

Up until 2016 growth will be focussed north of the town, with Berryfields and Weedon Hill Major Development Areas (MDAs) providing most of the housing, whilst employment will be centred south of the town at the proposed Aston Clinton Road MDA. To meet transport needs we will complete three Primary Public Transport Corridors (PPTCs) on the Tring, Bicester and Buckingham Roads, using the existing Oxford Road PPTC as a model. These will benefit from Park & Ride services, linked on Bicester Road to the proposed Aylesbury Parkway station, at the Berryfields MDA. This new station will provide a new northern link for rail services to London and has recently received full approval from the Community Infrastructure Fund.

As part of the A418 improvement proposals, identified in the Milton Keynes and South Midlands sub-regional strategy, to enhance links to the strategic road network for employment growth at the Aston Clinton Road MDA, we are actively pursuing feasibility studies on a link between A418 Hulcott crossroads to A41 (Aston Clinton Road) with a spur to Aylesbury (via Stocklake), subject to available funding.

Although the Milton Keynes and South Midlands sub-regional strategy is not prescriptive about the type of or location for longer-term housing growth and potential infrastructure beyond 2016, it does still identify a possible southern distributor road. In earlier drafts of the strategy, which defined broad locations for development which needed to be served by it, this road was shown as running between the A41 (to London) and the A418 (to Thames). We believe that it should also connect with the A418 improvement proposals described above to:

- Improve access to Aston Clinton Road MDA
- Remove cross-town traffic from town centre
- Concentrate Milton Keynes traffic on A418 / A4146 corridor

The distributor road could also present an opportunity to provide a new principal and high quality road link into Aylesbury from the south, using the new road and an improved A413 corridor. It would not only serve routes to / from London (A41), Amersham / Beaconsfield (A413) and Wycombe (A4010) but would also support the development of PPTCs on both Tring Road and Mandeville Road / Lower Road (B4443) serving the employment and housing growth, and



on Tring Road help address air quality issues. However, we need to wait until locations for further growth have been specifically identified in the District Council's LDDs, before progressing related infrastructure proposals.

5.2.3 Our vision for High Wycombe



The Community Plan vision for Wycombe District is of an area that is economically strong and a good place to live, work or visit. Our strategy for High Wycombe is to support urban renaissance, to achieve sustainable communities and sustainable growth in areas that are, or can be, well integrated with the town. In terms of transport this means:

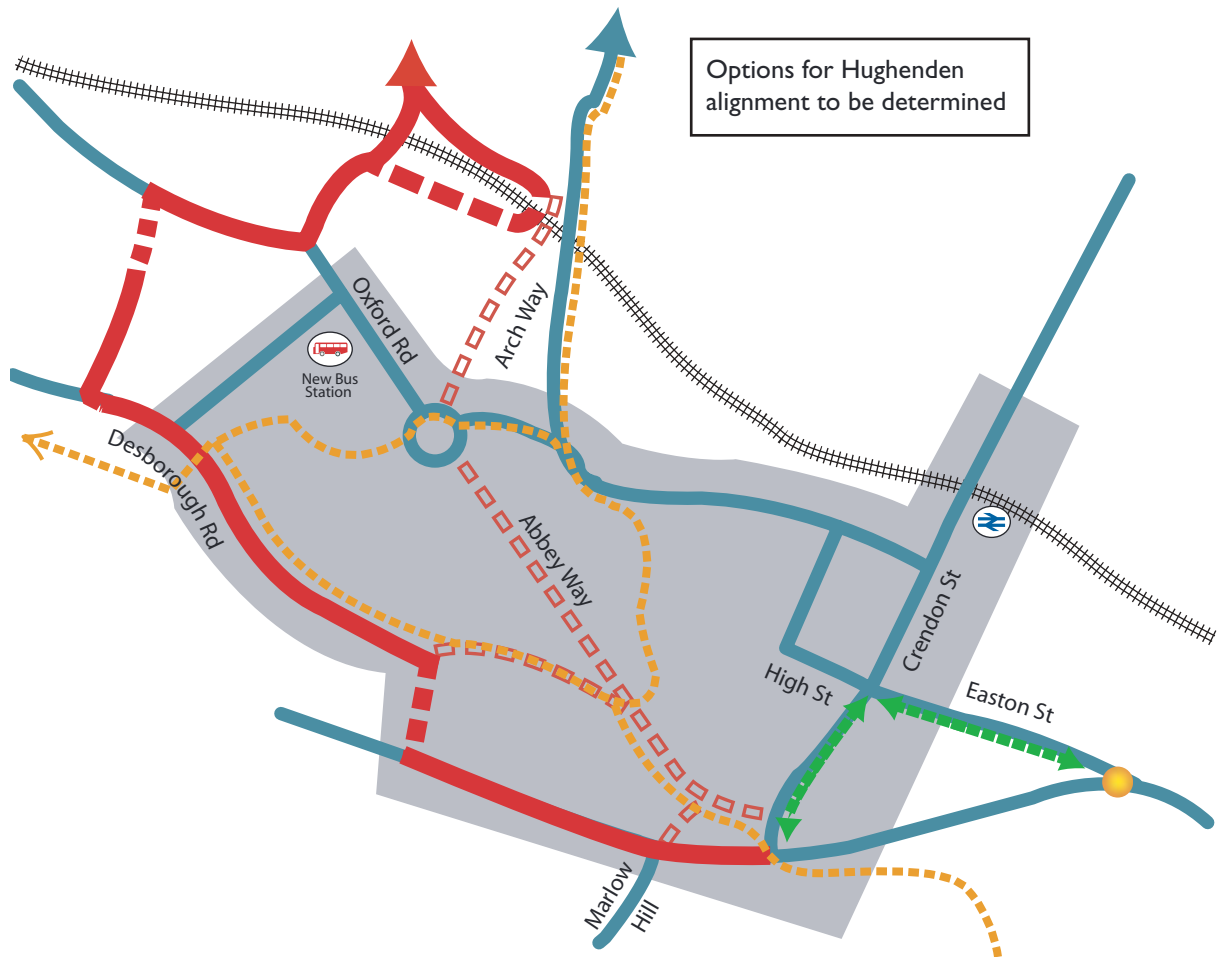


- Promoting sustainable transport alternatives to improve access to jobs, homes and services, and in particular to improve access between local and regional hubs and major development opportunities.
- Keeping traffic moving
- Managing travel demand and minimising traffic growth
- Maximising travel capacity on key corridors



High Wycombe town centre is at the heart of this vision and has a central role as part of a strong and vibrant economy that is attractive, people-friendly and accessible to everyone.

Figure V8a - High Wycombe Town Centre



Map Key

- - - Pedestrian and Cycle route
- ← → One way converted to two way working
- Roads downgraded/closed
- New Interim Roadline
- Existing roads
- Junction Improvement
- High Wycombe station new transport interchange
- New bus station - part of 'Eden' development
- Free/Reduced fare zone & Public Transport Hub

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This not only requires an innovative vision for the town centre (see figure V8a), described by the masterplan, but also a clear transport strategy to support such major improvements.

Physical changes to the town centre layout to improve pedestrian and cyclist access and minimise the impact of traffic are integral to the masterplan but cannot be adopted in isolation. Equally important to achieving the vision and meeting our objectives is the accompanying package of transport measures that not only manages traffic and travel demand across the town, but also enhances access. Both authorities are committed to being bold to realise our transport strategy and the masterplan vision.

