local transport plan
2011-2016
BUCKINGHAMSHIRE: CONNECTING PEOPLE & PLACES

Transport for Buckinghamshire
Our vision:

“To make Buckinghamshire a more successful, healthy and safe place to live, work and visit. Maintaining and enhancing the excellent environment, whilst ensuring that businesses thrive and grow the county’s economy”
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Welcome to Buckinghamshire’s third Local Transport Plan. As Cabinet Member for Transport I am proud to present this five year Plan for Buckinghamshire that has been shaped by considerable input and feedback from local people and stakeholders.

This new Local Transport Plan (Plan) marks a departure from the previous Local Transport Plans in how we present our strategy and how we intend to deliver it.

Nationally the coalition Government has reiterated that transport should contribute towards supporting the economic recovery and reducing carbon emissions. Local transport plays an important role in delivering these goals. In recognition that transport is a means to an end, rather than an end in itself this strategy is framed around the high level themes of the county’s Sustainable Community Strategy. This helps ensure the Plan is focused on the overarching long term needs of the county. For example, in our second Local Transport Plan we aimed to tackle congestion, now we look to support the delivery of a Thriving Economy. Tackling congestion plays a prominent role in our approach; however it is not the only way that transport improvements can help to underpin and support economic growth.

The coalition Government’s commitment to reducing the nation’s financial deficit, along with its policies on Localism and the Big Society has led us to reconsider how we best deliver the aims and objectives of this Plan. We will focus on delivering the functions and services most appropriate at the countywide level, whilst enabling and supporting the planning and delivery of those services best suited to the needs of the local community. The Big Society presents an exciting opportunity to provide local people with a greater say and control over the services that matter most to them. Transport will be at the forefront of this across the County.

We cannot escape the economic situation the nation finds itself in, and the reality is that public funding is likely to be constrained over the lifetime of this Plan. The immediate outlook for capital funding is good, but it is uncertain how long this will last. The forecast in terms of our revenue funding is less promising. However I remain optimistic that heightened partnership working, private sector investment and the favourable value for money offered by our transport investments will continue the progress we have made in previous Local Transport Plans.

We certainly are not looking to maintain our status quo over the next five years. The car remains the mode of choice for the majority of our residents, and over the next five years we will look to make car journey times more reliable and use technology to maximise road capacity. A critical factor in reducing traffic levels and congestion is the ability to encourage travel by more sustainable means. It is critical that we build on the success of Aylesbury’s cycling demonstration town status, our urban rainbow bus routes and travel plan expertise.
We will continue to develop some important infrastructure schemes over the next five years including the East West Rail and High Wycombe Regional Coachway projects. Transport continues to play a key role in enabling and complimenting efforts to regenerate our main urban centres. By 2016 we will be in a position to demonstrate how we have made a step change in the accessibility to key services, especially for those most in need.

To improve transparency and encourage greater local involvement in the Plan’s delivery, annual Implementation Plans will be produced. This will have live web-based content that will update residents on the work we have done and are planning in their local area. A locally focused transport service and involvement in transport service delivery rests on people getting involved. Reading this plan is a good start, and I thank you in advance for doing so.

Valerie Letheren
Cabinet Member for Transport

Executive Summary

This Plan sets out Buckinghamshire County Council’s (BCC) transport policies and strategies for the next five years (2011/12-2015/16) that will be delivered by Transport for Buckinghamshire. The Plan builds on the previous two Local Transport Plans that similarly covered a five year duration. This latest Plan is more locally focused than previous plans that tended to follow a prescribed format from central Government. Nevertheless this strategy still strongly adheres to a number of Government legislative and policy requirements.

In addition to a comprehensive technical evidence base the strategy has been developed with due regard to land use policy in the county and the emerging Local Development Frameworks. In addition, the document has been shaped by a significant amount of consultation and engagement with the public, stakeholders and partners. It remains grounded in the reality of the current fiscal climate and reduced levels of public funding.

This Plan comprises two principle documents, a Strategy and an Implementation Plan. Between the two documents there are a series of supporting strategies that have been summarised in the main strategy, but more evidence and detail is available in the full versions. The Implementation Plan will be refreshed annually and include a rolling three year programme of work. Part of this programme will be web based and regularly updated. How the countywide strategy is realised at a local area level will be outlined in greater detail within the annually refreshed local area strategies and “live” local area action plans.

Transport impacts on everyone’s life and has a key role to play in the quality of the county’s economy, society and the environment. This is recognised at the national level, and the coalition Government has emphasised that above all other benefits of transport, its contribution to economic growth and tackling carbon emissions are of prime importance. The car is and will remain the predominant mode of travel for the majority of trips across our rural county over the next five years and therefore the strategies and programme have been developed to reflect this local demand. In addition, sustainable travel options have a key role to play in our overall strategy, and these will continue to be developed and delivered at the local level to meet the objectives of this Plan.

Central to the local focus of this Plan are the countywide Sustainable Community Strategy, the County Council’s Corporate Plan and our local consultation and engagement. These have been used to formulate fifteen Plan objectives and five cross-cutting themes. These objectives and themes underline transport’s varied contribution to numerous aspects of public policy and people’s overall quality of life. One notable inclusion is an objective to support transport service delivery by local groups and ‘personal responsibility’ as a cross cutting theme. We recognise the potential of these to improving transport service delivery across the county, and we want to support and encourage local involvement in service planning and delivery.

The County Council has received better than expected capital settlement for the next two years, and we have an opportunity to significantly improve the condition of the
transport asset in the county. Beyond the next two years the funding outlook is less certain, and the healthy capital allocations expected in the early years of this Plan are in contrast to reduced levels of revenue funding that will affect our ability to deliver some transport services over the Plan period. The ability to tap into alternative funding streams, partnership working and the ability to unlock localised service delivery resources will be of critical importance if we are to achieve our objectives.

Chapter 4 onwards describes, under the themes of the Sustainable Communities Strategy (SCS), the challenges facing the county, our Plan objectives and our strategy to deliver these. In supporting the delivery of a Thriving Economy, it is recognised that supporting employment growth in the county, delivering sustainable housing growth, and the regeneration and renewal of town centres are our key challenges. We recognise that it is simply not possible for public transport, walking or cycling to represent a viable alternative to the private car for all journeys, particularly in rural areas and for some longer or multi-stage journeys. Therefore, it is essential that a joined-up, holistic transport strategy is delivered in order to successfully manage congestion, reduce out commuting, improve connectivity and support regeneration. As with all the themed strategy sections, our approach is outlined under the five broad delivery headings of:

- Maintenance
- Behaviour Change
- Management and Tackling Congestion
- New Infrastructure
- Partnership Working

Key elements of our approach to a Thriving Economy will be an effective proactive asset management regime; encouraging more sustainable travel; a robust congestion management strategy; effective car parking management; partnership working in the delivery of town centre regeneration and renewal; support for a reliable core bus network; supporting the delivery of East West Rail and the High Wycombe Regional Coachway; and working with partners to make public transport accessible and attractive.

In supporting the delivery of a Sustainable Environment, it is recognised that the county’s carbon emissions, preserving and enhancing the local natural and built environment, reducing the impact of flooding, and reducing waste and landfill generation are our key challenges. Transport has a key role to play in reducing carbon emissions and the impact on the county’s natural and built environment. We have a fundamental role in reducing carbon and waste generated by our operations as the Local Transport Authority. Key elements of our strategy include reducing the need to travel by working in partnership to influence land use planning and high speed broadband coverage, increasing low emission travel by supporting and encouraging walking, cycling and public transport; and supporting the development of infrastructure for low emission car travel. In delivering our operations we will seek to reduce the waste and carbon generated, as well as reducing or mitigating transport impacts (such as noise, flooding, visual appearance) on the local environments.

In supporting the delivery of Safer Communities, it is recognised that road safety, crime and antisocial behaviour within our communities are the key challenges. We have an important role to play in reducing the risk of death and injury on the highway network, and in ensuring people feel safe when using the public highway and public transport. Important elements of our approach will be to: maintain a safe and secure public highway; to deliver our road safety strategy; improve driver behaviour; and to work with partners to deliver safe and secure built environments.

In supporting improved Health and Wellbeing, it is recognised that an ageing population, obesity and unhealthy lifestyles, harmful emissions, and health inequalities are our key strategic challenges. Transport has an important role to play in increasing active lifestyles and tackling air quality problems. The fundamental element of our approach will be to encourage greater levels of active travel by promoting walking and cycling and by building on the success of the Aylesbury Cycle Demonstration Town project. More walking and cycling, in addition to encouraging public transport and low emission vehicle use will also improve air quality levels. Partnership working, particularly with the Bucks Air Quality Management Group and the Highways Agency is vital to tackle our specific air quality problem areas.

In Buckinghamshire the promotion of Cohesive and Strong Communities is hindered by the presence of people suffering from deprivation, vulnerable groups at risk of social exclusion, and people who suffer from limited access to local services. Transport has a key role to play in tackling accessibility issues faced by certain groups and individuals, and by supporting the notion of a Big Society in the county that encourages people to take a greater role in planning and delivering transport service improvements in their communities. Our approach to these challenges will be to tackle local accessibility barriers and encourage greater levels of local involvement in planning and prioritising transport improvements, and supporting local communities, voluntary and charity groups, local businesses, and individuals in delivering transport services. A key element of our approach will be working with partners to deliver our bus and passenger transport strategy acknowledging that a one size fits all approach to constrained accessibility, particularly in rural areas, is no longer appropriate. In order to provide a holistic approach, it is important to integrate the non-core bus services, dial-a-rides, community transport and other innovative solutions to provide accessibility solutions that are tailored to local needs.
Chapter 1: Background to the Plan

What is a Local Transport Plan?

The Plan sets out Buckinghamshire County Council's policies, strategies and the way we as the local transport authority will, subject to funding, prioritise improvements over the coming years.

The Plan sets out our approach to tackling the transport challenges facing us now, and in the future. It is designed to meet the needs of various groups including residents and businesses of Buckinghamshire; whilst also outlining to central Government how we can meet national priorities.

The strategic direction outlined in this Plan will ensure that across the County Council, our public and private sector partner organisations, and local community groups and organisations there is a common understanding of the transport issues in the county, and the strategic approach to tackling these issues over the longer term. This document outlines the main focus of the Strategy for the next five years (2011-2016) and beyond.

From the first to the third Local Transport Plan

The first Buckinghamshire Plan was submitted in 2000 and covered the period from 2001/02 to 2005/06. This was focused around three local areas and a series of modal strategies.

The second Buckinghamshire Plan was submitted in 2006 and was active until March 2011. This plan was focused on the 'shared priorities' set out by central Government and after being submitted in 2006 the Department for Transport (DfT) rated it as 'excellent'. Over the course of the last five years we have continued to strive for excellence and this was demonstrated by Buckinghamshire County Council being named Local Transport Authority of the Year in 2008.

Within this Plan the priorities have been revised to a more locally focused strategy to ensure we have addressed the needs and aspirations of our local communities.

We are obliged to produce a Local Transport Plan by central Government, in accordance with the Transport Act (2000).

The development of the third Local Transport Plan

In 2006 the DfT published Transport’s Role in Sustaining the UK’s Productivity and Competitiveness (TSO:2006: The Eddington Transport Study). This document encouraged local transport authorities to develop a robust evidence base when planning transport. This Plan has been developed following the collation of much data and evidence over recent years. Our evidence base is wide and extensive and has been drawn from a variety of local and national technical sources. For a full summary of how we developed this Quality Plan, please see Appendix A.

Many key national and countywide policies have helped shape the Plan and in some cases these policies state some of the legal obligations of a local transport authority. Some of the legislative and Government requirements we have to adhere to are listed overleaf.

Big Society (2010)

Big Society is a flagship policy of the coalition Government. The main benefit is to create a climate that empowers local people and communities, building a Big Society where decisions are made at the lowest appropriate scale. The main elements are to:

1. Give communities more power;
2. Encourage people to take an active role in their communities;
3. Transfer power from central to local government;
4. Support mutual agreements, charities and social enterprises;

The Localism Bill (see below) included enabling legislation for the Big Society.

Child Poverty Act (2010)

The Child Poverty Act 2010 requires the Secretary of State to set targets to eradicate child poverty by 2020, and requires a strategy every three years on how these targets will be met and how socio-economic disadvantage will be reduced. The Act places a statutory duty on local authorities and their partners to produce a strategy to tackle child poverty in their area.

Client Transport Legislation

Entitlement to the our Client Transport services is determined by other County Council service areas, Children and Young People and Adults and Family Wellbeing. These services are bound by legislation such as the Education Act 2002, Education and Inspections Act 2006, the NHS and Community Care Act 1990 and the Children Act 2004.


We are required to produce and maintain a Rights of Way Improvement Plan under the Countryside and Rights of Way Act 2000. If we are to achieve our aim of encouraging higher rates of walking and cycling to improve health and reduce congestion, it is imperative that our Rights of Way network is legible, accessible and well maintained.

Equality Act 2010

Provides a new cross-cutting legislative framework to protect the rights of individuals and advance equality of opportunity for all: to update, simplify and strengthen the previous legislation; and to deliver a simple, modern and accessible framework of discrimination law which protects individuals from unfair treatment and promotes a fair and more equal society.

Flood and Water Management Act (2010)

Under the Act, local authorities have new duties and powers to manage flood risk.

Highways Act (1980)

The Highways Act outlines how to manage and operate the road network in England and Wales. It consolidates several pieces of earlier legislation and is still the basis for many of the powers and duties of the local transport authority.

Local Transport Act (2008)

The Local Transport Act empowers local authorities to take appropriate steps to meet local transport needs in the light of local circumstances. One particular power is focused on the steps needed to improve local bus services.

Affirms that supporting economic growth and reducing carbon emissions are the highest priority for transport, and that local transport planning has a key role to play. Sustainable travel options can not only contribute to these priorities but also improve health, safety and our overall quality of life. Local people should be encouraged and allowed to initiate their own transport improvements.

Localism Bill (2010)

The coalition Government is committed to introducing a Localism Bill aimed at devolving greater powers to councils, neighbourhoods and local communities. This Bill should give them control over local transport planning and the highest priority for transport, and that local transport planning has a key role to play. Sustainable travel options can not only contribute to these priorities but also improve health, safety and our overall quality of life. Local people should be encouraged and allowed to initiate their own transport improvements.

Local Development Frameworks

Local transport and land use planning are closely and intricably linked. This plan has been developed with the county’s local planning authorities (District Councils) and reflects the development of their Local Development Frameworks (LDFs). The planning system is currently going through major changes and what form future local planning will take in some districts has not yet been decided, although this will be reflected in annual revisions of the Implementation Plan. We will inform and be informed by the development work carried out by the District Councils on their LDFs. The Thriving Economy section (Chapter 4) devotes greater attention to the current status and content of the LDFs, given the links between growth and the economy.

