

3 VALUE FOR MONEY AND THE SCHEME ASSESSMENT MATRIX

Our approach to targets and monitoring follows naturally from the strategies described in 'Our Transport Priorities' and our provisional programme details the schemes that will allow us to meet the challenging targets we have set. Our Second LTP, however, marks a change in emphasis that focuses delivery around the 'shared priorities' and wider quality of life issues. To ensure that all schemes are targeted to meet the shared priorities and secure value for money we are developing a scheme assessment matrix.

Each scheme or project proposed in the future will in effect be audited to determine its contribution to our objectives and how it demonstrates value for money. A scheme that meets many objectives will score more highly than one that merely meets a single objective. The scheme assessment matrix therefore encourages and supports integrated activities. For example, maintenance schemes will have to show that they tackle congestion, enhance the

environment and/or actively contribute to casualty reduction if they are to be considered for inclusion in future programmes.

The scheme assessment matrix is based around the 'New Approach to Transport Appraisal' (NATA) objectives of integration, economy, accessibility, safety and the environment. These objectives support the shared priority, with economy included within congestion and value for money. Specifically the matrix identifies schemes that fit with other themes, are deliverable and offer value for money.

3.1 Fit with Themes

Essentially the scheme assessment matrix is a process that all scheme promoters will be required to use and schemes will be scored. Our programme of work is prioritised based on that score. Section I assesses a scheme to judge how it contributes to our LTP objectives, including negative impacts. This score is weighted to reflect the indicative funding guideline reported by the working group for the shared priority.

SCHEME ASSESSMENT MATRIX (**DRAFT**)

Part One - Strategies

Which strategy is the scheme designed to PRIMARILY address? (tick one box only)

- Enhancing access
- Tackling congestion
- Improving the environment
- Improving road safety
- Managing & maintaining the transport asset
- For each strategy, which OBJECTIVES will the scheme contribute to?

(tick all appropriate boxes)

Enhancing access

- Will it improve access to education facilities?
- Will it improve access to employment opportunities?
- Will it improve access to health care facilities?
- Will it improve access to shopping / town centres?
- Will it improve access for minority / vulnerable groups?
- Will it improve levels of personal and/or community safety?

Tackling congestion	
Will it help to keep traffic moving?	<input type="checkbox"/>
Will it encourage modal shift?	<input type="checkbox"/>
Will it reduce or manage the need to travel?	<input type="checkbox"/>
Will it provide new transport capacity?	<input type="checkbox"/>
Improving the environment	
Will it preserve or enhance the rural landscape & environment?	<input type="checkbox"/>
Will it maintain or improve the quality of urban public space?	<input type="checkbox"/>
Will it maintain or improve levels of air quality?	<input type="checkbox"/>
Will it maintain or reduce levels of noise?	<input type="checkbox"/>
Improving road safety	
Will it reduce the number of injuries?	<input type="checkbox"/>
Will it improve safety on prioritised routes?	<input type="checkbox"/>
Will it improve safety for drivers or motorcyclists?	<input type="checkbox"/>
Will it improve safety for vulnerable road users?	<input type="checkbox"/>
Managing and maintaining the transport asset	
Will it improve the condition of the roads?	<input type="checkbox"/>
Will it improve conditions of footways?	<input type="checkbox"/>
Will it be maintenance free for the next five years?	<input type="checkbox"/>
Will it improve the condition of bridges and/or lighting?	<input type="checkbox"/>

3.2 Value for money

Whilst the matrix acts as a process that guarantees value for money, the second part of the assessment reinforces this by assessing the impact of the scheme using the performance indicators for the LTP. The scheme promoter is asked to consider how a scheme contributes to all targets and once again a weighting is applied. The Best Value Performance Indicators receive the highest weighting, as they are mandatory indicators that not only reflect LTP achievements but also contribute to the authority's

Comprehensive Performance Assessment. Other non-BVPI mandatory indicators receive the same weighting as these contribute to the overall level of funding, with the local indicators are given least emphasis.

The matrix also considers the total five-year costs of a scheme (capital and revenue) and balances that against the casualty reduction benefits that it will achieve. A scheme can then be scored on how it meets LTP targets, using cost as a determining factor, to identify value for money.

Part Two - Value for money	
Which targets does the scheme contribute to? (tick all appropriate boxes)	
Mandatory Targets	
BVPI 223 – Principal Roads	<input type="checkbox"/>

BVPI 224a – Non-principal Roads	<input type="checkbox"/>
BVPI 224b – Unclassified Roads	<input type="checkbox"/>
BVPI 99x – Total KSIs	<input type="checkbox"/>
BVPI 99y – Child KSIs	<input type="checkbox"/>
BVPI 99z – Total Slight	<input type="checkbox"/>
BVPI 102 – Bus Patronage	<input type="checkbox"/>
BVPI 104 – Bus Satisfaction	<input type="checkbox"/>
BVPI 187 – Footway Condition	<input type="checkbox"/>
LTP 1 – Accessibility	<input type="checkbox"/>
LTP 2 – Changes in area wide traffic mileage	<input type="checkbox"/>
LTP 3 – Cycling trips	<input type="checkbox"/>
LTP 5 – Bus punctuality	<input type="checkbox"/>
LTP 6 – Changes in traffic flows to urban centres (Wycombe)	<input type="checkbox"/>
LTP 8 – Air quality	<input type="checkbox"/>
Local Targets	
LCI 1 – Journey time reliability over Priority Congestion Mgmt. Corridors	<input type="checkbox"/>
LCI 2 – Customer satisfaction with congestion management	<input type="checkbox"/>
LCI 3 – Modal share (journeys to school)	<input type="checkbox"/>
BVPI 100 – No. days temp. traffic controls/road closures (LA road works)	<input type="checkbox"/>
LPSA Target – Bus patronage growth urban bus networks (Ayl & Wyc)	<input type="checkbox"/>
LPSA Target – Bus patronage growth inter-urban core quality bus network	<input type="checkbox"/>
LCI 4 – Changes in traffic flows to urban centres (Aylesbury)	<input type="checkbox"/>
LCI 5 – % schools with level 1-3 Bucks School Travel Plan	<input type="checkbox"/>
LCI 6 – Annualised index of sustainable mode access to rail stations	<input type="checkbox"/>
LCI 7 - Modal shift (personalised travel plan development)	<input type="checkbox"/>
LEI 1 – Local Bucks Air Quality Standard target	<input type="checkbox"/>
BVPI 178 - % of Rights of Way that are easy to use by the public	<input type="checkbox"/>
LMI 1 – Dangerous potholes made safe within 24 hours	<input type="checkbox"/>
LMI 2 – Casualties at collision-prioritised maintenance sites	<input type="checkbox"/>
Total LTP capital cost (in £000's)	<input type="checkbox"/>
Total five-year revenue Costs (in £000's)	<input type="checkbox"/>
Casualty reduction cost benefit (in £000's)	<input type="checkbox"/>