This package builds on the proposals from the High Wycombe Town Centre Parking and Access Strategy that was approved by both Councils in 2004, whilst taking account of developments since then, including regional priorities such as the Thames Valley coach network. The key elements of the package of transport measures for High Wycombe include:

- Emphasis on short stay parking in the town centre to increase economic vitality and make best use of available space
- Long stay parking at edge of town sites supported by enhanced public transport services including frequent and efficient north-south cross-town Park & Ride services that reduce the need to travel by car to the centre and across town. These are envisaged as bus based services for the foreseeable future but the opportunities for other more innovative options in the longer term will be considered
- Creation of a transport hub close to the M40 on the south side of High Wycombe ('Wycombe M40 Gateway') to provide a local interchange for journeys within High Wycombe (to the town centre and new rail station) and a regional interchange for inter-urban journeys, including to the Thames Valley, Heathrow, London and the Aylesbury / Milton Keynes growth area
- Creation of a public transport hub across the town centre between the redeveloped rail station and new bus station to improve multi-modal interchange for all urban and inter-urban bus services, which could include a reduced / free fare zone in the town centre
- Investment in the major radial transport

corridors to improve traffic and travel capacity, supported by the phased introduction of Urban Traffic Management and Control systems, incorporating bus priority measures

- Improving the quality and reliability of the urban and inter-urban bus network to make public transport a reliable and attractive alternative for people who live, work or travel in High Wycombe
- Introduction of traffic management and control measures to discourage displaced traffic from using residential or inappropriate areas and enhance the quality of the local street scene
- Creation of an attractive and continuous network for pedestrians and cyclists that provides links between and within communities, including reuse of the High Wycombe Bourne End former railway alignment where practicable, whilst safeguarding its possible role as a public transport corridor
- Expansion of the Wycombe Special Parking Area to the whole of the District to enable better enforcement of parking controls, improved management of traffic and improvements to the quality of the local environment

Decisions on the masterplan and the transport network are fundamentally intertwined and such measures are the essential underpinning if the radical improvements proposed for the town centre are to be realised. As a result progress in these two areas must be in step.

These measures will come at a cost and we recognise that the LTP will not deliver the necessary funds to realise such a vision. Indeed, many of the measures will require significant levels of developer and / or third party funding yet to be identified. To secure the necessary transport services and infrastructure that offer the widest possible benefits to the town, its environment and all travellers the Councils will work together to identify and realise all potential funding opportunities.

5.2.4 Our vision for other urban areas

We expect other new development to be more limited. Despite this the intensification of existing development, replacing current properties with higher density housing, is likely to put additional

pressure on existing transport infrastructure, particularly in areas with limited public transport services. Some of our larger towns, such as Chesham, Amersham, Beaconsfield and Buckingham already experience peak time congestion, and we will work during the Second LTP to limit or reduce its effect at specific identified sites (see Part Two, Section B – Tackling Congestion).

We are developing a transport strategy for Chesham & Amersham, our third largest urban area, that sets out long-term proposals based on problems and opportunities identified by technical assessment and public consultation. These proposals aim to encourage safer and more sustainable use of the transport network, enhance accessibility and preserve the natural environment across the area. Any development proposed close to the A416, linking the towns, will enable us to review junction layouts and minimise congestion, and we will improve sustainable access to the stations across the area to achieve modal shift.

During the Second LTP period we will continue to implement appropriate measures arising from the Beaconsfield Transport Study, to tackle congestion, enhance accessibility and improve safety. Such actions will be included in the Beaconsfield Area Action Plan. We are developing and refining other Area Action Plans for larger towns using local knowledge and consultation, and information from Market Town Health Checks (where these are available).

5.2.5 Our vision for rural areas

We need to ensure that rural issues are integral to our work during the Second LTP. Our rural strategy ('Rural Strategy: Value in our rural communities') aims to develop and maintain a sense of community in rural areas by providing community facilities that ensure a thriving and vibrant countryside, without negative impact upon the natural environment. The delivery of and access to these facilities and services is clearly central to that aim.