Consultation and Engagement

In addition to the technical sources it has been essential to reflect the various views of the local communities. In order to ensure this Plan is customer focused it was important that we developed it through engagement with a wide and varied range of key partners, stakeholders and the public.

Table 1.1 summarises activities that were undertaken to engage the widest range of stakeholders and interest groups.

<table>
<thead>
<tr>
<th>Activity</th>
<th>Description</th>
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<tbody>
<tr>
<td>Transport Symposia</td>
<td>Transport Symposia were held across the four districts where elected members and local stakeholders could contribute to discussions and provide input on the selection of strategic transport options.</td>
</tr>
<tr>
<td>Local Area Forums</td>
<td>LAFs across the county were invited to comment on the strategy. LAFs are made up of Parish, District and County Councillors from each Local Community Area.</td>
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<tr>
<td>Target Groups</td>
<td>Specialist groups were invited to contribute to the Plan development. ‘The elderly’, ‘children and young people’, ethnic minorities, those with ‘physical or visual impairments’ and those with mental disabilities were invited to comment on their problems and issues.</td>
</tr>
<tr>
<td>Regional and National Government</td>
<td>Regular update reviews were held with the Government Office for the South East (GOSE).</td>
</tr>
<tr>
<td>Elected Members</td>
<td>Elected members were briefed and input received at regular meetings including Overview and Scrutiny Committee.</td>
</tr>
<tr>
<td>Cross Border and Regional engagement</td>
<td>Meetings were held with all neighbouring authorities to discuss cross-regional transport issues and solutions.</td>
</tr>
<tr>
<td>Newsletter and Website</td>
<td>Newsletter updates were regularly issued through the development of the Plan. The newsletters updated any interested party on the Plan’s developments and decisions.</td>
</tr>
<tr>
<td>Strategic Partners</td>
<td>Strategic partners were involved from organisations that will ultimately help deliver the Plan. The partners met regularly during the development of the plan and contained representatives from: Bucks Economic Learning Partnership (now called Buckinghamshire Business First), Buckinghamshire Primary Care Trust, Aylesbury Vale Advantage, District Councils, Thames Valley Police, Bucks Fire and Rescue, and other BCC portfolio areas.</td>
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Table 1.1: The Plan’s consultation and engagement activities
Throughout the development of this Plan we have engaged with local members and stakeholders to shape the plan. The Plan’s governance structure enabled key players such as District Councils, Buckinghamshire Business First (BBF) and the Primary Care Trust (PCT) to play an active role throughout its development.

A number of workshops with local members and stakeholders were held in the autumn of 2010 to help set the objectives, clarify the challenges and issues, and begin to prioritise our provisional approach.

We undertake an annual survey of residents in Buckinghamshire. The 2010 survey asked residents satisfaction with elements of our service delivery and asked them to prioritise areas of work. This annual survey helps inform where we should focus resources in the short and medium term. The headline results of the 2010 survey can be found in the Plan consultation and engagement report, and future survey results will be presented annually within the Implementation Plan.

Our 12 week full public consultation provided the opportunity for all local councils, councillors, businesses, communities and members of the public to respond to the draft Plan. The feedback from this consultation was largely positive and showed that the approach outlined within the Plan was largely supported. The comments received resulted in a number of amendments to the document including:
- A simplified context section, including signposting to other relevant documents and strategies;
- An even stronger emphasis on the Big Society to reflect the needs and aspirations within particular local communities;
- Amended and prioritised the objectives to reinforce our commitment to the Thriving Economy and the Sustainable Environment above the other three themes;
- Revised challenges and issues to reflect the nuances in certain local areas;
- Enhanced approaches at a countywide level to reiterate the importance we have given to the car driver; and
- Further detail of our key schemes to be delivered within The Plan period.

A full report on all consultation and engagement, including a response to the full public consultation can be found in the Plan consultation and engagement report to be published in early 2011/12 on our website (www.bucksc.gov.uk/ftp3).

**Funding**

The coalition Government has indicated that over the foreseeable future there will be a significant reduction in public funding and this will significantly impact on local government revenue budgets, due to the overarching aim of reducing the nation’s budget deficit to zero by 2016. This will ultimately have a significant impact on our ability to deliver all the transportation services we either have delivered in the past or will in the future, and therefore we are looking at prioritising and delivering transport services in different ways. Funding and how this will impact on our ability to deliver transport improvements is examined in more detail on page 38.

**Plan Structure: A Strategy and an Implementation Plan**

This Plan consists of two main documents:

- **The Plan Strategy** - this is the main document, comprising the five year transport strategy and our long term vision and objectives. This document sets out the broad strategic approach that will support the delivery of the Plan objectives.

- **Implementation Plan** - comprises the delivery programme and our tools to ensure the effective implementation of transport schemes and activities on the ground in line with the overall strategy. The plan will be informed by Members, resident satisfaction surveys and community and stakeholder engagement. It will be published each year following annual refresh, and some of it will be kept live on our Service Information Centre (SIC). The published version will contain the following sections:
  - Transport for Buckinghamshire overview and structure
  - Our performance framework and how we measure success
  - Updated policy context review (national and local/BC policies including updates on such issues as High Speed Rail)
  - Details of known future funding levels and sources
  - Summary of previous year spending Stakeholder and public input and engagement
  - A summary of risks and opportunities concerning delivery of our objectives
  - Reference to supporting transport strategies and policies not detailed fully in the Plan strategy
  - Our business planning processes
  - A rolling three year countywide delivery programme
  - A summary of the medium to long term programme of schemes and activities beyond the three year time horizon where known
  - An assessment of how the programme will contribute to our objectives
  - A communications strategy

The live web based content will be developed over 2011/12 but will contain:
- Local Area Action Plans

From 2012, each Implementation Plan will be informed by stakeholder input and public engagement that will occur during the preceding summer and autumn (Fig 1.1). This will ensure the information gathered can be fed into our planning processes. The 2011/12 Implementation Plan has been informed by the Plan’s strategy engagement work conducted in 2010/11.
• Supporting Strategies - these outline in greater detail distinct areas of activity such as the Transport Asset Management Plan and Sustainable Travel Strategy and bridge the gap between the broad strategy and the detail of the Implementation Plan. The strategies provide greater detail on the rationale behind the activities that feature in the Implementation Plan. Some of these supporting transport strategy documents pre-date the Plan and will be refreshed in due course. Others are new and will either be operational at the start of this Plan, or by the end of its first year. To find out the current status of these supporting strategies please see Appendix C. Future status updates and links to the strategies will be included in the Implementation Plan.

• Local Area Strategies - these outline in greater detail what the countywide strategy means for our nine Local Transport Areas (LTAs). These will be refreshed annually to take account of current land use policy, new evidence, and recent public and stakeholder engagement. These local area strategies will also include our urban strategies for select towns in the county. These will directly inform the live local area action plans that will be available on the Service Information Centre (SIC).

Figure 1.2 summarises the Plan Structure just described.

Local Transport Authority Plans and Duties

A number of other plans and duties are reflected within this Plan. Some of these are statutory requirements and others are DfT recommendations. We are not the owner of all these duties and plans, but this Plan is to varying degrees important to their successful delivery. For a full summary of these plans and duties see Appendix D.

Strategy Assessment

The development of this Plan was informed by a number of statutory strategic assessments (see Table 1.2). These assessments have helped to ensure that the strategy and activities outlined comply with legislation and minimise any negative impact on the people and the environment of Buckinghamshire. The findings of these assessments have directed the Plan and set out a clear process to monitor and address impacts during its delivery.
BUCKINGHAMSHIRE'S LOCAL TRANSPORT PLAN 2011-2016

Assessment Description
Strategic Environmental Assessment (SEA) Is a way of ensuring that environmental issues have been taken into consideration when developing the Plan. Where it is identified that a plan or strategy has a negative impact on the environment it must be adjusted and/or mitigation measures put in place.
Habitats Regulations Assessment (HRA) Is a requirement of European law that aims to ensure that the Plan does not have a significant adverse effect on sensitive habitat sites, including Special Areas of Conservation (SAC), and Special Protection Areas (SPA).
Health Impact Assessment (HIA) Helps to identify and assess the potential health impacts of the plan and makes recommendations as to how we can mitigate the potential adverse health impacts, enhance potential positive health impacts and address health inequalities.
Equality Impact Assessment (EqIA) Is used to identify the impact of the Plan on different groups of people and suggest changes when a negative impact is identified.

Table 1.2: The Plan strategic assessments

Full details and results of strategic assessments of the Plan can be found on our web pages (www.bucksc.gov.uk/ltp3).

Chapter 2: The Local and National Context

Buckinghamshire Today

In 2001 Buckinghamshire had a population of approximately 479,000 people living in 188,000 households (Census). Latest 2010 estimates indicate the population has increased to 508,250 in 2010†. Twenty-two percent of our residents are aged 16 and under; whilst 19% are 60 and over. It is projected that the over 50 year’s age group will grow to 41% by 2016 (BCC).

Our two largest centres of population are the towns of Aylesbury and High Wycombe, with total populations of 69,000 and 92,300 respectively. These urban areas accommodate around a third of the county’s total population. Due to the rural nature the car is, and will remain, the mode of choice for many people for the foreseeable future. The importance of the car driver is highlighted by the fact that 87% of households have access to one vehicle and this has increased by approximately 3.7% between 1999 and 2009 (DfT road traffic statistics).

People who come from a ‘white’ ethnic group currently dominate the population, accounting for between 88% and 96% of people depending on the district and 92% for the whole of the county. Wycombe has the highest proportion of non-white population (12.1%), whilst Aylesbury Vale, South Bucks and Chilterns have approximately five percent. The Asian ethnic group forms the second largest ethnic group overall in the county at 4.6%, followed by Mixed and Black ethnic groups which each account for 1.3% (BCC).

Buckinghamshire is a prosperous county and on average the total income is around 50% higher than the national average. In addition to this house prices are well above national averages whilst unemployment levels are amongst the lowest in the country. The high proportion of knowledge-based businesses in the county is supported by a generally highly skilled workforce. Much of the county is affluent and over 75% of the population live in areas within the 30% least disadvantaged in the country; small areas of disadvantage do exist and one percent of people live in areas that are within the 30% most disadvantaged in the country (BCC). This overall level of affluence results in a similarly high level of car ownership and use.

The county is one of contrast - the north is predominately rural, with small market towns, whilst the south is more urbanized. Over a quarter of the county is within the Chilterns Area of Outstanding Natural Beauty (AONB) and a further third is protected as Metropolitan Green Belt, mostly in the south of the county. This rural nature presents a number of challenges including constraints on land development and access to key services and facilities.

Buckinghamshire has approximately 2012 miles of roads and 2,965 miles of public rights of way. There are over 3.9 billion vehicle miles travelled annually in the county by residents, businesses, visitors and those passing through. This includes trips on the motorway network. The number of trips made in Buckinghamshire is currently forecast to grow by 28% between 2010 and 2026 (DIT TEMPRO v6.2 prog, dataset 5.4).
National Strategic Transport Network

The county is relatively well connected by road and railway to London, to the national motorway network and to London Heathrow and London Luton International Airports. However, there is a clear disparity between the north and south of the county, with Aylesbury and large parts of Aylesbury Vale in particular being relatively isolated from regional transport networks. While High Wycombe benefits from railway journey times of less than 40 minutes to London, the equivalent journey from Aylesbury takes over 50 minutes. The southern areas of the county are also connected to the London Underground network thus benefitting from a wider choice of destinations.

The Strategic Road Network (see Fig 2.1) comprises the major highways that link cities, areas of population, ports and airports. The network includes all the country’s motorways as well as strategically important "A" classified roads. The Highways Agency (HA) on behalf of the Secretary of State is responsible for routine maintenance, improvement and management of the strategic road network.

In and around Buckinghamshire the HA maintains and manages the M1, M40, M4, M25 motorways, as well as the A404.

Day to day delivery of railway services across the county rests with Network Rail and the Rail Franchise Operators (see Table 2.1). Central Government provides strategic direction, in addition to procuring railway services and delivering large railway projects.

Buckinghamshire is served by the Chiltern railway line between London and Birmingham, the Great Western railway line between London and the West Country, and the West Coast Mainline between London and the North. In addition to this Amersham, Chesham and Chalfont and Latimer are served by the London Underground network (see Fig 2.1).

### Table 2.1: Current DfT managed railway franchise contracts, with services in and around Buckinghamshire.

<table>
<thead>
<tr>
<th>ORGANISATION</th>
<th>Stations Served</th>
<th>Owning group</th>
<th>Starting Date</th>
<th>End Date</th>
<th>Franchise length at award</th>
<th>Break point/extension</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chiltern Railways</td>
<td>All Chiltern Line Stations</td>
<td>DB Regio</td>
<td>March 2002</td>
<td>Dec 2021</td>
<td>Up to 20yrs depending on investment</td>
<td>Extension to 2021, has been confirmed</td>
</tr>
<tr>
<td>London Midland</td>
<td>Cheddington and Milton Keynes</td>
<td>GoVia</td>
<td>Nov 2007</td>
<td>Sept 2015</td>
<td>7 years 10 months</td>
<td>Nov 2013</td>
</tr>
<tr>
<td>Virgin Trains</td>
<td>Milton Keynes</td>
<td>Virgin</td>
<td>March 1993</td>
<td>March 2012</td>
<td>15 years</td>
<td></td>
</tr>
<tr>
<td>First Great Western</td>
<td>Bourne End, Iver, Marlow, Taplow</td>
<td>First Group</td>
<td>April 2006</td>
<td>April 2016</td>
<td>15 years</td>
<td>April 2013</td>
</tr>
</tbody>
</table>

Source: Future of Franchising 2010, DfT
Outside of the interurban bus services that operate within the county, there is little by way of a national network of bus/coach services linking local centres to key regional centres outside the county. Denham is currently served (60-120 min frequency daily) by a service between Harlow- Hertford-Watford-Heathrow. Stokenchurch and High Wycombe are served by a service between Oxford-Luton-Stansted Airport (daily every 2-3 hours). Buckingham is served by a (30-60min frequency daily) service... 

National Transport Priorities

The previous Labour Government outlined a comprehensive summary of its national transport strategy, detailed in Delivering a Sustainable Transport System (DaSTS) (DfT 2008). DaSTS provided an overarching framework for transport strategy and policy in England and Wales. It outlined a long-term strategic approach based on the delivery of five national transport goals: support economic growth; reduce carbon emissions; contribute to better safety, security and health; promote equality of opportunity; improve quality of life; and a healthy natural environment.

The coalition Government are yet to produce a comparable national transport strategy, but in early 2011 published a Local Transport White Paper: Creating Growth, Cutting Carbon - Making Sustainable Local Transport Happen. This paper affirms the DaSTS position that supporting economic growth and reducing carbon emissions are the highest priority for transport, and local transport planning has a key role to play particularly in the short term.