3.3 Deliverability

The final stage of the matrix assesses a scheme based on its deliverability. This is done by identifying the number of stages the scheme has already completed and how many are yet to be achieved. For example, if a scheme has undergone the preliminary design and initial safety audit it will be ranked more favourably than a scheme

that has yet to be designed. This not only determines a possible implementation date but also, by using public acceptability (based on consultation results), measures the likelihood of the scheme being completed. This ensures that projects that are both deliverable and acceptable will be prioritised above those that fail to meet customer needs.

Part Three - Deliverability

Which of the following are required for the scheme?
(tick all appropriate and all completed to date)

	Req'd Y/N	Complete Y/N
Initial Concept	<input type="checkbox"/>	<input type="checkbox"/>
Draft Design	<input type="checkbox"/>	<input type="checkbox"/>
Safety Audit	<input type="checkbox"/>	<input type="checkbox"/>
Detailed Design	<input type="checkbox"/>	<input type="checkbox"/>
Land Acquisition	<input type="checkbox"/>	<input type="checkbox"/>
Planning Approval	<input type="checkbox"/>	<input type="checkbox"/>
Consultation	<input type="checkbox"/>	<input type="checkbox"/>
Cabinet Member Report	<input type="checkbox"/>	<input type="checkbox"/>
Political Approval	<input type="checkbox"/>	<input type="checkbox"/>
Safety Audit 2	<input type="checkbox"/>	<input type="checkbox"/>
Start date in FY	<input type="checkbox"/>	<input type="checkbox"/>
End date in FY	<input type="checkbox"/>	<input type="checkbox"/>
If consultation has been completed, what was the result (% in favour)?		
Consultation results	<input type="text"/>	%

Part Four - Score

Part One - The following shows the scheme score against the five strategies

Enhancing access	<input type="text"/>
Tackling congestion	<input type="text"/>
Improving the environment	<input type="text"/>
Improving road safety	<input type="text"/>
Managing and maintaining the transport asset	<input type="text"/>
Part Two - Value for money score	<input type="text"/>
Part Three - Deliverability score	<input type="text"/>
OVERALL SCHEME SCORE	<input type="text"/>

3.4 Use of the Matrix

The scheme assessment matrix will be used to measure the benefits of all schemes and will act as a guide for political decisions. The final score for an individual scheme can support the decision-making process and provide an objective measure that enables comparison between two (or more) very different projects.

The scheme assessment matrix is still being developed and refined by a working group. There is widespread acceptance of the matrix concept across the Transportation Service aided by the enthusiasm of the working group. We recognise that various factors such as distributional impacts will still need to be factored into the matrix and would welcome any feedback from the Government Office or the DfT to support its future development and application. In the longer run, should this process demonstrate improved performance in achieving outcomes, it is hoped to extend the concept to incorporate other sources of funding including revenue.

4 THE PROGRAMME

The following outlines our provisional delivery programme. Funds have been allocated to the main strategic themes following the provisional Planning Guideline and the recommended allocations suggested by the DfT for each of the shared priority themes. The programme is realistic and identifies a range of funding sources, such as revenue (established through the corporate Medium Term Planning process) and developer contributions negotiated in partnership with the District Councils.

As explained above (see 3), the final delivery programme for each year includes individual schemes prioritised for their ability to meet a wide range of objectives, achieve value for money and be deliverable. This will ensure that we deliver the best programme possible with the amount of funding available.

Indicative Delivery Programme 2006-2011																
		2006-2007			2007-2008			2008-2009			2009-2010			2010-2011		
		LTP Block Capital	Other Capital Funding	Gross Revenue	LTP Block Capital	Other Capital Funding	Gross Revenue	LTP Block Capital	Other Capital Funding	Gross Revenue	LTP Block Capital	Other Capital Funding	Gross Revenue	LTP Block Capital	Other Capital Funding	Gross Revenue
		000s	000s	000s	000s	000s	000s	000s	000s	000s	000s	000s	000s	000s	000s	000s
Maintenance Programme																
Maintaining the Transport Asset	Principal Roads	1245		1170	300		1200	250		1230	250			250		
	Non-Principal Roads	2100		2640	2100		2710	2100		2775	2400			2600		
	Unclassified Roads	973		5295	1050		5435	1526		5565	1567			1725		
	Bridge Maintenance	900		650	900		670	900		690	900			900		
	Street Lighting	200		2035	200		2095	200		2470	200			200		
	Rights of Way	100		445	100		460	100		475	100			100		
Meeting Customer Priorities	Delegated to Local Committees	250		0	250		0	250		0	250			250		
	Meeting Customer Priorities	1050		1645	1101		1695	1000		1745	1000			1000		
Safety Related	Safety Related Maintenance	660		Included above	500		Included above	500		Included above	500			500		
	TOTAL MAINTENANCE	7478		13880	6501		14265	6826		14950	7167			7525		
	LTP Allocation	7478			6501			6826			7167			7525		
Integrated Transport Programme																
Safety																
Target sites, routes & areas of other concern	Local Safety Projects	181		190	181		195	428		200	450			450		
	Speed Limit Review	450		30	450		30	50		0	50			50		
	Education, Training and Publicity	0		240	0		245	0		250	0			0		
Targeting at risk groups	Local Safety Projects	300		190	300		195	500		200	500			578		
	Education, Training and Publicity	0		240	0		245	0		250	0			0		
	Sub-total Safety	931		890	931		910	978		900	1000			1078		

