>Increase the use of recycled materials in maintenance activities, such as using approved recycled road materials in pothole repairs, wherever possible</li> </ul>	Area Maintenance & Management (North)

## 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](http://www.buckscc.gov.uk/transport_plan/LTP2)

Transport Area Action Plan: [www.buckscc.gov.uk/transportmatters](http://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](mailto: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.