Given two-thirds of all journeys are under five miles – many of these trips could be easily cycled, walked or undertaken by public transport, the White Paper aims to make travelling on foot, by bike or on public transport more attractive. At the same time the Paper acknowledges the role of the car for longer trips and in rural areas not well served by public transport. It sees a role for railway, particularly high speed railway, to reduce the carbon impact of longer journeys. The Government aims to develop the early market in electric and ultra-low emission vehicles, convinced that electrification of the passenger car fleet will play an important role in decarbonising transport, supported by policies to increase generation capacity and decarbonise the grid.

The focus of the Paper is not just on how local authorities and partners can be empowered to encourage sustainable travel behaviour change, but also the role of Localism and the Big Society in transport service delivery. Effective sustainable local transport solutions should be developed locally and tailored to the specific needs and behavior patterns of individual communities.

Local people have a role in delivering local transport solutions, and partnership working with the voluntary, community and social enterprises sector are to be encouraged to support economic growth and improve quality of life. Therefore local communities will be encouraged to examine their own transport problems and identify with us the most appropriate solution. These may include schemes such as walking, cycling, maintenance and community transport improvements.

The Government is supporting the above by decentralising economic power and land use planning, improving transparency and local accountability, and simplifying local transport funding. It also makes a number of commitments to support sustainable local transport including funding for Bikeability, enabling the development of smart public transport ticketing (see page 90 for case study), reviewing how investment decisions take account of their carbon impact, setting out a new road safety strategy in Spring 2011, and reviewing traffic signs policy to give local authorities more freedom.

Cross boundary issues

There are a number of issues concerned with activities beyond the county border that either impact on the Buckinghamshire transport network or the Plan’s objectives. These include:

- Cross border growth and associated travel demand increases that will increase pressure on our strategic routes. Neighbouring local land use plans are at various stages in their adoption. However the areas likely to accommodate significant growth (over 10,000 new homes) in the next 15 years are Milton Keynes, West Northamptonshire (including Northampton, Daventry, Brackley and Towcester), Wokingham, Dacorum and Central Bedfordshire (focused on Hemel Hempstead) and Central Bedfordshire (focused on Luton/Dunstable/Houghton Regis and Leighton-Linslade). Other notable proposed developments include an eco-development at Bicester and growth in Slough and Maidenhead.

- Cross border growth also includes significant commercial and mixed use developments that in many cases will accompany the above proposed new housing allocations. Notable proposed developments on or close to the county boundary include Silverstone and the 700 ha Heathrow Opportunity Area (9,000 new jobs and homes) identified in the Draft Replacement London Plan (2009).

- The lack of attractive interurban express bus connections within Bucks and between neighbouring counties. This greatly reduces the potential for people to travel by public transport beyond trips by rail which has limited coverage in the county particularly in the north, and local bus services.

- Olympics 2012 – An event of huge national importance, with rowing, canoeing and kayaking events being held at Eton Dorney, South Bucks. Buckinghamshire is expected to cater for and provide many visitors to the games.

- Accessibility, particularly by sustainable modes, to urban centres or travel hubs/stations outside the county but used by Buckinghamshire residents such as Tring, Leighton Buzzard and Slough.

- Highways access and congestion generated by commuting and business travel to and from employment centres in and outside the county. High Wycombe and Aylesbury draw commuters in, while large...
centres such as London, Milton Keynes, Oxford, Reading and other Thames Valley towns draw people out. This puts pressure of the principal road network.

- Difficulty in making north-south movements through the county by all modes between Milton Keynes-Aylesbury-High Wycombe and the Thames Valley.
- Delivery of new transport infrastructure outside the county but which will benefit local residents and businesses. An example being the provision of the new chord line at Bicester as part of the Chiltern Railways Evergreen 3 project (see ‘In Focus’ box on page 65) that will directly benefit residents travelling from High Wycombe to Oxford, and support the future East West Rail project (see case study on page 81).

Development and implementation of our Plan strategies will need to take account of these cross border issues. For these, and any other cross border issues raised in this Plan, partnership working will be crucial. Primarily with neighbouring authorities, but also other partners such as the Highways Agency, Network Rail, Train Operating Companies and neighbouring Local Enterprise Partnerships. Hence, partnership working comprises a significant area of work in this Plan.

Chapter 3: Our Approach
Towards 2026

Our Vision
To make Buckinghamshire a more successful, healthy and safe place to live, work and visit. Maintaining and enhancing the excellent environment, whilst ensuring that businesses thrive and grow the county’s economy.

Transport is not an end in itself but is a means to an end. Transport should ultimately facilitate the efficient movement of goods, services and people to ensure the county continues to prosper whilst tackling inequality. People depend on local transport to get safely and easily to work, to school, to the hospital, shops and leisure facilities. Businesses rely on effective access to markets, workforce and the efficient movement of goods and freight. To ensure the effectiveness of the transport system we must continue focus on both the needs of the community and our customers.

The vision outlines the aspirations of the local community and provides a focus for the delivery of transport up to 2026. It has been developed through consultation and engagement with our residents, businesses, local community groups, stakeholders and delivery partners.

Our strategy has changed from one aiming to achieve national targets to one that’s much more concerned with local needs and aspirations. Despite the increased local focus of our Plan it is still important that our strategy contributes to national priorities and challenges, not least so we can access national funding sources.

Our success and performance will be continually assessed and monitored over the course of the Plan. We have continued to develop a robust performance framework and a set of performance indicators that are integrated within our business planning process (see Implementation Plan).

The vision aligns with the Buckinghamshire Sustainable Communities Strategy (SCS), and our Plan objectives and strategy are framed around its themes. This will ensure our Plan delivers the long term countywide needs and aspirations.
The Buckinghamshire Sustainable Communities Strategy

The Buckinghamshire SCS sets the overarching long-term plan for the county up to 2026. This document was developed by the Buckinghamshire Strategic Partnership (a partnership organisation that brings together all the local councils, health, police, fire and rescue, business sector and voluntary and community sector organisations) to identify the key challenges and priorities in the county.

Each district has its own specific SCS that have been developed locally by each district’s local strategic partnership, and have fed into the countywide SCS. This Plan is one of the delivery vehicles for the family of sustainable community strategies across the county and works towards addressing the overarching countywide vision and the key challenges identified within each of the SCS themes (Fig 3.1). More information on the Buckinghamshire and district specific SCS can be found at www.buckinghamshirepartnership.gov.uk

The Buckinghamshire County Council Corporate Plan

The County Council is refreshing its Corporate Plan for the period 2011-2013, to take into account the programme of public sector reforms being made by the coalition Government. The plan will take account of the changing public sector financial position, and the drive to involve communities in decision making and enable them to influence service delivery. The draft Plan identified the following principles to be woven throughout all the work the council delivers:

- Keeping it local
- Living within our means
- Open to new ideas
- Looking to the future

And the following are the top priorities:

- Helping the Most Vulnerable: providing support for those most in need.
- Keeping Bucks Special: support the economy, protect and enhance the environment, improve sustainability and invest in infrastructure.
- Helping People to Help Themselves and Each Other: support the voluntary and community sector, support independent living, build on community spirit, encourage corporate social responsibility.
- Working with Residents: give people greater influence, support delivery of services at the most appropriate local level, delegate budgets.

References to transport services in the Corporate Implementation Plan will be reflected within the content of the annually updated Implementation Plan. Later versions of the Implementation Plan will also take account of the new Corporate Plan when this is adopted in 2013.

The Local Transport Plan Goals and Objectives

The broad themes of the county’s SCS forms the overarching goals of the Plan. The SCS and Corporate Plan themes combined with our existing policies have contributed to establishing the Plan objectives. Evidence on county challenges gathered through our consultation and engagement activities were also used to inform the development of our Plan objectives. Figure 3.2 illustrates how transport can help to achieve the five themes of the SCS through our Plan objectives.
BUCKINGHAMSHIRE’S LOCAL TRANSPORT PLAN 2011-2016

30 31

Thriving Economy

Maintain or improve the reliability of journey times on key routes
Improve connectivity and access between key centres
Deliver transport improvements to support and facilitate sustainable housing and employment growth
Ensure local transport networks are resilient and adaptable to shocks and impacts
Reduce the need to travel
Increase the proportion of people traveling by low emission modes of transport
Protect, improve and maintain the local environment
Reduce carbon emissions and waste associated with the Transport Authority
Reduce the risk of death or injury on the county’s roads
Reduce crime, fear of crime and anti-social behaviour on the transport network

Sustainable Environment

Health & Wellbeing

Cohesive & Strong Communities

Reduce the negative impact of poor air quality
Enable disadvantaged people to access employment sites & opportunities
Enable disadvantaged people to access key services and facilities
Encourage and support the delivery and planning of local transport services by local groups, communities and individuals

Fig 3.2: The Plan Themes and Objectives

Chapter 3: Our Approach

Maintenance of Transport Infrastructure

Although not an objective in itself, maintenance of transport infrastructure is a fundamental aspect of our work that contributes to many of the above objectives. An effective maintenance regime preserves the lifetime and value of our roads, footways, bridges, traffic signals and lighting and is key to preserving local and strategic links.

The Plan’s Cross cutting themes

The Plan vision and objectives are supported by five cross cutting themes (Fig 3.3). Three of these have been directly taken from the SCS, and two have been taken from the draft BCC Corporate Plan. These cross cutting themes are evident throughout our approach and will be considered in all the work we undertake. Throughout the rest of this strategy the cross cutting theme icons will be used to highlight their consideration.

SCS Themes

LTP Objectives
• Responding to Demographic Change - the demographics of the county are due to change significantly with an ageing population. It is important to identify and plan for these changes. It will be important to ensure that the Plan can incorporate these changes.

• Addressing Inequalities - ensure all residents and visitors to Buckinghamshire have equal opportunity to access services and facilities. The Plan must target those that are disadvantaged and consider how our actions impact on them.

• Personal Responsibility - the strategy cannot be successfully delivered without the input and support from the local community. The Plan must outline the focus for resources and then provide facilitation and co-ordination for local people to help deliver improvements.

• Keeping it Local - using customer feedback and working with the residents and local communities to ensure that resources are focused on local priorities and find local solutions that may be community led. The communities will have more input and influence into how services are delivered.

• Innovation - ensuring that services are delivered in a resourceful way and are provided in a cost-effective and targeted manner. We will provide a service to the best of our abilities to residents while looking to reduce waste and work in more innovative ways with partners to reduce costs.

Delivering Our Vision

The current economic climate and the changes announced since the coalition Government came to power have significantly affected the way that we plan, manage and focus transport service delivery. In view of the reduced levels of revenue funding we are expecting to receive, and the uncertain nature of capital funding beyond the next two years, we must consider new ways of delivering transport improvements and in some cases reprioritising the services we provide.

Big Society

The Big Society is a flagship policy of the coalition Government, and is part of its wider Localism agenda. This Localism agenda will broadly result in:

• Greater devolution from national tiers of Government to local government;
• More locally delivered services with local community groups taking a greater role in public service delivery; and
• More empowered local communities with greater control.

Greater devolution to local government is already in evidence with the removal of the regional tier of government and their growth targets (housing and employment) that were imposed on local planning authorities. This should result in greater power at the local level being realised, such as in deciding...
future levels of growth appropriate for the area. It is therefore, important for us as the local transport authority to assist and guide local communities in determining levels of growth and plan for this.

Within transport the funding streams we receive from the DfT have been consolidated into fewer with reduced restrictions on what these can be spent on. The County Council is expecting greater freedom to reallocate resources over the course of the next five years, in order to deliver our own priorities rather than be overly concerned with nationally imposed targets. In addition to this, Place Based Budgets and Local Investment Plans offer the opportunity to pool resources, and work in partnership with other public and private bodies to deliver local priorities.

**Total Place initiatives and Place Based Budgets**

Total Place and Place Based Budgets are a concept that looks to break down the administrative boundaries between local public sector bodies and departments in the interests of delivering better services at lower cost. The success of Total Place is dependent on strong leadership and partnerships, with a good understanding of local needs. In encouraging greater co-operation between local public services, and giving them more freedom to define and pursue local priorities, the concept is compatible with the thrust of the Big Society concept.

In addition to efficiency savings, the move towards more effective cross-agency working will improve levels of customer service and satisfaction. Through Total Place, funding may be moved between departments to result in lower costs overall to the taxpayer. For instance in terms of transport, it could be decided locally to transfer some funding from reactive health care services to support walking and cycling that will improve health proactively and reduce the overall burden on the health service.

**Local Investment Planning**

Local Investment Plans (LIP) identify the local priorities that can inform the allocation of place based budgets. Buckinghamshire’s LIP outlines and integrates the housing, economic development and strategic infrastructure plans for the next 20 years of the four District Councils and Buckinghamshire County Council. It has been produced in partnership with all the local authorities in the county, the Homes and Communities Agency, Aylesbury Vale Advantage and BBF.

We will be actively involved in the forthcoming preparation of the Local Investment Agreement (LIA) that will set out the proposed investment and interventions for Buckinghamshire, and inform a rolling three year investment allocation based on specific proposed interventions.

**Local Enterprise Partnerships (LEPs)**

The coalition Government is reforming our system of sub-national economic development by enabling councils and business to replace the Regional Development Agencies (RDAs) with Local Enterprise Partnerships (LEPs.)

The aim of the LEPs is to provide strategic leadership within their areas, to set out local economic priorities and tackle issues such as planning and housing, local transport and infrastructure priorities, employment and enterprise, and the transition to the low-carbon economy. It is therefore likely that LEPs will be involved in future revisions of the LIPs and influence public and private investment in infrastructure and services.

The following four LEPs were successful in progressing their proposal beyond the first round in late 2010:

1. Hertfordshire
2. Oxford City Region
3. Thames Valley Berkshire
4. South East Midlands (SEM)

It is understood further LEPs will be given approval to progress at a later date. We will work to ensure that Buckinghamshire is adequately represented on the successful LEP proposals to deliver the best possible outcomes for the county. In addition, we will continue to proactively work with partners, such as BBF and the private sector to ensure that the county is at the forefront of governmental decision making.

**Locally Focused Transport Services**

Balancing a strong strategic focus with responsiveness to the needs of local communities has been at the forefront of our thinking for many years. Our overarching aim is for communities to have genuine influence over the services in their area, with elected members acting as a proactive link between local residents and ourselves in order to progress schemes at a local level.