		2006-2007			2007-2008			2008-2009			2009-2010			2010-2011		
		LTP Block Capital	Other Capital Funding	Gross Revenue	LTP Block Capital	Other Capital Funding	Gross Revenue	LTP Block Capital	Other Capital Funding	Gross Revenue	LTP Block Capital	Other Capital Funding	Gross Revenue	LTP Block Capital	Other Capital Funding	Gross Revenue
		000s	000s	000s	000s	000s	000s	000s	000s	000s	000s	000s	000s	000s	000s	000s
Targeting strategic accessibility priorities	Implementing Rural Transport Review	600		30	600		30	550		30	550			600		
	Rural Services	296		5820	296		6095	316		6390	340			300		
	Public Transport Information	200		340	200		350	200		360	200			200		
Targeting local accessibility needs	Delegated to Local Committees	200		0	200		0	200		0	200			200		
	Street Lighting	100		10	100		10	100		10	100			100		
	Sub total Accessibility	1396		6200	1396		6485	1366		6790	1390			1400		
Congestion																
Keep the traffic moving	PCMCs/PPTC	150	766	360	150	1700	370	200	1700	380	400	1500		430	500	
	Congestion busting schemes	50	200	540	50	100	555	300	429	570	300	250	200	300	100	
	ITS/UTMC	500		560	400	500	575	100	200	590	100			100		
	Traffic Information	50		410	50		420	50		435	50			50		
	Delegated for local committee	50		50	50		55	100		55	100			100		
Achieving modal shift	Public transport (urban and inter-urban)	278		1340	257		1380	323		1425	317			350		
	Rail	50		180	50		185	100		190	100			100		
	Cycling	481	100	60	300	100	60	300	100	60	300	150		300	200	
	Walking	200	100	110	200	100	110	200	100	115	200	150		196	200	
	Travel Planning	150		580	150		600	200		615	150			150		
Managing Demand and reducing need	Implementation and enforcement of SPAs	50		940	50		970	50		995	50			50		
	Local Traffic Management	50		570	50	100	585	100	100	505	100	100		150		
Increasing/ Building new transport capacity	Infrastructure Projects	500	225	510	300	435	520	150		530	150	550		150		
			3000			3500										
			500													



Improving local air quality	AQMA work	50	200	180	50	200	185	100	200	190	100	200	100	40 100
	Sub-total Congestion	2609	5091	6390	2107	6755	6570	2273	2929	6655	2417	3100	2526	1140
	TOTAL INTEGRATED	4936	5091	13480	4434	6755	13965	4617	2929	14345	2417	3100	5004	1140
	LTP allocation	4936	N/A		4434	N/A		4617	N/A		4807	N/A	5004	N/A
	TOTAL MAINTENANCE & INTEGRATED	11028	5091	27360	11156	6755	28230	11714	2929	29295	12300	3100	12916	1140

Key

- 1) LTP Block Capital: based on maintenance and integrated block allocations announced December 2005.
- 2) Other Capital Funding: includes capital contributions from District Councils and developer funding contributions.
- 3) Gross Revenue
 - Gross Revenue figures are shown
 - Income of approximately £8 million results in Net Revenue Expenditure of approximately £19 million, which reflects the medium term plan total.
- 4) Indicative programme is subject to change and is linked directly to achievement of LTP objectives and targets.
- 5) Indicative programme excludes proposed Major Scheme Bids, Community Infrastructure Fund bids, East-West Rail project and DfT funding for approved schemes.

5 MAJOR SCHEMES

5.1 General Introduction and Background

This section will describe the three new Major Scheme Bids (MSB) we will be making during the period of the second LTP and will provide an update on the A4146 Stoke Hammond and Linslade Western Bypass scheme and other significant schemes to be progressed in Buckinghamshire over the next five years.

The three new Major Scheme Bids to be submitted, **in priority order**, are:

- A1 A418/A4146 Aylesbury to Milton Keynes Strategic Corridor Improvements Phase 2 (A41 Aston Clinton Road to A505 roundabout section)
- A2 Urban Traffic Management and Control (UTMC) systems for Aylesbury and High Wycombe.
- A3 Regional Coachway facility at Junction 4, M40, High Wycombe.

An update will be provided on the following schemes:

- B1 A4146 Stoke Hammond and Linslade Western Bypass.
- B2 Community Infrastructure Fund schemes:
 - 1. Aylesbury Public Transport Hub
 - 2. Aylesbury North Parkway Station
 - 3. Southcourt Pedestrian and Cycle Bridge
- B3 East - West Rail Project
- B4 Crossrail
- B5 A421 Improvement/ Dualling (Tingewick Bypass to Milton Keynes)
- B6 North-South (Aylesbury to Thames Valley) Transport Link Study.
- B7 A404 / A4155 Westthorpe Interchange, Marlow (and A404 Bisham Roundabout Junction Improvement).

- B8 Transport Innovation Fund schemes
 - 1. Thames Valley Express Coaches
 - 2. Intelligent Transport Systems, Aylesbury
 - B9* A418/A4146 Strategic Corridor Improvements Phase 3 (Aylesbury Distributor Roads.)
 - B10* A418/A4146 Strategic Corridor Improvements Phase 4 (Fenny Stratford Bypass Dualling).
- B9* and B10* will be considered as part of A(1)

The A404 Bisham Roundabout Junction Improvement, included in (B7) above, would be a Trunk Road scheme and is located just outside Buckinghamshire. It is of significant importance to Buckinghamshire; hence, the brief mention made of it in this document.

5.2 Major Schemes

A1 A418/A4146 Strategic Corridor Improvement

Since the submission of the first LTP, it is pleasing to note there has been significant progress in terms of the Stoke Hammond and Linslade Western bypass (see B1), which is due to open in Spring 2007. This remains, however, very much the first phase of a series of improvements along the A418/A4146 corridor.