Our rural areas are also a leisure facility for many people, and therefore need to be easily accessible yet protected. Our Rights of Way network is key to providing such access, opening up leisure opportunities and potentially improving the health of individuals. We have supported the preparation of the Rights of Way Improvement

Plan (see Appendix 3), which assesses the network to judge the relative value of different routes, and we will assist in its implementation, particularly where mutually beneficial routes are identified for improvement.

Our schemes are designed so that they are sensitive to the needs of the rural environment (as set out in the Chilterns AONB Management Plan), whilst providing for and considering visitor movements into the area (as set out in the Buckinghamshire Tourism and Action Plan). We are tackling the issue of car access and parking in rural areas by promoting more sustainable travel to and in the countryside, and we have adopted sensitive traffic management methods, such as the 'Alternative rural traffic management proposal' pilot scheme, to reduce speeding in rural areas. However, perhaps the most important issue in rural areas remains the need to provide adequate access to services. To address this we aim to develop more flexible public transport systems (see Bus Strategy, Appendix 1).

The implementation of our 'Getting Closer to Communities' strategy and local community Area Action Plans, supported by local involvement and consultation, will set out how we will address these challenges and improve transport services and facilities across the county. In many respects the biggest challenge we face is protecting and enhancing the exceptional rural environment, including our heritage towns, recognised as possibly Buckinghamshire's greatest asset (thanks to the contribution it makes to economic prosperity and quality of life), whilst accommodating the major growth and development and providing the enabling major transport and other necessary infrastructure.

6 DELIVERING OUR VISION

6.1 Our strategies

We have already shown that our vision for transport and accessibility has been shaped by national, regional and local influences and priorities, enabling us to identify four overarching themes, supported by 14 policy objectives. To meet these objectives, address the 'shared priority for transport' and deliver our transport vision, we have developed five LTP strategies:

- Enhancing access
- Tackling congestion
- Improving our environment (including air quality)
- Improving road safety
- Managing and maintaining the transport asset

These strategies have enabled us to ensure that our activities are more effectively integrated and will deliver schemes that not only meet national, regional and local priorities, but also secure best value. Figure V9 illustrates how these five