The emphasis of Localism and the Big Society model has been fundamental in our approach for some time as can be seen with the establishment of the county’s local community areas and Local Area Forums (LAFs). We have embraced the Localism agenda since the second Local Transport Plan with the provision of delegated budgets to LAFs for them to have a greater say over prioritising what money is spent on in their areas (see case study for Haddenham and Long Crendon for how this works in practice).
The successful implementation of the Big Society concept within Buckinghamshire empowers local people, local bodies and elected officials. Ultimately it gives communities greater freedom in the pursuit of locally defined priorities, whilst encouraging them to increase their involvement in the delivery of interventions. As a consequence, our role may effectively change from one of service planner and deliverer, to supporter and facilitator.

We currently, and will continue to, provide local groups with delegated budgets to undertake certain activities. Local communities are increasingly likely to be better placed to unlock and channel local involvement and enthusiasm that can come together to overcome locally identified and prioritised issues. During the second Local Transport Plan we devolved a number of services to local town and parish councils (see case study). It is hoped that over the next few years that this type of agreement will be extended to include more parish councils, again so local priorities can be addressed that could otherwise get overlooked by a strategic focus.

**Case study: Haddenham and Long Crendon, LAFs and delegated budgets in action**

**The Challenge**

Nineteen Local Area Forums, such as the one operating in Haddenham and Long Crendon, were set up to strengthen local democratic accountability by empowering locally elected Councilors to take decisions and shape and influence service delivery and Council priorities in their local area.

**The Solution**

Our Local Area Technicians and Transport Localities Team Leaders attend the forums and we support them by allocating delegated budgets. This allows parishes and town councils to bid for funding towards transport related projects that will add benefit to the local community and that under normal circumstances may not have a high enough priority to be carried out as part of our annual maintenance and works programme.

At the Haddenham Local Area Forum in March 2009, five separate bids for transport delegated funding were received. One such bid was from Haddenham Parish Council who was seeking a contribution towards a cycle path from Willis Road to Woodways. This was primarily to encourage more children to cycle to school by providing a safe route.

**The Outcome**

As a result of the comprehensive Haddenham bid the County Council and other members of the Local Area Forum agreed to make a contribution towards the cycle path. This path has meant that space is now provided for younger children to learn to ride a bicycle away from the traffic and has allowed elderly and disabled users to use their mobility scooters on their way to the health and community centres.

Local area partnership working such as this is helpful in meeting local priorities and involving local people in transport service decision making and delivery.

**Case Study: Devolved Services**

**The Challenge**

Several years ago it was recognised that, as greater pressure was placed on highway maintenance budgets, there were aspects of minor highway maintenance that were taking a very low priority. As a result parish and town councils were becoming frustrated at the lack of response to these more local maintenance issues.

**The Solution**

Following discussions, initially with two of the larger town councils, an agreement was signed to allow Chesham and Buckingham Town Councils to undertake minor highway maintenance work within their council area, using their own labour resources. The agreement originally included: sign maintenance; hedge maintenance; and the removal of obstructions and illegal signs. These agreements have subsequently been modified to increase activities and now include footway snow clearance and salting.

We contribute a cash limited sum, subject to the size of the town or parish, to cover expended costs for the works undertaken. The parish and town councils are encouraged to match fund wherever possible. The agreements has been extended from the original two town councils to include a further six town and parish councils throughout the county.

**The Outcome**

We have received positive feedback from the parish and town councils. The agreement provides them with the flexibility to prioritise locally important minor maintenance issues that often would not be addressed as a priority.

There will always be a need to pool resources to ensure that effective strategic planning of the transport network and service improvements occurs to ensure that the County Council delivers its statutory and core functions (see page 45). It is therefore our mission to progress these transport interventions and services, whilst facilitating the local community to deliver schemes that they want.

It is essential that we continue to work with partners in the adoption and development of both the Big Society and Total Place.
Highways and Transport Funding

The coalition Government is determined to rapidly reduce the country’s budget deficit, and has announced major reductions in public funding. Local government funding is being squeezed and will continue to be for the foreseeable future.

This squeeze is being most keenly felt in our revenue budgets. Over the next three year medium term planning cycle, the County Council has had to shave an additional £56 million off its budget. The graph below highlights the implications of this funding position for the transportation service.

Revenue funding is used for our road safety activities, public transport support, sustainable travel activities, policy and strategy work, highway maintenance works and our staff costs. For a number of years the County Council has expressed concern at the low revenue settlements it has received, due to its status as a floor authority. Our already cash limited funding position is set to continue for the foreseeable future (Fig 3.4). Transport service pressures are not only a result of constrained revenue funding, but also a result of inflation increasing the cost of services and additional demands on the service that we have not been fully resourced to cover. Transport has gained new responsibilities from 2011/12 on flood management and concessionary fares administration. The latter currently costs approximately £700k more than the grant we have received to pay for it.

These acute funding pressures will greatly impact our ability to provide all the transport services we have been able to deliver previously. Therefore, we need to look to prioritise the services we do deliver and deliver these in different ways. Highway maintenance remains a priority for the short term since it costs us more in the long term if we do not maintain our assets properly in the short term.

Capital funding is used to build new or to significantly improve transport infrastructure. This could include new or improved roads and junctions, footways and cycleways, or bus priority measures. The Government recognises the important role of transport to the UK economy, and has underlined this with a better than expected maintenance capital allocation for 2011/12 and 2012/13 (Fig 3.4), which will improve the condition of our transport infrastructure. We are also expecting slightly higher levels of integrated block capital funding compared to recent years too (see below for the distinction between maintenance and integrated capital). Beyond the next two years however, the outlook for capital funding is very uncertain.

Buckinghamshire County Council’s position as a ‘floor authority’ has previously meant that it was unable to take up supported borrowing allocations by the DfT due to its funding restrictions. We have lobbied for a change to the supported borrowing mechanism and the coalition Government has decided to release funding as 100% grant funding. The availability of the full funding allocation as a grant means that we can spend the full allocation, whereas before we were never able to. Ultimately this means there will be more money to spend on both structural maintenance and integrated transport, enabling us to make good progress early in the Plan period against our objectives.

The coalition Government has radically simplified and reformed local transport funding, moving from 26 grant streams to the following four from 2011-12:

1. Local Sustainable Transport Fund (LSTF): (capital and revenue) Government has set aside £560 million available in the four year period up to 2014/15, open to local authorities outside London to bid for funding to support packages of transport interventions that: support economic growth and reduce carbon emissions in their communities; deliver cleaner environments and improved air quality; enhanced safety; and reduced congestion. Bids from local transport authorities will be particularly welcome if they can demonstrate support from, and the involvement of, voluntary and community organisations and the private sector.

2. Major schemes (capital): Open to local authorities to bid for to fund major schemes.

3. Block funding for highways maintenance. (capital) to be allocated based on a needs based formula.

4. Integrated block funding for small transport improvement schemes. (capital) to help local authorities improve road safety, stimulate local economies by reducing congestion, and encourage sustainable travel in their local communities. The funding will be allocated according to a needs-based formula agreed with local authorities.

Whilst we receive indications as to how much integraded and maintenance block funding we will receive in the future, the amounts that could be received from the first two sources remain unknown. Figure 3.4 shows how in the past few years other
capital funding has varied significantly, reflecting significant one-off investments received for schemes such as the Stoke Hammond and Linslade Western Bypass and the Aylesbury Hub scheme. We do not expect to receive any major scheme funding in the short term, but are hopeful we will be successful in obtaining some funding from the LSTF.

In addition to the above sources, a further important source of funding for transport improvements comes from private development. New developments and land use changes impact on the operation of the transport system when they generate additional travel demand. To mitigate their impact on the transport system they can be required to either implement on or off site measures themselves, or pay money to BCC to fund transport improvements that users of their development will benefit from, under section 106 (S106) of the Town and Country Planning Act 1990. There are strict guidelines on suitable areas with local authorities now empowered to charge a Community Infrastructure Levy (CIL), but countywide we also secure payments directly in negotiation with developers. Figure 3.5 shows the amount of transport funding obtained through these contributions in the last five years.

Funding from developers inevitably relies on levels of growth and building in the county and therefore, can be very volatile particularly during recessions as experienced in the last few years. Typically we receive in the region of £1-2 million from these developer sources for transport improvements that could include new infrastructure, revenue support for new/ improved bus services, or travel behaviour change initiatives. The current method of capturing developer contributions for transport will shortly be changing in some areas with local authorities now empowered to charge a Community Infrastructure Levy (see overleaf for details).

**Potential Future Funding Streams**

It is clear that public sector funding for transport, certainly for revenue but potentially for capital too later in the Plan period, will come under particular pressure. Local authorities cannot continue to rely on existing funding streams. Consequently, we will take innovative steps to identify alternative sources of funding for community infrastructure. These will be examined and progressed in partnership with our district planning authorities, developers, the voluntary and community sector, and other partners such as BBF.

**Tax Increment Financing**

The coalition Government has recently announced their intentions to introduce Tax Increment Financing (TIF). This could potentially give local authorities new borrowing powers. The UK TIF model is based on reinvesting a proportion of future business rates back into infrastructure and related development.

The UK TIF model is about identifying schemes that are low risk but will deliver important benefits in terms of jobs, economic growth and physical and social regeneration. The County Council will work in partnership with the District Councils to examine whether the UK TIF model could be fully adopted in Buckinghamshire to deliver our infrastructure needs.

**Developer Contributions**

With assistance from us the county’s district planning authorities have been particularly successful at negotiating and securing Section 106 Agreements that have improved the quality, accessibility and sustainability of new housing and commercial developments. From a transport perspective, these contributions have included revenue subsidies for new and/or existing bus services; the construction of cycling and walking routes; and improvements to the local road capacity.

As major development resumes following the economic downturn we will continue to work closely with the district planning authorities and transport operators to ensure that developers make reasonable and effective contributions to transport infrastructure and services.

**Community Infrastructure Levy**

The Community Infrastructure Levy (CIL) is a new planning charge, the regulations for which came into force in April 2010. Local authorities in England and Wales will be empowered, but not required, to charge CIL on most types of development in their areas. The proceeds of the levy will provide new local and sub-regional infrastructure to support the development of an area in line with local authority development plans.

Funding via the new CIL system for key infrastructure will be an important means of delivering parts of this Plan, whether directly by us, or by delivery at a neighbourhood level. Whilst the local planning authorities will, amongst other things, set the criteria and charge rate for CIL, we will be a key stakeholder involved in the work to determine the CIL charge rate and prioritising what the income is ultimately spent on.

**Regional Growth Fund**

Over the next three years the Department for Transport is contributing around a third of the funding for the £1.4bn Regional Growth
Fund. Part of the fund will be bid-based providing local authorities and businesses with the opportunity to submit proposals for packages of schemes that will have a transformational impact. The fund will be used by the Government as a means of consolidating many of the existing funding streams designed to support sub-national economic growth, enabling more effective co-ordination and prioritisation of funding. We will therefore seek to establish a multi-agency working group to help develop potential bids to the Regional Growth Fund.

Transport Service Delivery
Now and in the Future

The most significant change in recent years in how the transport service is delivered across the county has been the formation of Transport for Buckinghamshire. Transport for Buckinghamshire was formed in April 2009 bringing together the best of private sector expertise and business excellence with public sector local transport knowledge and delivery. Transport for Buckinghamshire is the collective name for selected employees from three organisations - Buckinghamshire County Council, Ringway Jacobs Ltd and Amey Plc - that work together in partnership to deliver the functions of the local transport authority.

A number of benefits have been identified and realised as a direct result of the new arrangements. The single organisational structure has removed unnecessary barriers to effective communication and improved partnership working making the best use of combined skills and resources. When required, we can “reach-back” to the significant resources and skills of the commercial partners to address current resource needs. Economies of scale realised through increased purchasing power has delivered savings across the organisation (please refer to the Implementation Plan for further details).

Utilising new technology and integrating the way information is received and utilised has been a feature of the business approach. This is illustrated in the following case study about the award winning (National Highways Magazine Excellence Award for the most innovative local authority project of the year 2010) Service Information Centre:

Case Study: Transport for Buckinghamshire Innovation - Service Information Centre

The Challenge

We were receiving a large number of calls from the County Council’s contact centre and to access information on how services were delivered. For example in the winter of 2009 operatives were providing a good level of winter maintenance service but faced criticism as the public lacked an understanding about how the service was delivered. We were also being criticised for street works on the highway that were being carried out by third parties.

The Solution

We have invested in the Service Information Centre (SIC) (www.transportforbucks.net). The purpose built website allows us to promote the whole service that we provide online. Members of the public can receive up-to-date information on where we are working on the highway and our future programme of works. It also allows them to report highway defects and to see if these defects have already been reported before having to do it themselves. The public can also look up who is responsible for specific street works, which is particularly useful when we are not carrying out those works directly. During winter we also publish our salting routes in "real-time".

The Outcome

By offering real time information about where we are working and who is responsible for works at specific sites, it has allowed us to promote the service and build an understanding with the public and press of the work we do. This has resulted in fewer phone calls coming into the contact centre and a reduction in negative media coverage.

How Services may be delivered in the future

Over the course of the two previous Plans, the County Council’s transport service has undertaken a traditional transport service delivery role that has been largely responsible for the funding and delivery of transport asset maintenance. In addition, it has meant we have been heavily involved in the delivery of transport enhancements using public funding or money secured from developers to mitigate the impact of their developments. We worked in partnership with a number of public and private organisations to influence services not in our control but which impact on transport, such as the land use planning responsibility of the District Councils, and the transport services provided by private railway and bus operators. This model of service delivery has been successful over the last ten years. We will continue to build on this success whilst adapting our delivery model to the needs of the Localism agenda and reflecting the likely constraints on public finances.
Due to financial circumstances and the personal and community responsibility ethos of the Big Society, it is expected that over the course of this Plan the Council’s transportation service will have to withdraw from being the primary planner and provider of all transport service improvements. Instead we must also look to inform, facilitate and support transport improvements and services delivered by others (Fig 3.6).

Other groups will be involved in the deliver of transport services. This may include individual residents performing a very local service, such as cutting grass or salting the footway along their street; or larger local groupings may be able to deliver larger scale services and improvements in their local area. These groups could include town and parish councils, local residents, volunteer or charity groups, or local businesses. Early in this Plan period we will explore with such groups the kinds of services that they will be willing to deliver with updates provided within the annual Implementation Plan. These could feasibly include community transport services, small scale maintenance work, walking and cycling improvements and sustainable travel and road safety promotional activities.

Business Planning and Performance Management

We have a well established business planning and performance management culture with an ethos of continual performance monitoring embedded within our approach to transport delivery and business planning process. Our business planning process helps manage the delivery of efficient transport services on an annual basis. The teams submit schemes and activities that they intend to deliver within the next financial year to support the Plan’s strategy. All the schemes are assessed and prioritised based on cost, location, value for money and contribution towards the Plan’s objectives. The tool that performs this activity is the Activity Prioritisation Tool (see the Implementation Plan for further detail).