Aylesbury to Milton Keynes, Phase 2 A505 Roundabout to A41 Aston Clinton Road (including a Bierton bypass and a link to Aylesbury town centre via Stocklake).

In the first LTP, we described how the rapid and continuing growth of Milton Keynes and the planned substantial growth of Aylesbury (by 30% between 1981 and 2011) was continuing to place an increasing strain on existing transport infrastructure links. This was jeopardising the economic well being of the area, which relies heavily on good transport communications.

The lack of a high quality route and poor public transport services were leading to vehicles, including HGVs, diverting onto unsuitable minor roads, through villages such as Soulbury, Burcott, Mursley and Swanbourne. The road safety record in the area was also deteriorating.

Highway improvements are being promoted alongside public transport improvements such as the East-West Rail project, because investigation of the impacts of public transport improvements indicates that although they perform a very worthwhile function they do not substantially reduce vehicle demand in the Aylesbury to Milton Keynes corridor. This would not, in itself, provide a justification for proceeding with a highway improvement if demand management could be regarded as a workable alternative. However, the characteristics of the area are such that a very large number of alternative routes are available to people travelling between Aylesbury and Milton Keynes, many of them highly unsuitable for a strategic traffic-carrying role.

Treatment of all of these routes in a manner, which would have a significant effect on demand, would only be possible using extreme measures, which would have an unacceptably severe impact on local movement. Furthermore, without improvements in the quality of highway links between the communities, provision for freight movement would remain inadequate and intrusive, and the uplift in economic activity in Aylesbury required to complement housing growth would potentially be compromised.

With the first phase nearing completion, detailed work is now being undertaken on the second phase to provide strategic corridor improvements from just north of Wing to A41 Aston Clinton Road via, effectively, a bypass for Bierton and with a link to Aylesbury town centre via Stocklake.

This improvement has the following objectives:

- (i) To concentrate Aylesbury to Milton Keynes traffic on to a single high quality route
- (ii) To link two major, growing urban centres to facilitate their economic development
- (iii) To improve the quality of the environment and to reduce community severance in a number of communities by removing through traffic, including HGVs, from unsuitable minor and congested roads in Buckinghamshire. The most pronounced benefits would be felt in communities on the existing A418, at Wing, Bierton and Rowsham, but significant improvements would also be experienced in communities on more minor routes, such as Mursley, Swanbourne, Soulbury and Ledburn

- (iv) To overcome current highway design limitations. The vertical and horizontal alignment of this single carriageway road is below current standards with poor forward visibility over much of its length. Visibility at many of the T-junctions and at-grade crossroads is restricted and there are few overtaking opportunities
- (v) To address the collision record along this route. Collision figures on the A418 between Bierton and the County boundary to the east of Wing, in the five years up to 31 December 2004 indicate 56 personal injury collisions recorded, of which 16 were serious and 40 were slight.
- (vi) To improve public transport links between Aylesbury and Milton Keynes by facilitating the provision of an express bus service between the two centres.
- (vii) To alleviate pressure on the A413 Buckingham Road route into and out of Aylesbury. The latter will see significant development over the next five years as the Weedon Hill Major Development Area comes on stream with its associated Public Transport Priority Cycling and Walking schemes. Improvements to the A418 could alleviate pressure on A413 to allow these facilities to prosper.

Many of these objectives are similar to those set out in the first LTP, but more recently there have been some significant regional policy developments, notably the publication of the Milton Keynes and South Midlands Sub-Regional Strategy and the Regional Transport Strategy, which have reinforced the need for A418/A4146 Strategic Corridor Improvements.

The most significant development is confirmation of a continued growth role for Aylesbury beyond the major growth provided for in the current Local Plan, and for Milton Keynes beyond the originally envisaged development of the Designated Area. This continued growth forms part of the Milton Keynes and South Midlands Sub-Regional Strategy. It does not introduce completely new objectives for the A418 / A4146 corridor, but it intensifies the pressures on that corridor and reinforces the need to satisfy the objectives that have already been identified. It also means that the economic vitality of the settlements in the area becomes even more

important as a critical component in the achievement of the Government's 'Sustainable Communities' Plan.

Many of the growth-related pressures will now apply even more strongly to the A418 section of the corridor as a result of the growth role identified in the MKSM Strategy for the Bedfordshire towns of Luton, Dunstable, Houghton Regis and Leighton-Linslade. The proposed expansion of Luton Airport will only exacerbate the situation. In the absence of any existing or restorable rail links, movement westwards from these towns to Aylesbury, Oxford and the M40 is entirely dependent on the quality of the A505 / A418 corridor, which will also take on greater strategic significance with construction of the Luton and Dunstable Northern Bypasses and their direct connection to the M1 motorway.

A further development which gives policy support to improvement of the A418/A4146 corridor is the designation of Aylesbury and Milton Keynes as Regional Hubs in the Regional Transport Strategy published in 2004, and the creation of a regional spoke linking these towns. Where investment in improvements to regional spokes is warranted, the emphasis is generally expected to be on improvements to public transport facilities rather than increases in highway capacity. Full attention is being paid to public transport enhancements on this particular spoke, but the growth area status of the towns involved also makes it entirely appropriate to plan for some improvement in road-based communications, which closely accords with two of the RTS objectives for development of regional spokes, namely:

- giving priority to providing a level of service that supports delivery of the spatial strategy; and
- supporting the role of regional hubs as a focus of economic activity.

Work on a feasibility study is well advanced, but there are still a number of route options being investigated and it is not yet certain whether the project will take the form of continuous off-line improvement or whether improvement between the settlements will be on-line. The route standard has also not yet been formally decided, though economic, operational and safety considerations currently appear to favour a dual carriageway option.

The current intentions are that public consultations will be held later this year to enable a Major Scheme Business Case to be submitted in 2007 with construction starting in 2010/11.

There continues to be widespread public support from local residents for bypasses of Wing, Bierton and Rowsham.