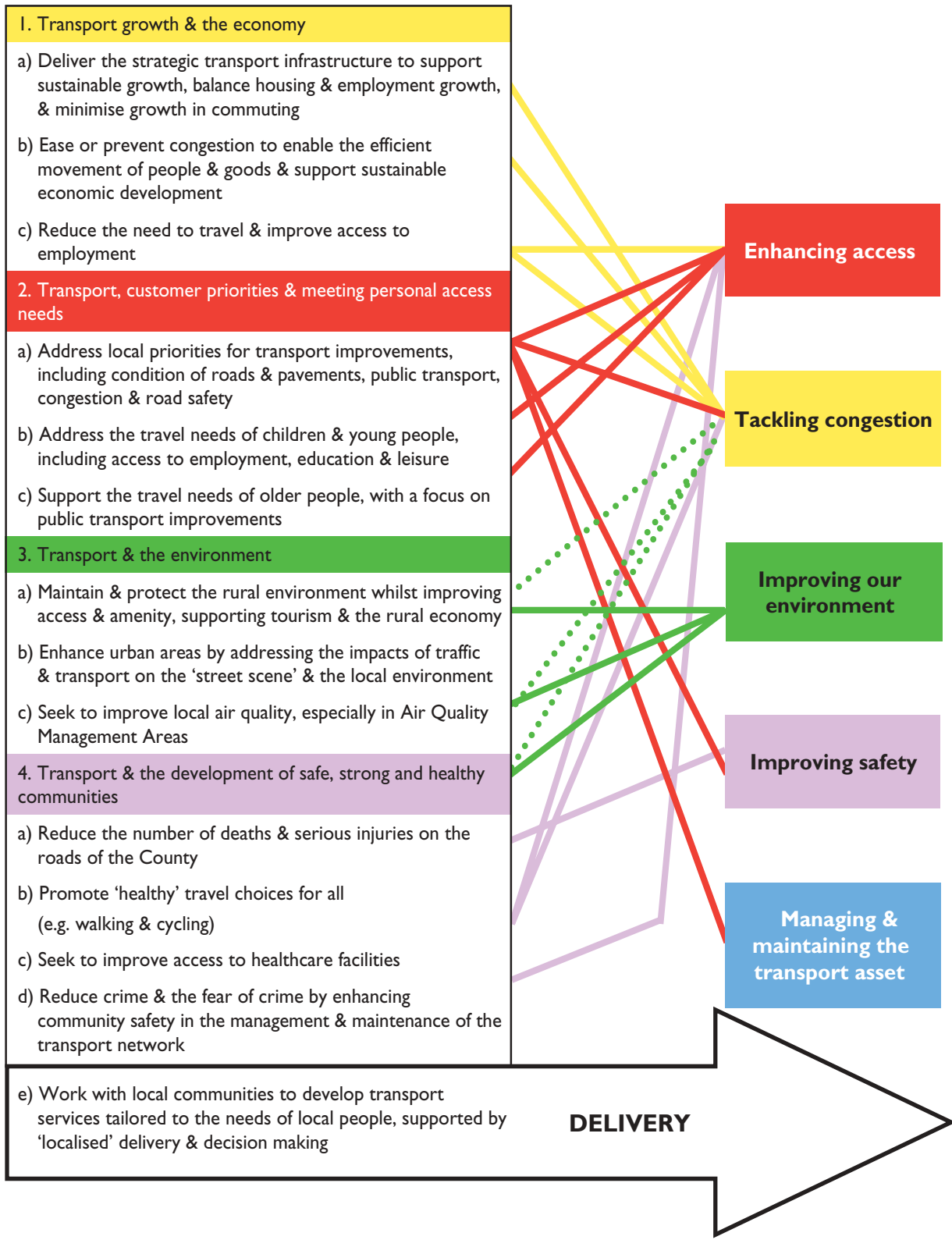
strategies relate directly to our policy objectives described in 6.1 above.

This shows that whilst four of our LTP strategies relate closely to the 'shared priority', all five and their associated work streams have been developed from our four transport themes and 14 policy objectives. We have chosen to prepare a strategy specifically for the management and maintenance of the transport asset because of the importance that our residents place on the quality and condition of the transport network in Buckinghamshire.

Our five strategies can be found in Part Two (Our transport priorities). Each strategy includes objectives, targets, policies and actions that we plan to complete or achieve during the Second LTP or beyond. Specific projects, schemes and measures to deliver our strategies, meet our objectives and achieve our targets are also identified in Part Three (Our plan for the future) and some can also be found in the example Area Action Plans included in Appendix 2.



Figure V9: Links between overarching themes, 14 policy objectives & LTP transport strategies



6.2 Working in partnership

Central to the delivery of our strategies will be maintaining, developing and enhancing productive relationships with a wide range of partners from both the public and private sectors. We already enjoy excellent partnership arrangements with a number of agencies and organisations, including our contractors and consultants, and look forward to building and extending these in the future.

But we recognise that partnership working is not just about service delivery and needs to be embraced at both strategic and operational levels. Increasingly we will be forging broader partnerships, currently in their infancy. To promote social inclusion and improve accessibility we will work more closely with Jobcentre Plus and Business Link, Youth and Community, Youth Councils and the Youth Parliament, Lifelong Learning Partnerships, Primary Care Trusts and Hospital Trusts to ensure that real improvements can be made with employment, education and health care access (see Part Two, Section A – Enhancing access).