Once the business plans are finalised, work commences on delivering the annual programme of works. The delivery of work is rigorously scrutinised through the performance management framework that uses the innovative and highly effective TRANstat system. This monitors performance against local targets by integrating operational and financial management with performance monitoring. Every month there are TRANstat meetings between senior managers and representatives from each of the business units. At these sessions the business units are challenged on performance, finance and risk management plans.

Further information on Transport for Buckinghamshire’s business planning process and performance framework is provided in the Implementation Plan.

Delivering our priorities

We have received much local and national acclaim for our innovative and forward thinking approach to transport planning and practice. Our integrated delivery model (Ringway Jacobs, Amey and BCC) has received much praise as an effective and efficient model to deliver the functions of the local transport authority. We continue to strive to be the most efficient transport authority, that works locally to support and deliver transport services for the benefit of its customers.

We continue to embrace new ideas and innovation. Where our partners have demonstrated new best practice, we are quick to learn from them and incorporate their strengths into our work. We are keen to continue our reputation as a forward thinking local transport authority and are always looking for opportunities to excel in delivering novel and pioneering transport activities.

As the local transport authority for Buckinghamshire, our core functions include:

- Manage traffic and activities on the highway network to reduce levels of congestion and ensure effective and efficient movement.
- Perform a transport development control function including commenting on planning applications, inspecting developer works on the highway and responding to land searches and development inquiries.
- Management and enforcement of on street car parking.
- Coordinate all road works to minimise congestion on the highway.
- Contribute to reducing carbon emissions from County Council operations.
- Providing the client transport service, which BCC uses to fulfil its statutory requirements to provide transport for children to access their nearest school and enable vulnerable adults and children to access key services.
- Preserve the value of transport infrastructure and ensure its safe operation through cost effective maintenance.
- Ensure transport infrastructure such as roads and pavements, bridges and lighting columns are maintained to ensure their continued operation.
- Promote the use of sustainable travel and transport by school children and young people.
- Monitor and maintain levels of road safety on the transport network.
• Consider the accessibility needs of elderly and disabled people.
• From April 2011 administer concessionary fares.
• Ensure passenger transport information is accessible.
• Adopt and maintain a local transport plan detailing our transport strategy.
• Take the flood management lead for the County Council, acting on the flood management duty.
• Take the lead for the county on transport associated noise management.

As outlined previously (Chapter 2), there are significant parts of the transport network that we as the local transport authority do not directly control, most notably the strategic national highway network and railway network (including London Underground). In addition, the bus network is delivered in the most part by private suppliers, as are private hire vehicles and taxis.

As a local transport authority our activities, fall within five broad categories: Maintenance; Behaviour Change; Management and Tackling Congestion; New Infrastructure; and Partnership Working.

• **Maintenance**: how we maintain the roads, footpaths and infrastructure (such as bridges and street lighting).
• **Behaviour Change**: how we can encourage people to change their travel habits through promotion, information and training.
• **Management and Tackling Congestion**: how we control traffic, travel, and parking.
• **New Infrastructure**: the building of new or expanded roads, junctions and structures, and new or improved footways, cycleways, crossings, bus stops, cycle racks.
• **Partnership Working**: with, among others, district, town and parish councils, Government departments, private developers, transport service providers such as railway and bus companies, the local business community, schools, or local community and resident groups.

It is within these categories of activity that we will endeavour to deliver the Plan themes and objectives (Fig 3.7).
Realising the SCS Themes and our Objectives

This Plan is a robust, evidence-based strategy established on thorough and ongoing analysis of national, cross-boundary and local transport challenges and opportunities that affect Buckinghamshire.

The following five sections outlines this national and county picture under each of the SCS themes:

- Thriving Economy
- Sustainable Environment
- Safe Communities
- Health and Wellbeing
- Cohesive and Strong Communities

Transport can act as an enabler or barrier to achieving these overarching aims. In each section the specific transport challenges have been identified along with the solutions that transport can offer in order to mitigate or resolve the issues.

The approach outlined in the following pages gives a flavour of the measures that we would like to develop and deliver over the Plan period, subject to funding. The Implementation Plan and future revisions of it will outline the annual funding availability and how this will shape our overall programme.
Chapter 4: Thriving Economy

Buckinghamshire wants to further strengthen its existing wealth and become recognised as a global centre for enterprise and entrepreneurship, even in these difficult economic times. Failure to deliver new housing in balance with new local services and employment provision will add to the current problems of commuting and road traffic.

Introduction

Buckinghamshire is emerging from the recession as one of the best performing local economies in the UK (Table 4.1 and Fig 4.1). The county exhibits low deprivation coupled with high productivity, high earnings (Fig 4.2), high employment and high skills. These attributes provide Buckinghamshire with the basis to meet many of the challenges posed by the current fiscal climate. The performance of the Buckinghamshire economy is summarised below. Not only does Buckinghamshire perform above the national level on all indicators, but in most cases it outperforms the South East as well.

Table 4.1: Summary economic comparison between Buckinghamshire, South East England and England (Source: BCC Local Economic Assessment)

<table>
<thead>
<tr>
<th>Indicator</th>
<th>Buckinghamshire</th>
<th>South East</th>
<th>England</th>
</tr>
</thead>
<tbody>
<tr>
<td>Workplace Annual Full Time median (£)</td>
<td>23,593</td>
<td>25,419</td>
<td>26,138</td>
</tr>
<tr>
<td>Residence Annual Full Time median (£)</td>
<td>25,525</td>
<td>27,573</td>
<td>27,913</td>
</tr>
<tr>
<td>Working Age Population (%)</td>
<td>74.1</td>
<td>73.1</td>
<td>73.6</td>
</tr>
<tr>
<td>Working Age Employment Rate (%)</td>
<td>73.1</td>
<td>73.1</td>
<td>73.1</td>
</tr>
<tr>
<td>Working Age Self-Employment Rate (%)</td>
<td>6.5</td>
<td>6.5</td>
<td>6.5</td>
</tr>
<tr>
<td>New Business Registration Rate (per 10,000 residents), 2008</td>
<td>13.6</td>
<td>10.4</td>
<td>10.4</td>
</tr>
<tr>
<td>New Business Registration Rate (per 10,000 residents), 2009</td>
<td>13.6</td>
<td>10.4</td>
<td>10.4</td>
</tr>
</tbody>
</table>

Fig 4.1: Comparison between new business registration rates, working age employment and self employment rates in Buckinghamshire, South East England and England (Source: BCC Local Economic Assessment)

Fig 4.2: Comparison of average salaries in Buckinghamshire, South East England and England (Source: BCC Local Economic Assessment)

An efficient and effective transport network is vital to economic development. Current UK economic conditions, and the strong links and interdependencies between economic growth and our other Plan themes (notably Health and Wellbeing and Cohesive and Strong Communities, but also the economic growth potential from sustainable and low carbon technology) underline that supporting a Thriving Economy is a the highest priority over this Plan period.

National Context

The UK recession began in the April-to-June quarter of 2008. The country’s Gross Domestic Product (GDP) fell by six percent in the 18 months to September 2009, to stand at £315.5 billion. Figure 4.3 illustrates that this recession was more severe than the previous three. It also highlights that in each of the previous recessions there were further falls in GDP after the official end of the recession, and GDP took three years to return to pre-recession levels.
As a direct response to the current national economic situation the Government have focused on regeneration and supporting private sector/business growth to increase GDP. Transport plays an important role in facilitating economic growth and renewal. Therefore the Thriving Economy objective is both ours and the country’s main area of focus at this time.

In order to achieve this highly important objective it is essential that the business community is continually engaged and provide leadership to ensure the appropriate interventions are developed and progressed. The Government are keen to establish LEPs through which local authorities and businesses will outline and aim to deliver local improvements that also contribute to the country’s wider economic recovery.

The Government currently supports the building of a high speed rail network to support national economic growth, linking London and the continent to the Midlands. The currently preferred route will pass through the heart of Buckinghamshire, and is set to have a profound impact on the county. Annual revisions of the Implementation Plan will include an update on high speed rail proposals and consideration of its impacts on the county and the County Council’s position.

**County Challenges**

Overall, Buckinghamshire has a Thriving Economy with a low level of registered unemployment, and the workforce is generally highly qualified with many being managers/senior officials and in professional occupations. There are growing concerns about the county’s shortage of suitable staff, a skills gap and retention problems.

Buckinghamshire has a highly productive local economy and generates £22,289 Gross Value Added (GVA) per head (Table 4.2). However, over recent years, the growth of Buckinghamshire’s economy has been slower than that recorded for both the South East and the UK overall. There is a fear that if growth is not managed effectively across the county that provides a better balance between new jobs, new homes and the local skill base, then the economy could be adversely affected.

<table>
<thead>
<tr>
<th></th>
<th>GVA (£ million)</th>
<th>Change 2006/07</th>
<th>GVA per head (£ million)</th>
<th>Change 2006/07</th>
</tr>
</thead>
<tbody>
<tr>
<td>Buckinghamshire</td>
<td>10,935</td>
<td>3.7</td>
<td>22,289</td>
<td>3.0</td>
</tr>
<tr>
<td>South East</td>
<td>176,541</td>
<td>5.3</td>
<td>21,847</td>
<td>4.4</td>
</tr>
<tr>
<td>United Kingdom</td>
<td>1,245,735</td>
<td>5.5</td>
<td>20,430</td>
<td>4.8</td>
</tr>
</tbody>
</table>

Table 4.2: Comparison of GVA and GVA per head between Buckinghamshire, South East England and England (Source: ONS, Regional Accounts, 2009)

The SCS identifies the following objectives to support and enhance the county’s economy:

- Provide support for existing businesses;
- Encourage inward investment;
- Develop world class business clusters;
- Exploit new technology, particularly IT and broadband;
- Create job opportunities to match the substantial planned population growth;
- Ensure the right workforce is available at the right time to match local business need;
- Develop tourism in the area; and
- Capitalise on the opportunities that London 2012 Olympic Games and the Paralympic Games provide.

To support the delivery of these objectives it is imperative for the private and public sector to address the following three challenges:

- Employment growth and creating the right climate for jobs
- Housing growth, including delivery of affordable housing
- Regeneration and renewal of town centres
Employment growth and creating the right climate for jobs

Buckinghamshire appears to be well placed to attract inward investment from key knowledge-based sectors, but job generation in the county is consistently below the national average. Rents appear to be at a reasonable rate; however the county is perceived by businesses as a less viable alternative compared with neighbouring areas. As a direct result, interest from investors and developers is limited (Source: MKAV DaSTS Study)

The county lags behind other areas in the South East in terms of inward investment and this is reflected in the clear imbalance between jobs and workers. Although, in recent years the number of emerging entrepreneurs and the take up of starter business units with fewer than five employees has risen across Buckinghamshire. Translating the county’s entrepreneurial spirit into sustained business growth and the development of knowledge-based clusters remains a major challenge. (Source: MKAV DaSTS Study)

There are a number of factors that could explain why Buckinghamshire has been unable to generate sufficient economic growth to support more of its residents and reduce out commuting levels. These include:

- Historic factors such as the lack of large defence establishments found in neighbouring counties that have morphed into high tech clusters.
- Geographical factors such as the most attractive and accessible land for inward investment is constrained by the Green Belt and/or the Chilterns AONB.
- Policy factors arising from a historically low profile approach to attracting new investment in the more attractive southern districts of the county and the associated low employment land allocations.
- The presence of relatively few large private sector employers. This serves to reinforce a perception that the county lacks the ‘critical mass’ required to attract large-scale inward investment.
- In Wycombe particularly there has been a reduction in the manufacturing base that has not been entirely redressed by increases in other sectors.

The recent economic downturn has had a severe impact in Buckinghamshire with job losses in the banking, insurance and local government sectors. It is recognised that the continued affects on individuals and communities are likely to be felt over the short-medium term, as reflected in the Buckinghamshire Local Economic Assessment (LEA). Fig 4.4 is an updated extract from the LEA, and shows Aylesbury Vale and South Bucks are expected to return to pre 2008 job levels much faster than either the UK or South East England average. Wycombe district will take longer than the other three districts to recover.

Private sector investment that often leads to job creation has been hindered by the perception that parts of Buckinghamshire are poorly connected to other parts of the South East and country, most notably the north of the county.

In addition, Buckinghamshire has problems competing with neighbouring employment centres, in particular London and the Thames Valley due to the size and level of investment these areas have received over recent years. Local planning authorities can allocate employment sites to provide jobs to support local housing growth; however success requires investors from the private sector to follow. Investors need to be certain that the right climate exists and the relevant skills are available. The recent developments of Aylesbury College and the Bucks New University have helped to meet some of the future training, devopment and lifelong learning requirements. In addition, the National Enterprise Academy headquarters is expected to open in Aylesbury in 2012. This will support the creation of our next generation of entrepreneurs that can only support employment and economic growth if the benefits are retained and nurtured within the county.
Housing growth, including delivery of affordable housing

Local transport and land use planning are inextricably linked. This Plan has been developed, with the assistance of the county’s local planning authorities (District Councils) and ultimately reflects and supports the proposals and developments contained within their LDFs. The planning system is currently going through major changes and the form that local planning will take in the districts is still being developed. This is a direct result of the Government’s announcement that the Regional Spatial Plan is abolished along with its associated housing and employment targets. This was confirmed with the publication of the Localism Bill. As a direct result, parishes through the development of neighbourhood plans are now able to determine the level of development in their area.

An LDF comprises a Core Strategy with separate documents providing greater detail on the long term strategic proposals and policies. At the time of the Plan publication, these were at various stages of development, summarised in Table 4.3.

<table>
<thead>
<tr>
<th>District Council</th>
<th>Core strategy status</th>
<th>Other LDF documents adopted</th>
<th>Key (emerging) issues of relevance to the Plan</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aylesbury Vale</td>
<td>Draft core strategy adopted</td>
<td>None</td>
<td>Housing and employment growth is likely to occur in towns like Aylesbury and Buckingham. Other transport related, land use planning issues include strengthening the economy to reduce out commuting; responding to an ageing population; addressing rural accessibility, health inequalities, perceived lack of connectivity, congestion and air quality problems - notably in Aylesbury.</td>
</tr>
<tr>
<td>Chiltern</td>
<td>Draft core strategy published and submitted to Government with reduced housing targets. Inspectors questions have been received. Examination in early 2011</td>
<td>Once the core strategy has been adopted they will start developing their delivery strategy Development Plan Document (DPD).</td>
<td>Ageing population, traffic generated by commuting, carbon emissions, housing growth pressures, accessibility to services, surface water in Chesham. Congestion in Chesham and Amersham.</td>
</tr>
<tr>
<td>South Bucks</td>
<td>Core strategy adopted (Feb 2011).</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wycombe</td>
<td>Core strategy adopted but could be subject to review in the future if housing targets are likely to decrease.</td>
<td>LDF Designation and Site Allocation (DSA) strategy currently in draft form. Green field sites are likely to be removed prior to be submission and housing targets reviewed over next two years.</td>
<td>Growth in High Wycombe. High Wycombe town centre proposals, air quality, ageing and declining population, in commuting pressures, pockets of deprivation, rural accessibility, Marlow and Princes Risborough vitality, development pressure on the high quality environment.</td>
</tr>
</tbody>
</table>

Table 4.3: Buckinghamshire Local Development Frameworks, current status and key issues

As a direct result of the abolition of the Regional Spatial Plan, Buckinghamshire is no longer bound to the target of around 40,000 new houses by 2026. However it appears likely that we will need to plan for significant housing growth in order to cater for the rise in demand due to changes in demographics and household trends.