Phase 3 of the Corridor Improvements will include distributor roads for the expected growth on the periphery of the town. Work on this section is the least well advanced because we await the outcome of Aylesbury Vale District Council's Local Development Document. This will determine where growth on the periphery of Aylesbury will be proposed up to 2021.

Phase 4 relates to the Fenny Stratford bypass, at the very northern end of the corridor. Recent appraisal work for other schemes in the area has established that growth in inter-urban and local development-related traffic will render this wide single carriageway road inadequate in the near future. Earlier draft proposals for the MKSM Strategy would have incorporated the Fenny Stratford bypass into a Milton Keynes Southern bypass, so upgrading could have been progressed as part of that project, but this proposal does not feature in the final version of the strategy so it may be necessary to pursue the upgrade as a stand-alone project. No detailed work is currently being carried out as exact requirements for new and enhanced roads in this area will have to be tailored to the needs of development on the edge of Milton Keynes, and the location of this development has not yet been determined.

In addition to its importance as a link in the A418 / A4146 Strategic Corridor, the Fenny Stratford bypass is crucial to the maintenance of environmental and safety conditions in the southern part of Bletchley, Fenny Stratford and Water Eaton, and particularly the Lakes Estate area of Water Eaton. Although demand management measures might be able to limit impacts in these areas, they would also have a severe impact on the amenity of households and the efficiency of businesses in the area. The most effective means of safeguarding conditions in these areas will be an upgrade to the bypass.

Programming

The current intention is to submit a Major Scheme Business Case to Central Government for Phase 2 (A41 Aston Clinton Road to A505 Roundabout) in 2007, with construction starting in 2011. As the route has not yet been finalised, a definitive cost estimate has not yet been developed, but taking into account, optimism bias and future inflation costs, it will be in the region of £50m - £80m.

A2 UTMC, Aylesbury and High Wycombe

A scoping study into Intelligent Transport Systems / Urban Traffic Management and Control (ITS / UTMC) for Buckinghamshire is currently underway. The aim of the study is to investigate whether ITS / UTMC has a role to play in managing our transport network, how it might be delivered and at what cost.

Alongside this study, there are a number of projects that are currently being progressed, or are on the horizon, that will include the use of better systems and technology such as Urban Traffic Control (UTC), GPS bus priority and variable message signing. Examples of such schemes are the A40 London Road, Wycombe/Cressex Park & Ride and Eden in High Wycombe as well as the major development areas in Aylesbury.

As we begin to introduce such schemes and implement measures on the Congestion Management Corridors (CMCs), there will be an increasing need to manage the systems in an efficient and effective manner that will require significant investment in order for us to adopt a full UTMC approach to highway network management. This may include introduction of CCTV on the main traffic routes and CMCs, development of a co-ordinated travel information website and a central Control Centre.

In addition, ITS / UTMC will allow us to better enact our duties as stated in the Traffic Management Act through better incident management and better management of the highway network.

Our aim to make the best possible use of existing infrastructure and the introduction of ITS / UTMC will enable us to work positively towards the five themes as set out in this LTP – namely tackling congestion, improving safety, enhancing

accessibility and improving air quality and the environment in general.

As such we believe that on completion of the Scoping Study, the introduction of ITS/UTMC will require us to submit in Major Scheme Bid towards the end of the Second Local Transport Plan.

Programming

The current intention is to submit a Major Scheme Business Case to Central Government in 2008/09 with scheme development taking place from 2009 through to the end of the LTP period. No definitive cost estimates have yet been developed because we await the outcome of the scoping study but it is anticipated the total cost of the scheme will be in the range £5m –£7m.

A3 Regional Coachway facility Junction 4 Handy Cross, M40, High Wycombe

The origins of the concept of a regional coachway facility at Handy Cross can be traced to two of the Government's Multi-Modal Studies, the ORBIT Study and the Thames Valley Multi-Modal Study. The Final Report of the first of these studies, the ORBIT Study, published in late 2002, included proposals for two orbital coach routes, of which the outer route would serve High Wycombe. It also included proposals for a number of radial coach routes complementing the extensive network of existing radial coach routes serving London and its airports. One of these routes was to follow the M40/A40 corridor from Oxford to Ickenham, with intermediate stops at Stokenchurch and High Wycombe, and then to proceed to Heathrow via Hayes. The system would also offer transport interchanges with good connections to other services, comfortable and secure waiting areas with refreshment facilities, and good information. It was envisaged that in some locations the interchanges might take the form of coachways, which act as a focus for Park & Ride and local feeder bus services.

The ORBIT report was closely followed at the beginning of 2003 by the Final Report of the Thames Valley Multi-Modal Study. This report included proposals for enhanced inter-urban bus services, operating at "turn-up-and-go" frequencies, using good quality, comfortable vehicles and offering state-of-the-art information provision and competitive fares. The services

would also require secure, convenient and safe waiting and interchange facilities and priority measures designed to offer journey times and reliability levels competitive with the car. Five potential routes were identified, concentrating on movements for which there is significant demand but which are currently unattractive or unrealistic by public transport. In recognition of the poor quality of existing north-south links in the Thames Valley and the poor prospects for this deficiency to be remedied by the provision of rail services, it was proposed that three of these routes should serve High Wycombe. At least two of these routes would serve Handy Cross, identified as a multi-purpose interchange point on the inter-urban express bus network with a potential strategic park and ride function.

Later in 2003, the Secretary of State for Transportation gave the Government response to the multi-modal studies, in which he accepted that there was a good case for the further development of coach services.

High Wycombe was not designated as a Regional Hub in the Regional Transport Strategy published in July 2004, but Handy Cross was still mentioned by name in the strategy as a potential inter-urban bus and coach interchange point. In recent months, the designation of High Wycombe as a Regional Hub has gained widespread support and SEERA is currently examining the proposal in the updated strategy forming part of the South East Plan. If adopted, this proposal would carry a strong presumption that transport policies and proposals should give priority to the development of high quality interchange facilities between all modes of transport.