A large number of successful operational partnerships are already in place. Joint working with our principal bus operator, Arriva, has enabled us to develop showcase Quality Bus Partnerships whilst we have improved access to stations and provided new facilities by working with Chiltern Railways. Active membership of the Thames Valley Safer Roads Partnership has helped reduced collisions and injuries, particularly at safety camera sites. We have worked with the Rural Transport Partnership, a multi-agency steering group, to reduce social exclusion and improve accessibility in rural areas by providing alternative and innovative transport choices. Buckinghamshire Community Action, another voluntary partnership focussing on community development initiatives in rural areas, has also helped to deliver practical local transport benefits.

Increasingly our services need to meet a wide range of aims and objectives that are not exclusively transport related, and we recognise that this is not possible without effective partnership working with other agencies and interests. To ensure that we meet our policy objectives and support the aims of others, we are auditing our existing partnerships (at both

strategic and operational levels) to identify their potential future role in the delivery of our five strategies and the gaps that still need to be filled by new or expanded relationships during the Second LTP period.

6.3 Measuring our success

At the heart of our vision for transport is a set of challenging and ambitious targets, linked to performance indicators, to help us demonstrate whether we are meeting our objectives and implementing our strategies and schemes effectively. Table VI shows the indicators we are proposing and how they relate to the overarching themes, policy objectives and strategies.

Wherever possible, we have sought to identify the outcomes we want to achieve and specifically measure these, rather than judge our performance based on the number of schemes we have completed, the money we have spent, or the materials we have used. These key outcomes have influenced the development of our five strategies, to ensure that our work programmes are focused on delivering real transport improvements that can be measured and demonstrably proved.

We will continue to use and develop our performance management system *TRANstat*, during the Second LTP to ensure that the excellent progress we made during the First LTP is maintained and enhanced. By regularly reviewing performance data, performance indicators and targets with *TRANstat* and comparing and prioritising schemes and proposals based on their ability to meet wider objectives and achieve value for money (using our scheme assessment matrix, see Part Three – Our plan for the future) we are confident that not only will we use our resources effectively, but will also complete schemes and activities that contribute to existing and future stretched targets.

Table VI: Policy objectives, cross-cutting themes, performance indicators & links to strategies

Policy objective	Performance Indicator (Target)	Strategies
1) Transport, growth & the economy		
a) Deliver the strategic transport infrastructure to support sustainable growth, balance housing & employment growth, & minimise growth in commuting	NO PERFORMANCE INDICATOR	Tackling congestion
b) Ease or prevent congestion to enable the efficient movement of people & goods & support sustainable economic development	Measured journey time reliability for defined journeys over the Priority Congestion Management Corridors (Baseline & target to be determined in 2006/07)	Tackling congestion
	Number of days of temporary traffic controls or road closures on traffic sensitive roads caused by local authority road works per km (0.15 days by 2010/11)	Tackling congestion
	Number of single occupancy car journeys reduced through personalised travel planning (3,000 per year – measured annually)	Tackling congestion
c) Reduce the need to travel & improve access to employment	Annualised index of access to railway stations by sustainable modes (130 by 2010/11)	Tackling congestion
	Percentage of households within 30 minutes of a strategically significant town centre by a public transport service operating at least five times a day (95% by 2010/11)	Enhancing Access





Policy objective	Performance Indicator (<i>Target</i>)	Strategies
2) Transport, customer priorities & meeting personal access needs		
a) improvements, including condition of roads & pavements, public transport, congestion & road safety	Principal Road Condition <i>(Baseline & target to be determined in 2006/07)</i>	Managing & maintaining the transport asset
	Non Principal Classified Road condition <i>(Baseline & target to be determined in 2006/07)</i>	
	Unclassified road condition <i>(5% in need of structural repair by 2010/11 – CVI)</i>	
	Footway condition <i>(15% in need of structural repair by 2010/11 – CVI)</i>	
	Percentage of households within 30 minutes of a strategically significant town centre by a public transport service operating at least five times a day <i>(95% by 2010/11)</i>	Enhancing Access
b) Address the travel needs of children & young people, including access to employment, education & leisure	Mode share of journeys to school <i>(Baseline & target to be determined by March 2007)</i>	Tackling congestion
	Number of schools with school travel initiatives <i>(All schools – 240 – by 2010)</i>	
	Percentage of households within 30 minutes of a strategically significant town centre by a public transport service operating at least five times a day <i>(95% by 2010/11)</i>	Enhancing Access