Balancing housing growth and a Thriving Economy, while maintaining residents’ quality of life, is one of our biggest challenges. The appropriate balance between jobs and housing needs to be achieved in order to create sustainable settlements. The growth of Aylesbury and High Wycombe will create a number of significant challenges that will need to be specifically addressed. These are outlined in more detail in the LTP Local Area Strategies.

To effectively support and facilitate the significant housing growth there is a need for major new infrastructure and increased access to services such as healthcare, education and leisure. The way developer funding is secured is also expected to change over the course of the Plan with the local planning authorities able to impose a Community Infrastructure Levy (CIL). As outlined previously, this can be used to fund transport infrastructure and neighbourhood plan proposals.
Regeneration and renewal of town centres

There are aspirations to regenerate both Aylesbury and High Wycombe town centres in order to attract visitors and businesses alike. These visions will ensure that the town centres are the focal points for retail, leisure, cultural and recreational opportunities, whilst creating an attractive environment for all. This has been reflected over recent years by the levels of District Council investment in significant new attractions, such as the Eden shopping centre in High Wycombe and the Waterside Theatre in Aylesbury. High Wycombe has a town centre masterplan, and work is ongoing while the Aylesbury Vale LDF is being reviewed to finalise a plan for Aylesbury that will outline how aspirations for the towns are expected to be delivered.

Both town centres have benefited from investment in new or significantly improved public transport interchanges, facilities and services. This has led to major growth in bus passenger numbers. However, further investment is necessary to ensure public realm improvements enhance the pedestrian experience.

Beyond the principal centres of High Wycombe and Aylesbury, it is important that our smaller market towns and local centres are vibrant and accessible locations that are attractive to local residents. Clearly this is important in terms of supporting the local economy, but also it will encourage more sustainable travel habits by catering for the needs of people locally, therefore reducing the need to travel further to larger centres. Transport has a vital role to play in making our centres accessible and ensuring their public realms are attractive.

Key Transport Issues

Buckinghamshire’s anticipated high levels of house building and economic growth over the forthcoming years could have a significant adverse impact on the county’s transport network. This increase in pressure will be felt on both the road and public transport network.

In an affluent and largely rural county such as Buckinghamshire, the car will remain the mode of choice for many people for the foreseeable future. There are opportunities for other modes to take a greater share in urban areas and for certain types of journeys, such as commuting. It is likely that car travel will continue to grow reflecting the changes in the county’s population and economy. Long term objectives to decarbonise the transport system, will solve some issues but others such as congestion will remain.

The current road network is likely to be put under significant pressure in the future, leading to increased congestion and poor connectivity (especially north-south) that ultimately will have a negative impact on the local economy. It is essential that medium length car journeys are accommodated whilst continuing to focus on changing travel behaviour to reduce the reliance on the private car for shorter trips.

Congestion

Traffic congestion and disruptions on the road network clearly has an impact upon the county’s economy. High traffic volumes and flows, limited road capacity, estimated traffic growth and changing travel patterns involving longer journeys all contribute directly to congestion. The county’s housing and employment growth will generate additional travel and place increased demand upon the network. The county’s traffic flows increased by approximately 3.7% between 1999 and 2009 (DfT road traffic statistics). Based on current land use planning assumptions associated with growth, the number of trips made within Buckinghamshire is expected to grow by a further 28% by 2026 (DfT).

Traffic growth will not be evenly spread throughout the day, as up to 40% of daytime journeys are made in the morning and evening peak periods (0700-0900hrs and 1600-1800hrs). As a result traffic growth will have a disproportionate effect on the road network during these times when many areas are already at, or exceeding capacity. It is highly likely that the biggest impact will be felt on the strategic inter-urban routes and the routes into and around the principal urban centres.

Data collected by the DfT (Congestion Statistics 2011) indicate that although congestion in Buckinghamshire is not comparable to that experienced in London and other large cities (as measured by AM peak average vehicle speeds), it is comparable to that experienced in most counties bordering London. It is also worse than that experienced in those local authorities immediately west, north and north east of the county.

Travel patterns across the three key urban and population centres in Buckinghamshire (Aylesbury, High Wycombe and Chesham and Amersham) are very different. Data from the 2001 Census (Table 4.4) illustrates that car use in the county is higher than the regional average. Car and bus use is particularly high in High Wycombe. The greatest proportion of walkers is in Aylesbury in part due to the topography, and the highest proportion of train use is in Chesham and Amersham, reflecting the level of train access.

Table 4.4: Mode of travel to work in Buckinghamshire (Source: Census 2001).

<table>
<thead>
<tr>
<th>Mode of Travel</th>
<th>SE Region</th>
<th>Bucks</th>
<th>High Wycombe</th>
<th>Aylesbury</th>
<th>Chesham and Amersham</th>
</tr>
</thead>
<tbody>
<tr>
<td>Car</td>
<td>59%</td>
<td>64%</td>
<td>65%</td>
<td>61%</td>
<td>58%</td>
</tr>
<tr>
<td>Bus</td>
<td>4%</td>
<td>2%</td>
<td>4%</td>
<td>3%</td>
<td>2%</td>
</tr>
<tr>
<td>Train / Tube</td>
<td>6%</td>
<td>6%</td>
<td>8%</td>
<td>3%</td>
<td>12%</td>
</tr>
<tr>
<td>Walk</td>
<td>10%</td>
<td>6%</td>
<td>9%</td>
<td>13%</td>
<td>10%</td>
</tr>
<tr>
<td>Cycle</td>
<td>1%</td>
<td>1%</td>
<td>1%</td>
<td>2%</td>
<td>1%</td>
</tr>
</tbody>
</table>

Table 4.4: Mode of travel to work in Buckinghamshire (Source: Census 2001)
This complex make up of travel patterns in Buckinghamshire means that a “one-size fits all” approach will be ineffective; instead each identified congestion management corridor and hotspot will need its own tailored approach. Conestion is clearly an important issue to residents of Buckinghamshire. Of all the County Council’s activities congestion reduction is considered the fourth area most in need of improvement (Fig 4.5), behind roads and pavement repairs, activities for teenagers, and low level antisocial behaviour.

Figure 4.5 – Areas of work most in need of improvement, as identified by the Buckinghamshire County Council Residents Survey (2007)

Figure 4.6 shows two data sources on congestion levels. The data comes from the congestion hotspots most frequently highlighted in our Annual Transportation Survey, and traffic modelling data that identifies the roads that suffer from congestion in the morning peak period.

The sections shown to suffer most from severe congestion during the peak periods are the motorways, a number of strategic highway network sections, a small number of other A and B roads, and some pinch points in our urban areas and at key intersections. Part of our approach to supporting a Thriving Economy will be the application of the Congestion Strategy, that aims to: relieve congestion at some of these pinch points; and on our Primary Congestion Management Corridors.
Out-commuting

Over 60,000 people travel to work outside Buckinghamshire each day. Buckinghamshire has the second lowest proportion of residents living and working within its boundaries of any county council area in the UK. Levels of containment vary by district, with Wycombe having the highest proportion and South Bucks the lowest proportion of people living and working in the same district (see Table 4.5).

<table>
<thead>
<tr>
<th>Live</th>
<th>Aylesbury Vale</th>
<th>Chiltern</th>
<th>South Bucks</th>
<th>Wycombe</th>
<th>Outside county</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aylesbury Vale</td>
<td>61.1</td>
<td>2.2</td>
<td>0.6</td>
<td>4.2</td>
<td>54.1</td>
</tr>
<tr>
<td>Chiltern</td>
<td>2.2</td>
<td>48.6</td>
<td>2.8</td>
<td>4.9</td>
<td>42.5</td>
</tr>
<tr>
<td>South Bucks</td>
<td>0.5</td>
<td>4.8</td>
<td>35.7</td>
<td>3.5</td>
<td>55.5</td>
</tr>
<tr>
<td>Wycombe</td>
<td>4.4</td>
<td>8.5</td>
<td>4.8</td>
<td>63.0</td>
<td>19.3</td>
</tr>
<tr>
<td>Outside county</td>
<td>31.7</td>
<td>36.2</td>
<td>56.1</td>
<td>27.4</td>
<td>18.3</td>
</tr>
</tbody>
</table>

Table 4.5: Where Buckinghamshire residents work by district, levels of containment highlighted (Source: Census, 2001)

With the relative ease of access to the London by both by road and rail, 13% of the county’s residents commute to the capital on a daily basis. Out commuting to other centres takes place predominantly by car leading to increased traffic congestion and associated negative impacts, particularly during the morning and evening peak periods.

Figure 4.7 illustrates commuting patterns for each district. Naturally the main destination for out commuters from each district is into immediately adjacent areas, along with the noticeable draw into Central London for all districts. Aylesbury Vale shows a strong north-south movement to Milton Keynes and Wycombe, but with notable flows into Oxfordshire and Hertfordshire. There is also a strong pull from Chiltern towards Wycombe. Out commuters from Wycombe and South Bucks are drawn strongly south and east towards London and the Thames Valley.

Fig 4.7: Out-commuting patterns by district in Buckinghamshire (Source: Census 2001)
Lack of connectivity

A number of recent transport studies have outlined that the north of the county is perceived as being relatively inaccessible by businesses and residents alike. Those areas of the county that are better connected can suffer from unreliable journey times, notably in the south. Some of the specific connectivity issues include:

- Poor connectivity to neighbouring centres and employment areas (Table 4.6 shows specific examples in relation to Aylesbury and High Wycombe);
- Lack of rail connectivity in the north of the county;
- Poor north-south highway connections, in terms of journey times, speeds and reliability;
- High dependence on the private car;
- For many in Buckinghamshire, public transport is currently not a viable, realistic alternative, as the point-to-point journey times are typically between two to two-and-a-half times longer than by car;
- The road and rail radials from London are heavily congested;
- Aylesbury has poor connectivity with neighbouring urban centres, with the fastest options involving journeys in excess of 1 hour;
- Poor and congested east-west connections between Bedford, Milton Keynes, Aylesbury and Oxford;
- Bottlenecks remain on the key roads entering our town centres, notably Aylesbury and High Wycombe, but also Chesham and Amersham; and
- Considerable peak period congestion exists in all our town centres, and on strategic road links to the motorway network in Wycombe and South Bucks.

Train journey times from Aylesbury to London are relatively poor compared to towns of a comparable distance, due to running speed restrictions on the line into London. The Chiltern Railways Evergreen 3 project (see ‘In Focus’ box) will reduce rail journey times between Birmingham and London via High Wycombe, as well as enable a new rail link between High Wycombe and Oxford.

Supporting regeneration

Transport, particularly how it is integrated into land use planning, has a crucial role to play in the successful delivery of town centre regeneration. Aylesbury and High Wycombe face intense competition from rival centres such as Milton Keynes, Watford, Slough, Reading, and Oxford. The regeneration of towns is required to attract private sector investment to avoid the town centres stagnating, and to support a mixed and vibrant town centre economy. Growth in and around both towns, necessitates that the town centres develop and grow to be able to support the varied needs of the population. Failure to do so will result in the towns becoming increasingly dormitory, and encourage people to travel further to more distant centres, therefore worsening congestion and carbon emission levels.

The same argument applies to the county’s smaller, but no less important local centres and market towns. These cater for the needs of significant rural catchments, and provide local services to residents. These centres must be attractive and accessible to encourage their continued use and development. Vibrant and attractive centres of all sizes will be important to the future success of the economy, given the role they play in developing and creating new businesses and attracting visitors to the county.

Table 4.6: Connectivity of Aylesbury and High Wycombe (Source: MKAV DaSTS Study)

<table>
<thead>
<tr>
<th>Destination</th>
<th>Car</th>
<th>Rail</th>
<th>Back/for</th>
</tr>
</thead>
<tbody>
<tr>
<td>London</td>
<td>51m</td>
<td>47m</td>
<td>61m</td>
</tr>
<tr>
<td>High Wycombe</td>
<td>50m</td>
<td>41m</td>
<td>64m</td>
</tr>
<tr>
<td>Birmingham</td>
<td>47m</td>
<td>52m</td>
<td>66m</td>
</tr>
<tr>
<td>Northampton</td>
<td>47m</td>
<td>43m</td>
<td>60m</td>
</tr>
<tr>
<td>Slough</td>
<td>46m</td>
<td>42m</td>
<td>56m</td>
</tr>
<tr>
<td>Reading</td>
<td>38m</td>
<td>31m</td>
<td>59m</td>
</tr>
<tr>
<td>Oxford</td>
<td>38m</td>
<td>38m</td>
<td>56m</td>
</tr>
<tr>
<td>Wolverton</td>
<td>38m</td>
<td>39m</td>
<td>57m</td>
</tr>
<tr>
<td>Milton Keynes</td>
<td>38m</td>
<td>38m</td>
<td>57m</td>
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<tr>
<td>Slough</td>
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<tr>
<td>Oxford</td>
<td>38m</td>
<td>38m</td>
<td>57m</td>
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<tr>
<td>Luton</td>
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<td>57m</td>
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<tr>
<td>Northampton</td>
<td>38m</td>
<td>38m</td>
<td>57m</td>
</tr>
<tr>
<td>Aylesbury</td>
<td>33m</td>
<td>33m</td>
<td>43m</td>
</tr>
</tbody>
</table>

BUCKINGHAMSHIRE’S LOCAL TRANSPORT PLAN 2011-2016

Chapter 4: Thriving Economy
**Transport Objectives**

The following Plan objectives explain how we will contribute to the county’s future economic growth. Work towards these objectives will help to attract and direct business and investment in the county to ensure the economy functions efficiently, whilst helping to attract residents and visitors to spend money in our towns.

**Objective:** Maintain or improve the reliability of journey times on key routes.

**Summary:** Ensure journey time reliability on key routes with an important economic function (e.g., those providing primary road access to towns, cities, motorways and airports) as defined by the County Council’s Strategic Highway Network (to be revised as part of the congestion strategy development) are maintained or improved.

**Aim:** Journey times on all identified key routes to be maintained within set tolerances (again to be defined in the revised congestion strategy) and any improvements result in benefits to the local and national economy, through more reliable freight, commuting and business travel.