The multi-modal studies emphasised that measures would have to be taken to ensure that the express bus services could achieve fast and reliable journey times. In this respect, a regional coachway facility at Handy Cross would dovetail with the County Council's aspiration that the "box of strategic routes" formed by the M40, A404, M4 and M25 should offer a level of service that would discourage strategic traffic movements from resorting to the local road network. An important element of this strategy, given strong support in the strategy emerging from the Thames Valley Multi-Modal Study, is the improvement of junctions along the trunk road section of the A404.

The study recommendation that small scale improvements on the trunk road network should be developed to address localised congestion problems was one of the measures subsequently endorsed by the Secretary of State, along with measures to support the development of bus and coach services on that network. These measures, combined with the Highways Agency's well-advanced proposals to improve the operation of the M40/A404 junction itself, much enhance the suitability of the Handy Cross junction as a location for a regional coachway facility.

Local transport planning has been shaped by regional and national policy as outlined above. The County's Wycombe Urban Area Action Plan includes significant public transport proposals for the town's southern corridor. They include an interim park and ride service operating from Cressex Island launched in September 2005, which will operate from the Regional Coachway facility once it is completed.

The suggestion of a Regional Coachway facility at Handy Cross is also included in the Highways Agency recent Thames Valley Express Coaches study.

The purpose and requirements of the Regional Coachway facility have been defined and are listed below. Consultants have also been engaged by the County Council and Wycombe District Council to examine potential sites around Handy Cross.

The Coachway, to be known as the Wycombe Gateway Transport Hub, should:

- Enable quick & reliable access by services with minimal diversion from current routes
- Serve both existing and potential coach services, on north-south and east-west axes (e.g. Oxford to London, services to and from the Thames Valley and Heathrow, and longer distance services – London to Birmingham)
- Offer potential support to the 2012 London Olympics, as a satellite Park & Ride site
- Integrate with local Park & Ride and local scheduled bus services
- Enable local Park & Ride services to serve the Cressex Business Park
- Maximise land use opportunities for development within the Cressex Gateway area
- Minimise the need for users to access the site using Handy Cross (Junction 4, M40)
- Provide good pedestrian and cycle links between the site and the A404 (N) and / or the A4010

It is anticipated that facilities on site would at the very least include:

- Coach stands and bus stops for Park & Ride and local bus services
- A taxi rank and drop off area, and taxi phone
- Secure covered cycle parking to meet the needs of short and long stay users
- Drop off and collection provision and at-grade access between key points on the site
- Covered shelters at the drop off, collection and interchange points
- Real time information screens for passengers and displays at stands and stops
- Sufficient and secure car parking spaces for coach users that meet the “Park Mark” standard (including a secure perimeter, lighting and CCTV)
- Purpose built lit and heated waiting area, including passenger lounge with telephone, toilet, “family room” and catering facilities for transferring passengers
- Coach parking for tourist / visitor coaches to High Wycombe town centre

Programming

The current intention is to submit a Major Scheme Business Case to Central Government in 2009/10, with construction starting and completing in 2011. No definitive cost estimates have yet been developed but it is anticipated the total cost of the scheme will be in the range £5m – £10m.

5.3 Other Schemes

BI A4146 Stoke Hammond & Linslade & Western Linslade Bypass

The first phase, known as the Northern Link, between Drayton Road (south of Skew Bridge) and the western end of the Fenny Stratford Bypass was opened to traffic on 9 February 2004. The majority of the Northern Link cost was paid for by a developer.

We have made good progress with the second section of the A4146 Stoke Hammond and Linslade Western Bypass in 2004/05. Following the Compulsory Purchase Order and Side Roads Orders Public Inquiry in July 2003, the Secretary of State confirmed the Orders for the remainder of the scheme on 7 April 2004.

The advance contract was completed on time and the oil pipeline was diverted on programme,

removing a major risk to the completion of the main contract.

The main scheme, which was tendered on a Design and Build basis to ensure certainty of out-turn cost, has been awarded to Alfred McAlpine and the works started on site on 21 March 2005. This scheme is scheduled to be open to traffic towards the end of the financial year 2006/07. Once the bypass is completed local traffic management measures will be introduced at various locations.

B2 Community Infrastructure Fund (CIF) schemes

Three schemes were submitted for CIF consideration and received funding approval in February 2006:

- Aylesbury Public Transport Hub
- Southcourt pedestrian and cyclist bridge
- Aylesbury Vale Parkway Station

Aylesbury Public Transport Hub

The Hub project will improve public transport capacity around the town centre, supported by appropriate priority measures; a direct link between the rail and bus stations; and a refurbished bus station. This will not only improve rail and bus interchange, but will also make the travel experience for pleasant for all users.

Southcourt pedestrian and cyclist bridge

The pedestrian and cyclist bridge from the Southcourt area of Aylesbury will improve sustainable access to the town centre and rail and bus stations for a significant number of residents living close to the town, and support our objective of achieving modal shift from private car use and Aylesbury’s status as a Cycling Demonstration Town.

Aylesbury Vale Parkway station

We are working with Laing and Chiltern Railways to develop this project that will extend Chiltern Railways passenger services to the northern edge of Aylesbury, providing a new station at Berryfields, adjacent to the developing major development area (MDA). It will provide up to 600 car parking spaces both for the rail station and the development of Park & Ride services, eliminating the need for many travellers living

north of Aylesbury to drive to the town centre, and reducing traffic pressures on the Bicester Road priority congestion management corridor. Parkway station will be integrated with Berryfields MDA, with a high frequency bus service providing an 'express' Park & Ride service into the town centre.

It is anticipated that construction of the Public Transport Hub will begin in June 2006 and be completed by summer 2008, whilst construction of the bridge will begin in autumn 2007 and be completed by summer 2008. Laing Rail determines the construction timetable for Aylesbury Vale Parkway station but it will be closely linked with the development of Berryfields MDA. All works will be constructed in a number of different phases to ensure minimum disruption to the travelling public and maximum efficiency savings in terms of procurement.