Policy objective	Performance Indicator (Target)	Strategies
2) Transport, customer priorities & access for all		
c) Address the travel needs of older people, with a focus on improving public transport access to healthcare, food shopping & other essential needs	Percentage of respondents satisfied with the local bus service (50% by 2009/10)	Tackling congestion
	Bus patronage growth on urban quality bus network (3.9 million passenger journeys by 2010/11 – areas combined)	
	Bus patronage growth on inter-urban core 'quality' bus network (5.6 million passenger journeys by 2010/11)	
	Total local transport journeys per year by bus (9.7 million passenger journeys by 2010/11)	
	Percentage of scheduled services one minute early to five minutes late (or excess waiting times for frequent services) (75% by 2010/11)	
3) Transport & the environment		
a) Maintain & protect the rural environment whilst improving access & amenity, supporting tourism & the rural economy	The percentage of the total length of rights of way in the local authority area that are easy to use by the general public (79% by 2010/11)	Improving our environment
	Change in area wide road traffic mileage (2% reduction on projected rate of growth by 2010/11)	
b) Enhance urban areas by addressing the impacts of traffic & transport on the 'street scene' & the local environment	Change in peak period traffic flows to urban centres (Aylesbury – 33% reduction on projected rate of growth by 2010/11) (Wycombe – 33% reduction on projected rate of growth by 2010/11)	Tackling congestion





Policy objective	Performance Indicator (Target)	Strategies
3) Transport & the environment		
c) Improve local air quality, especially in Air Quality Management Areas	Reduction in NO2 concentrations in identified Air Quality Management Area within our control – Tring Road, Aylesbury (15% reduction by 2010/11)	Improving our environment
4) Transport & the development of safe, strong & healthy communities:		
a) Reduce the number of deaths & serious injuries on the roads of the County	Number of killed & seriously injured casualties (All ages) (260 by 2010/11)	Improving safety
	Number of killed & seriously injured casualties (Children) (19 by 2010/11)	
	Number of slight casualties (All ages) (1925 by 2010/11)	
	Number of collisions at sites where maintenance has been identified as a contributory factor (15% reduction by 2010/11)	Managing & maintaining the transport asset
b) Promote 'healthy' travel choices for all (e.g. walking & cycling)	Annualised index of cycling trips (150 by 2010/11)	Tackling congestion
c) Improve access to healthcare facilities & services conducive to healthy living	Percentage of households within 30 minutes of a strategically significant town centre by a public transport service operating at least five times a day (95% by 2010/11)	Enhancing access
d) Reduce crime & the fear of crime by enhancing community safety in the management & maintenance of the transport network	NO PERFORMANCE INDICATOR	Managing & maintaining the transport asset
e) Work with local communities to develop transport services tailored to the needs of local people, supported by 'localised' delivery & decision making	Completion of Area Action Plans (19 Area Action Plans completed by 2007/08)	NOT APPLICABLE

6.4 Our transport priorities

Part Two sets out our transport priorities, by describing our five strategies:

- Enhancing access (Section A)
- Tackling congestion (Section B)
- Improving our environment (Section C)
- Improving road safety (Section D)
- Managing and maintaining the transport asset (Section E)

Each strategy sets the national and local context, considers the current situation and identifies the key problems and opportunities that need to be addressed, before identifying objectives and work streams. A summary of targets, policies and actions is included at the end of each strategy.

The five strategies are not only an integrated part of our Second LTP, but also work as standalone documents for both operational and consultation purposes. As standalone documents the strategies will be a guide for action for the new service areas, reshaped to align closely with our transport priorities, as part of the Best Value Improvement Plan.