**How We Will Measure Success**
- Bus services running on time
- Road traffic journey time reliability data
- Countywide congestion indicator
- Street networks management indicator
- Principal road network condition indicator
- Effective reactive maintenance indicator
- Urban and interurban bus patronage

**Objective:** Improve connectivity and access between key centres.

**Summary:** Reduced journey times by all modes, but predominantly public transport, between the county’s key centres of Aylesbury and High Wycombe, and important neighbouring centres such as Milton Keynes, London, Oxford and the Thames Valley towns. Road connections between centres already exist, so the focus should be on supporting the development of commercially viable public transport links.

**Aim:** Passenger transport journey times between key centres to be reduced. By the development of new public transport services that support the county’s Thriving Economy.

**How We Will Measure Success**
- Public transport journey times between Aylesbury & High Wycombe to regional centres.

**Objective:** Deliver transport improvements to support and facilitate regeneration and sustainable housing and employment growth.

**Summary:** To encourage more sustainable travel behaviour, and reduce pressure on the road network, transport should support the regeneration of local centres. Vibrant local centres will encourage people to use them regularly, rather than travel further distances to other centres, and support the local economy. New developments should be planned and delivered as sustainably as possible to minimise their impact on the transport network, and encourage sustainable travel. Appropriate local employment growth is vital to reduce levels of out commuting.

**Aim:** Minimise any detrimental effects of growth on Buckinghamshire’s transport network, and support regeneration and growth to encourage more local travel for employment, retail and leisure purposes.

**How We Will Measure Success**
- Levels of traffic growth in Aylesbury and High Wycombe

**Objective:** Ensure local transport networks are resilient and adaptable to shocks and impacts.

**Summary:** Ensure the transport network is able to function adequately following unexpected events such as flooding, snowfall, extreme temperatures, accidents and unplanned road closures, in order to minimise disruptions on the network.

**Aim:** The transport network in Buckinghamshire to be resilient and adaptable to shocks and impacts, particularly those on routes and connections that serve an important economic function, given they are busy freight and commuter routes.

**How We Will Measure Success**
- Principal road condition indicators
- Bridge condition indicators
- Winter maintenance performance indicators
- Traffic journey time data
Our Approach

Ensuring a more appropriate balance between employment opportunities and residents with relevant skills and experience is a key strategic outcome to ensure the county’s future sustainable growth. This will require a broad set of policy responses including learning and skills, land use planning, marketing and promotions, as well as transport interventions. Effective partnership working is therefore of paramount importance.

The following section summarises the approach we will seek to adopt in order to address the county’s challenges in supporting a Thriving Economy under the five broad delivery methods.

Delivering Maintenance

By prioritising and managing the maintenance of the transport network we aim to reduce the disruption caused by faults and repairs. This will help to minimise unnecessary congestion that has a negative impact on the local economy.

To assist with this our highway maintenance will be prioritised by factors such as road type, type of fault and resource available, and complemented by the use of tools such as [CAM (a software programme)]. This will enable us to target maintenance work where it will have greatest benefit, which will help to support the local economy. Where appropriate, planned structural maintenance will be undertaken to ensure long lasting and effective repairs are carried out, minimising the need for frequent return visits.

We will also be developing policies to support the prioritisation of the highway network. This will review the priority of maintenance on some low trafficked rural parts of the highway network. These roads, where maintenance activities are curtailed, will be allowed to revert back to ‘nature’. Such a policy will be subject to extensive public consultation once details of how the policy could be applied are finalised.

In addition to prioritising the network we will also be working towards mapping the transport asset (roads, footways, streetlights, signals, signs, bridges/structures etc) to enable better management of all assets that require maintenance. This strand of work will inform the development of the Transport Asset Management Plan (TAMP). This Plan will provide asset specific information, including whole life costs of an asset, to support maintenance decisions. This will enable us to provide the appropriate balance between planned preventative maintenance and un-planned reactive maintenance.

It is important that maintenance increases the resilience of the county’s road network. Interventions, such as planned gully clearance that reduce the risk of flooding will be utilised. In addition, we will continue to explore the use of different materials that are more resistant to extremes in weather. Winter maintenance issues will be prioritised and addressed specifically through the continued development and implementation of the Winter Maintenance Strategy. This strategy and associated interventions will help to ensure that a defined part of the network continues to function during times of disruption caused by snow and ice.

Innovative techniques and technologies will be investigated and used where appropriate, particularly those that minimise the time taken to complete maintenance activities, thereby reducing the associated network disruption.

Transport Asset Management Plan (TAMP) Summary

The TAMP is a tool used to inform our decisions on how to manage and maintain the transport assets (roads, footpaths, bridges, street lights, traffic lights etc) within the resources available.

It is still in development, however when complete it will enable schemes to be prioritised by balancing the need for reactive work against the long term planned maintenance of the network. It enables small scale asset specific maintenance needs to be prioritised and economically driven according to our objectives.

This plan will be built upon the information that is specific to each transport asset group across the maintenance division including carriageways, structures and street lighting. It will include consideration of the way that each asset group is managed, delivered and prioritised.

This will not negate the need for engineering judgement but provides a tool to help balance the prioritisation of work across the service, taking into consideration elements such as whole life costing, lifecycle planning and asset valuation methods. It will help to develop new ways of working across the service either by developing new prioritisation tools or reviewing working practices. As a result, it is expected that the TAMP will be under constant revision as new developments are made and working practices change.

Encouraging Behaviour Change

Behavioural change activities have significantly reduce traffic levels and associated peak period congestion over recent years that is clearly beneficial to the local economy. We will continue to encourage the private sector to engage with us to develop business travel plans (see page 70), either voluntarily or through the planning system. This will embed sustainable transport principles into businesses’ regular ways of working.
In Focus: Business Travel Plans

Pinewood Studios in South Bucks has an active travel plan in place, and has been working with us for a number of years to reduce the number of vehicles arriving at their sites each day. The business actively encourages car sharing by taking part in our campaigns (displaying posters and promoting the benefits to staff) and has provided cycle facilities for staff to encourage them to cycle to and from work. They also provide a free shuttle bus for people working at or visiting the Studios.

Pinewood Studios was one of the first companies to be awarded a grant of £1,000 to help reduce the cost of business travel through the Sustainable Routes Project (www.sustainableroutes.co.uk). The grant has supported the implementation of their travel plan. The grant was used to fit vehicle tracking devices to their free shuttle bus, so that waiting passengers can view the location and arrival time of their bus in real time on bus stop monitors or on their computer. The introduction of this system was estimated to save Pinewood Studios 1055 tonnes of carbon dioxide every year.

Sustainable Routes is a pioneering scheme, funded by the European Regional Development Fund (ERDF), available to businesses with five to 250 employees in Oxfordshire, Buckinghamshire, Milton Keynes and Wokingham that focuses on smarter travel choices. The grant must be matched by the business and can be used to fund numerous initiatives such as consultancy on remote working infrastructures, developing flexible working policies, video conferencing equipment and fuel conversion.

Businesses will be expected to encourage behavioural change amongst their staff for the work commute and for business travel. Business travel plans can vary between companies and locations. Some of the initiatives that will be promoted include:

- Greater use of teleconferencing;
- Encourage remote working to reduce the need to travel;
- Promoting the use cycling, walking, public transport, especially for business travel;
- Car sharing by staff and customers;
- Flexible working arrangements;
- “Greening” of business fleets through the use of sustainable fuels including hybrid and electric vehicles; and
- Better management of staff car parking stock.

New employment developments will be required to submit and sustain travel plans as a condition of its planning approval. Travel plan coordinators will be expected to manage and implement action plans, including behavioural change initiatives. In addition, we will encourage the continual monitoring and establishment of targets to ensure impact and effectiveness of travel plans.

Large housing developments will be required to develop and sustain travel plans. One of the expectations of the developer will be that travel information will be provided to all new residents prior to their move and on occupation so that their behaviour can be influenced before travel routines and habits are established.

Case Study: Change for Chesham

The Challenge

Chesham town centre was identified as an area where sustainable travel change could be delivered. The area has high pollution levels caused primarily by road traffic and congestion on junctions at peak periods that has a detrimental effect on the local economy. Although the area has good local transport provisions, including public transport links and cycle/walking routes, the challenge was to influence travel behaviour by encouraging residents to use alternatives to single occupancy car travel.

The Solution

A travel change campaign ‘Change for Chesham’ was launched in 2009, highlighting the air quality issues and encouraging people to make a personal change to help reduce car use in partnership with Chiltern District Council. The campaign was primarily targeted at 3,500 residents, 150 businesses and 15 schools within the focus area. The main activities included:

- Launch event at Lowndes Park (promoted via flyers, posters, and radio) and website launch - www.changeforchesham.co.uk
- Information packs for residents (guides on sustainable travel and getting active)
- Information packs for businesses (including promotional materials and ideas on encouraging staff to consider their travel options)
- Information packs for schools (including lesson plans on air quality and sustainable travel, stickers, and fun ways to promote sustainable travel to school)

The Outcome

The results of the scheme were extremely encouraging with 39 residents pledged to make a Change for Chesham in the first month with 14,650 hits on the website in six months. Two percent of the businesses contacted pledged their support and are now part of our database of businesses with travel plans, receiving ongoing support and taking part in all campaigns throughout the year.

Traffic in the morning peak dropped from 1,616 to 1,257 vehicles per hour after the event and there was a 14% increase in bus patronage. All primary schools in Chesham took part in Walk to School Month in October 2009 and air quality levels improved by three percent.
Case Study: School Travel Planning

The Challenge

Schools were finding it difficult to come up with new promotional and marketing ideas to encourage pupils and their families to leave their cars at home and travel to school sustainably.

The Solution

Our school travel planning team allocated specific themes to each school term to provide a focus for marketing and promotional activity. The aim of this was to help ensure that all campaigns were linked and a consistent focused message was given to pupils and parents. In the autumn term of 2009, an “air quality” theme was trialled. The theme highlighted that people can make their own steps to help improve air quality in the local area by travelling sustainably. In advance of the term every school was sent an information sheet provide facts, information, and ideas.

The Outcome

The trial was a great success and positive feedback was received from a number of schools. Schools developed some imaginative ideas of their own that worked well, the pupils had a lot of fun and less people travelled by car as a result.

One school encouraged pupils to collect leaves on their walk in and the class with the most leaves won a reward. As a result the project has continued with a new theme each term, for example ‘independence’, ‘health’, and ‘global’. It continues to be a good and cost-effective way of helping to reduce car use on the school journey.

By working with Network Rail and rail operators, we will support and improve the sustainability of our rail stations. This will be pursued through the development of travel plans to encourage an increase in the proportion of journeys made by sustainable modes; whilst simultaneously trying to increase the amount of trips made by rail. Rail station operators should integrate their travel plan with their parking policies so that these complement each other. In doing so we must ensure parking demand is not simply transferred off site, resulting in unacceptable levels of on street parking in the surrounding area.

During the lifetime of this Plan, the application of personalised travel planning activities will be explored where resources permit, and targeted within those areas where such activities could provide for a significant change in travel habits.

Delivering Management and Tackling Congestion

Future effective management of highway network will balance the needs of car drivers for complex, medium length trips with the need to encourage more people to use more sustainable modes for shorter trips, or reduce the need to travel at all. By improving the situation for the car driver, there is a risk that in providing faster and more reliable highway routes, longer distance traffic could be drawn off the National Strategic Road Network onto the county’s roads. We will therefore endeavour to provide a balanced approach to meet the needs of a range of users and journeys.

Through effective network management and efforts to reduce the demand for car travel, serious instances of congestion and delay can be mitigated without the need to build expensive new capacity. Effective traffic management is an important way to help maximise the use of the existing road network. The use of technology is an essential component in addressing the congestion issues across the county. We will seek to develop and build on the traffic management technology (Urban Traffic Management Control systems – see case study) that has already been rolled out in High Wycombe and Aylesbury. This will ultimately result in more effective management of road traffic across the county, particularly on those routes that are of critical importance to the local economy.

Technology will assist with more rapid responses to problems on the network, and inform drivers to avoid certain areas and suggest alternative routes. It can also co-ordinate traffic signals better to reduce delays. The ability to suggest alternative routes is clearly limited by the availability of suitable diversionary routes. This is a key factor in how resilient the network is to unforeseen events, such as accidents or emergency works. We need to consider how we plan any new highway infrastructure, and how we manage and maintain existing highway infrastructure guided by our Strategic Highway Network, to increase resilience.
The Challenge

Traffic levels have been growing as a result of housing and economic growth as well as higher levels of car ownership and use. Building more road capacity is often not financially viable, environmentally sound or in the interests of creating attractive urban environments. Instead, measures are required that maximise the use of the existing road network for all users, at the same time as encouraging people to travel by alternative modes.

The Solution

UTMC entails a package of various technologies that are linked to a central database to collect live information on travel conditions, allowing us to have a strategic overview of the status of the road network. This enables us to be responsive to events on the network and disseminate live travel information to road users. Information is collected from traffic signals and counters, CCTV cameras, Automatic Number Plate Recognition (ANPR) Cameras, air quality detectors, vehicle fleet tracking systems, and Real Time Passenger Information (RTPI) transmitters.

This information is received into a common database and used to manage traffic signals, inform our plans and strategies and potentially update a live traffic model. The system allows us to develop and store pre-determined responses to situations (strategies) that can be deployed instantly when a problem is detected to reduce congestion and activate public information messages. It is then possible for us to disseminate this live information to all travelling public via the Service Information Centre, free text and car park capacity Variable Message Signs (VMS) on the highway, and passenger transport real time displays at bus stops, interchanges and public places.

The Outcome

In 2010/11 the core UTMC system was installed in Aylesbury, along with the on street data collection and dissemination equipment. On-street equipment has been and will be deployed in the High Wycombe urban area. With this platform now in place, existing and future equipment installed on the highway network countywide will be linked to the system to enhance our traffic monitoring, management and information dissemination capabilities. This will support the improvement of journey time reliability, the tackling of air quality problems and the overall improvement in journey experience.

Case Study: Urban Traffic Management and Control (UTMC) system

Through our transport development control function we aim to ensure developments fully mitigate their impact on the transport network, and maximise their potential for travel by sustainable modes.

Since managing the client transport contract, Amey have managed to reduce the number of vehicles on the road by placing pupils on larger vehicles wherever possible. In recent years, approximately 100 vehicles have been removed from the road by using fewer but larger vehicles to deliver mainstream home to school transport. They will continue to identify such efficiency savings over the Plan period.

Utility companies are and will continue to be managed to minimise their impact on the highway network, particularly on the strategic highway network and other routes identified as sensitive by the network hierarchy. Wherever possible the duration of the works will be kept to a minimum and lane closures and disruption avoided at peak times.