B3 East - West Rail

East West Rail – Western Section is the western end of the proposed East West Rail route linking East Anglia to Swindon and beyond via Cambridge, Bedford, Milton Keynes and Oxford. The Western Section comprises Bedford to Oxford and the Aylesbury spur. The majority of the route is already operational for passenger and/or freight services. The section between Bletchley and Claydon Junction is mothballed.

The East West Rail Consortium (EWRC), which includes 30 local authorities along the line of route, along with SEERA, SEEDA and EERA, has been promoting the project since 1995. Buckinghamshire County Council is the lead authority for the Western Section.

The scheme is included as a high priority in regional, sub-regional and local policies and plans. The EWRC submitted a business case to Government for the Western Section in December 2003, demonstrating how the scheme would support the growth agenda.

The Milton Keynes South Midlands (MKSM) Sub-Regional Strategy, published by Government in March 2005, acknowledges the need to improve east west movements by public transport. ODPM recently agreed to fund an initial piece of work costing £100k to examine the correlation between new development and transport infrastructure in the Bedford to Oxford / Aylesbury corridor with an objective of

identifying broad levels of S.106 funding contributions towards the scheme. Buckinghamshire County Council managed this study that will conclude in February 2006. A supplementary study commissioned by EWRC has looked more closely at how a rail scheme could support the delivery of growth, and will be published at the same time.

The expectation is that the studies will give confidence that there is a robust business case and that there are good prospects for funding the project from a mix of private and public sector sources. The next step therefore will be the detailed development of the scheme to a state of readiness for procurement. A Growth Area Fund Expression of Interest bid has been submitted to ODPM via Aylesbury Vale Advantage to fund this development work (estimated at £2.3m).

B4 Crossrail

In principle we support the Crossrail project, a new east west cross London metro rail project sponsored by the Department for Transport and Transport for London with a target service introduction date of 2013. A new central area tunnel will link Liverpool St. and Paddington with suburban over ground extensions using existing infrastructure to Shenfield and Abbey Wood in the east and to Heathrow and Maidenhead in the west. This will mean Iver, Burnham and Taplow stations in Buckinghamshire being served by more frequent services and greater connectivity to Central and East London for southern Buckinghamshire residents.

There are, however, several key concerns covering bridge works and traffic impacts. We propose to petition on these as the Crossrail Hybrid Bill goes through Parliament, in order to reserve the County's position. The concerns relate to:

- Demolition of bridges of national (heritage) importance on the Great Western Railway (designed by Isambard Kingdom Brunel)
- The proposed demolition, without replacement, of Dog Kennel Bridge at Iver – a pedestrian and farm accommodation route with rights of way on either side but not across the span
- The proposed replacement and realignment of Thorney Lane South Bridge at Iver, leaving the existing footbridge in situ

- The routing strategy for HGVs transporting construction spoils to Wapsey's Wood and Springfield Farm landfill sites and for general traffic during construction works
- The need to develop a sustainable access and parking strategy for each station on the route in partnership with Crossrail and neighbouring transport authorities

B5 A421 Improvement/Dualling

Tingewick Bypass - Milton Keynes

The A421 primary route forms an important East-West route between Bedford, M1, Milton Keynes, M40, Banbury, Bicester and Oxford. Despite undertaking improvement schemes in conjunction with DfT and the Commission for the New Towns in recent years, the route still exhibits signs of considerable stress with Milton Keynes at its current size. There have been 12 serious and 93 slight injury collisions in the five-year period to December 2004. Currently, the AADT is in excess of 19,000 vehicles.

Two main routes (A422 and A421) from Milton Keynes converge just to the east of Buckingham and run together along the single carriageway Buckingham southern bypass and a short length of rural single carriageway road before joining the dual carriageway Tingewick Bypass. Any improvement therefore is needed over the whole length from the eastern end of the Tingewick Bypass to the Bottledump roundabout at the Milton Keynes boundary, where the A421 again becomes a dual carriageway road.

No formal appraisal of the case for improvement and the form it should take has yet been made, but in view of the high level of existing traffic flow and the generally high alignment standard of the existing road, it is difficult to avoid the conclusion that on-line dualling is the most appropriate solution. An initial, very preliminary, estimate puts the cost of such an improvement at around £48m (at 2005 prices), and time scales for the design and approval processes make it unlikely that construction could start until 2013 or later.

Improvement of this section of the A421 features in the list of strategic transport infrastructure priorities in the MKSM Strategy, for implementation in the period 2007-2016. The route also forms part of the regional spoke linking Milton Keynes and Oxford in the Regional Transport Strategy. The level of service that it provides affects private car, freight and public

transport movements in this corridor. Between Tingewick and the eastern end of the Buckingham Bypass it is used by the important regional and inter-regional X5 express bus route, whose reliable operation is threatened by worsening peak period congestion on the Buckingham Bypass. Its improvement is therefore consistent with the multi-modal objectives of the regional spoke designation.

B6 North-South (Aylesbury - Thames Valley) Transport Links Study.

Generally Buckinghamshire has very good transport links to London. The M1, M40 and A41 and the West Coast Mainline and Chiltern lines from Aylesbury and Bicester all provide excellent links.

However, north-south links (between Milton Keynes, Aylesbury, High Wycombe and the Thames Valley) and east-west links (between Oxford and Aylesbury, and between Oxford, Milton Keynes, Aylesbury, Bedford, Cambridge and the east coast) are less well developed.

Whilst the Regional Transport Strategy clearly identified a regional spoke between the growth areas of Aylesbury and Milton Keynes, it did not include a spoke linking Aylesbury with the Western Corridor and Blackwater Valley sub-region, which we believed to be a clear and worrying omission that needed to be rectified. Although road and rail connections between Aylesbury and High Wycombe exist they are currently inadequate if we want to attract business investment and create new jobs to develop sustainable communities. It is pleasing to report that a spoke linking the Western Corridor and Blackwater Valley sub-region to Aylesbury has now been included in the updated strategy.

Our aspiration therefore is to ensure that the confirmed regional network of 'hubs' and 'spokes' incorporates this 'missing link' between Aylesbury, High Wycombe and the Thames Valley. We can then investigate longer term improvements to this route. Enhancements to existing rail services between Aylesbury and High Wycombe and express coach links between High Wycombe and the Thames Valley would clearly support sub-regional growth, and there could be a case for reviewing the potential of re-establishing rail links between High Wycombe and the Thames Valley.

We recognise that the topography of High Wycombe and the Chilterns Area of Outstanding Natural Beauty may prevent the development of direct links between Aylesbury and the A404 south of Handy Cross and therefore believe we may need to consider alternative routes or alignments for longer-term improvements. We recognise any route in this area presents major environmental and other difficulties and are therefore working closely with District Councils, neighbouring authorities and other organisations to consider the wider implications of proposals.

This forms part of a wider review of strategic routes across Buckinghamshire, including the A418 and A41/A34 between Oxford and Aylesbury and the A421 connecting Oxford with Milton Keynes via Bicester and Buckingham. Improvements to the latter and promotion of the East West Rail project between Bedford, Bletchey, Bicester and Oxford, with a spur to Aylesbury, are likely to be critical to the delivery of growth in all four areas.

To fully consider the contribution of all transport modes in the provision of the 'missing link' and to determine how these could be accommodated we would like to undertake a study of north-south transport links between Aylesbury, High Wycombe and the Thames Valley. We recognise that such an exercise, which would need to involve all interested parties, including local and regional representatives, would be costly, and will therefore lobby for national or regional funding to support the study. In that regard, we welcome SEERA's recent indication that regionally significant studies are likely to be required as part of the South East Plan process.

The total cost of this scheme is approximately £2m and developer funding has already contributed £193,000 to the advance works and design fees so far incurred in developing the scheme. An additional £107,000 is available through developer funding. Given the cost of this scheme, implementation is likely to be dependent on further significant third party funds becoming available.

B7 A404/A4155 Westhorpe Interchange

Marlow (and A404 Bisham Roundabout Junction Improvement)

We are working with the Highways Agency to secure a more strategic role for the A404, to improve links south to the Thames Valley and north from Windsor, Maidenhead and Slough. This would enable us to reclassify the less suitable A355 through Farnham Common and Farnham Royal. Improvements at both the Westhorpe interchange in Marlow and the Bisham roundabout would not only enhance the A404 corridor for all traffic, but would also support the express coach links proposed in the Regional Transport Strategy and the study detailed in B8(1).

The Thames Valley Multi Modal Study (TVMMS) identifies a number of "Priority Improvement Corridors" as being under "stress" in the future, even with implementation of other measures in the strategy. One of these corridors is the A404 between the M4 and High Wycombe. Indeed, the A404 between the M4 and High Wycombe is one of only six routes identified in the Executive Summary for "localised highway improvements".

The Secretary of State in reviewing the Multi Modal Study asks the Highways Agency to identify and develop smaller scale improvements on the trunk road network to address localised congestion problems in key corridors. The A404 / A4155 Westhorpe interchange near Marlow is a recognised local congestion hotspot with road safety problems. In particular, during the morning peak, traffic attempting to enter the Globe Park industrial estate (located at this junction) backs up along the slip road and onto the trunk road; thus affecting the ability of this road to provide an effective through route and potentially compromising its safety.

A signalisation scheme at this junction, which features in the Marlow Parking and Transport Strategy, has been designed to allow traffic to be managed more effectively and reduce congestion. The scheme also includes provision for cyclists and pedestrians to negotiate the interchange safely. The proposed scheme is now supported, in principle, by the Highways Agency.

The scheme is consistent with the Highways Agency's policy for this section of the A404, which includes the improvements being carried out at

Handy Cross junction (the next junction to the north on the A404) and the preliminary investigative work that is underway at the Bisham Interchange (the next junction south on the A404).

B8 Transport Innovation Fund schemes

Last year, we submitted two potential bids, which are summarised briefly below. We will review these bids in light of new guidance recently issued and our prioritised MSB.

Thames Valley Express Coaches

The Highways Agency commissioned consultants to review the potential development of an interurban coach network following the recommendations emanating from the Regional Transport Strategy and the Thames Valley and Orbit Multi-Modal Studies.

Two key corridors or groups of routes were identified for further consideration - a north south corridor linking High Wycombe to Farnborough and routes to Heathrow from Maidenhead, Reading and Bracknell.

We are keen to see the north-south route from High Wycombe area promoted and are prepared to take the lead for this project, provided support from partner organisations is forthcoming, particularly in terms of improvements on the A404 from High Wycombe to the M4. We are keen to be involved because the project has the potential to tackle problems of congestion, enhance accessibility and improve air quality by providing a public transport alternative to the private car for journeys not currently well served by rail. TiF funding is attractive because of its combined capital and revenue streams, since the latter will be needed to pump prime this project.

We believe that this project should be developed by a number of agencies, with involvement from other local authorities along the route, the Highways Agency, Regional Assembly, Government Office, Network Rail and bus operators.

Intelligent Transport Systems / Urban Traffic Management and Control, Aylesbury

Planned major developments in Aylesbury will require significant infrastructure improvements, particularly on the Priority Congestion Management Corridors in Aylesbury (e.g. A413

Buckingham Road and A41 Bicester Road). These improvements will include ITS / UTMC systems, already highlighted as a Major Scheme Bid in A2, public transport priority measures, cycling and walking projects.

The developer funding that will be accrued from the major development areas (MDA) at Weedon Hill and Berryfields will be used in an innovative way, i.e. to provide free bus passes for MDA residents, to encourage public transport use from day one of residence. Work on the Weedon Hill MDA has recently started and construction at Berryfields is expected next year.

As stated above, these bids need to be reviewed in light of recent guidance issued and the three Major Scheme Bids detailed earlier.

B9 A418/A4146 Strategic Corridor Improvements

Phase 3 Aylesbury Distributor Roads.

See summary BI.

B10 A418/A4146 Strategic Corridor Improvements

Phase 4 Fenny Stratford Bypass Dualling

See summary BI.