Parking management can be used to help to manage the demand for road space within our towns and villages. This tool will not be used to penalise car drivers, as there are many areas of the county that do not have alternative means of travel. Consideration needs to be given to the provision of a balanced sustainable mix of short and longer term parking. The appropriate use of parking management, through pricing and capacity control, can reduce demand during the peak period and improve the economic vitality of an area by increasing the turnover of vehicles. Parking controls will be supported by effective enforcement measures, in the interests of ensuring efficient use of the spaces available and in the interests of safety and traffic flow. In our larger urban areas, parking and access studies are undertaken with the District Councils to inform the level (quantity) of on-street parking within the town centres; the pricing and use of off-street car parks; workplace parking supply and management; and the future growth in parking demand. By finding the right balance between these options, parking management can make a significant contribution to town centre economic vitality and peak period congestion reduction.

In our smaller towns and villages, parking is managed with similar tools, capacity and charging, however with a different economic and congestion management context. The aim is to ensure that the local economy is supported by suitable parking facilities, but sustainable travel alternatives for local journeys are encouraged.
Congestion Strategy Summary

We will build on the success of our previous Plans in managing the growth of traffic and associated levels of congestion, to benefit the county’s road users. Improving conditions for the car driver is a key aim of the congestion strategy, to support a Thriving Economy in Buckinghamshire. Our approach to congestion management will target the strategically important parts of the network, through the designation of Primary Congestion Management Corridors (PCMC) and Primary Passenger Transport Corridors (PPTC).

A PCMC will benefit from more tightly managed street works activities, as well as a range of measures that could include junction improvements, capacity improvements and Intelligent Transport Systems, with the overall aim being to improve journey time reliability. A PPTC will look to achieve the same things for buses, with measures that could include bus lanes, and priority measures at junctions either through a redesign of the junction or using traffic signals. The congestion strategy will include an action plan for the PPTCs and PCMCs, as well as the main settlement areas within the county, where the majority of trips either start or finish.

The table below shows the corridors currently identified as PCMCs and PPTCs:

<table>
<thead>
<tr>
<th>PCMCs</th>
<th>PPTCs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aylesbury</td>
<td></td>
</tr>
<tr>
<td>Bicester Road</td>
<td>Bicester Road</td>
</tr>
<tr>
<td>Buckingham Road</td>
<td>Buckingham Road</td>
</tr>
<tr>
<td>Tring Road</td>
<td>Tring Road</td>
</tr>
<tr>
<td>Wendover Road</td>
<td></td>
</tr>
<tr>
<td>High Wycombe</td>
<td></td>
</tr>
<tr>
<td>London Road (east)</td>
<td>London Road (east)</td>
</tr>
<tr>
<td>London Road (west)</td>
<td>London Road (west)</td>
</tr>
<tr>
<td>West Wycombe Road (west)</td>
<td>Marlow Hill</td>
</tr>
<tr>
<td>Hughenden Valley</td>
<td>West Wycombe Road (west)</td>
</tr>
<tr>
<td>Chesham and Amersham</td>
<td></td>
</tr>
<tr>
<td>A4146 Chesham and Amersham</td>
<td>A4146 Chesham and Amersham</td>
</tr>
</tbody>
</table>

Interurban ‘Priority Congestion Management Corridor’

A411 Length throughout county
A4146/A418 Aylesbury to MK (via Wing)
A413 Aylesbury to Denham
A4010 Aylesbury to High Wycombe
A355 Amersham to Berkhamsted
A4 Maidenhead to Slough

During the first year of the Plan our congestion strategy will continue to be developed. As a consequence, these designations will be reviewed and new corridors may be added, with the annual Implementation Plan revisions providing future updates.

We will seek to secure funding from public and private sector sources, to build upon the existing on-street technology. These improvements could include the installation of variable message signs to provide travel updates for road users, bus priority measures, further use of interactive bus stop displays, CCTV cameras to monitor major junctions and journey time cameras.

The approach to managing congestion on the road network will include:

- Ensure new developments reduce their impact on the highway network.
- Efforts to reduce the amount of time taken up by street works on the roads and pavements, particularly on the busiest and most traffic sensitive routes, through a coordinated approach to works carried out on the network.
- Work with the local planning authorities and partners to improve the amount of local service and employment provision to ensure more localised travel habits.
- Encouraging travel by greener modes rather than the car. Such as through encouraging the use of travel plans and through supporting improved facilities for the promotion of walking, cycling and passenger transport.
- Strategies to better manage parking and actively discourage people with attractive alternatives from driving to town centres.
- A review of the role played by powered two wheelers (PTWs) and taxis in tackling congestion, and how we can support them in this.

With regards to congestion charging, we recognise that schemes have been used in London and Durham that have aimed to reduce traffic and congestion. Nationally, we see significant potential in the concept of road user charging as an effective means of controlling access to and use of the road network to reduce peak time traffic congestion, and the wider application of further individual congestion charging schemes in other conurbations and larger cities across the country. However, we do not currently consider it appropriate or cost effective for such schemes to be developed in isolation in smaller towns of the size of Aylesbury, High Wycombe, Chesham or Amersham.

Particularly in the densely populated South-East, where the distance between adjacent towns is not great, it is clear that the economic disbenefits arising from the displacement of traffic will more than outweigh the congestion benefits gained. Experience elsewhere suggests that local charging on such a small scale in individual towns the size of those in the county is unlikely to be financially viable in terms of income received, relative collection and enforcement costs. Local road...
user charging is not therefore, currently considered a viable local management tool.

The town centre regeneration proposals for Aylesbury and High Wycombe rely on improvements to the public realm and accessibility. These proposals could include the sharing of road space and its reallocation to pedestrians and cyclists (see Shared Space case study). This will contribute to both town centre visions by improving the vitality and appearance of them, whilst at the same time enhancing access within these centres. These aspirations could ultimately be hindered by growing traffic levels if these are not sufficiently managed.

A holistic joined-up approach is required for these public realm enhancements to provide for the needs of car users and other modes. Where funding is available and there is a local desire for improvements, we can support the application of new urban and highway design principles, such as shared space and those espoused in Manual for Streets 2 (DfT, 2010), in smaller urban locations to tackle problems associated with traffic movement.

Case Study: Shared Space

The Challenge
In common with many UK towns and cities, Aylesbury, High Wycombe and other market towns have traditionally been developed around the guiding principle of keeping traffic and pedestrians segregated, reflecting the prevailing planning ethos established in the 1960s. As traffic levels have increased in recent decades this has resulted in pedestrians and other modes such as cycling, being squeezed out as more space has been required to accommodate traffic. Busy, principal roads passing through or closely around town centres have damaged the build environment and public realm. This has been detrimental to the safety of more vulnerable road users and air quality, and has created a barrier to pedestrian and cyclist movement.

Large roads such as Abbey Way flyover in Wycombe and the inner ring road in Aylesbury not only form physical but also psychological barriers to pedestrian movement, and undermine the future growth and vitality of the towns.

The Solution
Manual for Streets 2 (DfT, 2010) promotes ‘mixed priority streets’ and encourages transport authorities to design streets that naturally slow down the traffic, yet maintain a substantial traffic flow. This should be realised by re-balancing how much of the highway is given over to the needs of traffic and permitting other modes to move more freely within the extent of the public highway. Counter intuitive actions such as removing guard railing and physical delineators between the road and footway, have been shown to be safer design solutions when implemented as part of a comprehensive package of improvements, as they encourage motorists to alter their behaviour in response to the pedestrian activity around them and the public realm they are passing through. ‘These ‘shared space’ principles can be adopted to varying degrees depending on the location, but offer the potential to accommodate traffic flow, whilst at the same time improving the public realm and improving the accessibility and perception of town centres for all highway users.

We have been working closely with our District Councils and other partners in the development of the long term visions for Aylesbury and High Wycombe. These improvements are expected to be delivered largely through developer contributions as the towns grow. Integral to these visions will be the use of latest best practice highway design principles, such as ‘shared space’. Detailed designs are still being developed but below are some concept drawings for High Wycombe and Aylesbury that illustrate how some ‘shared space’ principles may be applied.

The Outcome
The public transport network provides links to key destinations and employment centres that many people rely on. Bus services in Buckinghamshire are provided through a balance of commercial and subsidised provision. Bus operators run commercial routes with the local transport authority having the powers to tender for wider provision on a subsidised basis to supplement these commercial routes. Alternatively we can fund services deemed non-commercial by bus companies.

The core network of bus services aims to provide every community in the county with a population in excess of 2,000 with a link to a local centre. Although largely operated on a commercial basis, some support is provided to enhance frequencies with the majority of our daytime core services operating at least once per hour. We will continue to work closely with the bus operators to effectively market and promote public transport as well as improving punctuality and reliability of
services. This partnership working has had the dual benefit of achieving modal shift and increasing bus ridership as well as giving operators the confidence to make significant investment in improved services and directly contributing to the overall aim of reducing congestion.

Supporting New Infrastructure

New infrastructure will be considered where there is a genuine lack of connectivity between key centres and where it will enhance the local economy. Wherever possible, we will look to provide sustainable transport improvements and packages instead of solely providing additional road capacity that do not always provide the best value for money. We will continue to lobby for and seek to improve rail services and infrastructure, but also support more investment in interurban bus and coach services.

There are a number of significant enhancements to the rail network already committed (see Table 4.7) throughout the county, in addition to the Evergreen 3 project already outlined (see ‘In Focus’ box). We will continue to work with Network Rail and the Rail Operators to maximise the benefits of these improvements to our residents.

In addition to these enhancements we will be continuing to support the proposed East West Rail scheme (see case study) that will transform rail connectivity in the north of the county, as well as contributing to enhanced north-south links by public transport.

Table 4.7: Committed rail network enhancements

<table>
<thead>
<tr>
<th>Intervention</th>
<th>Description</th>
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<tbody>
<tr>
<td>Crossrail</td>
<td>Crossrail will be a new high frequency, railway for London and the South East operational from 2018. Crossrail will travel from Maidenhead and Heathrow to Sherrifeld and Abbey Wood in the east via new twin tunnels under Central London. It will link Heathrow Airport, the West End, the City of London and Canary Wharf. Within Buckinghamshire Crossrail will serve Taplow and Iver stations.</td>
</tr>
<tr>
<td>National Stations Improvement Programme</td>
<td>Funded primarily by the DfT, this five year programme aims to deliver £165 million worth of station improvements to a minimum of 150 medium sized stations in England and Wales. Stations in the programme include Aylesbury Town, Gerrards Cross, Milton Keynes Central, Princes Risborough and Iver.</td>
</tr>
<tr>
<td>High Wycombe Station Transport Interchange</td>
<td>Chiltern Railways is progressing the £6m scheme to create a new transport interchange at High Wycombe station expected to be completed in early 2011.</td>
</tr>
<tr>
<td>Metropolitan Line</td>
<td>During 2011 service changes will see the shuttle service between Chesham and Chalfont &amp; Latimer stations replaced by two direct services per hour to and from central London, as part of a wider upgrade of the Met line. Services to and from Amersham station will be reduced from four per hour to two during off-peak times to allow for the improved Chesham services.</td>
</tr>
<tr>
<td>Station Car Parks</td>
<td>Chiltern Railways continue to progress their car park expansion programme to meet their franchise commitment. The most recent in Buckinghamshire has been a new dock at Haddenham and Thame Parkway (226 additional spaces). Additional parking is also planned at Gerrards Cross and High Wycombe stations.</td>
</tr>
<tr>
<td>Evergreen 3</td>
<td>See ‘In Focus’ box on page 65.</td>
</tr>
</tbody>
</table>

Case Study: East West Rail

The Challenge

Aylesbury and the surrounding hinterlands in the north of the county have limited east-west and north-south strategic transport links. If Aylesbury is to grow sustainably and attract inward investment, connectivity with neighbouring economic centres - Milton Keynes to the north and the Thames Valley to the south – will need to be significantly improved.

The Solution

The East West Rail (EWR) project aims to provide a new east-west orbital route between the East of England and South Central England using primarily existing infrastructure. The EWR project aims to create a strategic transport link between Reading, Didcot, Oxford, Bicester, Aylesbury, Milton Keynes, Bedford, Cambridge, Norwich and Ipswich supporting sustainable growth. The “Western” section will link Aylesbury to Milton Keynes and Bedford via a new station at Winslow.

Furthermore, the Milton Keynes to Aylesbury services could be extended south via Princes Risborough to High Wycombe thereby delivering the first ‘building block’ of a new north-south strategic transport link within the county. The Chiltern Railways Evergreen 3 project will deliver a significant part of the western section works, therefore reducing the cost of the EWR project. The western section of the scheme could be operational by 2017 at a cost of £250m.

The Outcome

East West Rail is a strategic infrastructure project that will bring benefits across a wide area of central, eastern and southern England, including:
- Supporting economic growth and investment in new jobs and homes
- Faster journeys between towns and cities to the north and west of London, avoiding the need to travel via the capital
- Providing an alternative to travel by road, reducing congestion and carbon emissions
- Creating increased capacity elsewhere on the rail network in the longer term
- A step change in connectivity for the north south axis in Buckinghamshire
The Western Section of the route between Reading and Bedford, with a spur to Aylesbury, is the most advanced in planning terms. It can be delivered with relatively limited investment in new track and signalling. The DfT will be assessing the scheme for possible Government investment in the period 2014 -2019.

The Government is promoting the CIL as the way in which local authorities can secure contributions from developers towards the costs of strategic infrastructure. This Council, along with all local authorities along the route, is committed to including EWR in the infrastructure planning that will underpin our CIL Charging Schedule.

**Aylesbury Vale Parkway**

### The Challenge

New growth in the west of Aylesbury has meant that it was essential to try and ease the impacts of this with measures to reduce the amount of traffic growth. For development to be sustainable and the new businesses to succeed, there was a need for an integrated transport network that reduced the need for both residents and employees of the local businesses to use their vehicles to access employment, homes, education and services.

### The Solution

A new rail station, Aylesbury Vale Parkway was built next to the A41 adjacent to the Berryfields major development area (MDA) on the north-western outskirts of the town. Eventually it will be linked to the A413 near Weedon Hill via a new link road. It was delivered in partnership with Chiltern Railways, Network Rail and property developers. It provides a public transport interchange to intercept traffic before it enters Aylesbury, providing a quality bus service into Aylesbury via a new bus based park and ride, as well as reliable train services directly into London.

### The Outcome

Between 14 December 2008 and 14 March 2010, 25,835 people boarded a train from Aylesbury Vale Parkway. Assuming that each person would have travelled individually by car to Aylesbury Station (a round trip of 5.4 miles from Parkway), the new station has meant that around 140,000 fewer miles have been driven. Patronage levels are also being aided by Chiltern Railways working with the Berryfields developers to provide rail season tickets to London for new residents, to encourage sustainable travel habits.

Currently, and for the foreseeable future, there is not a strong enough business case or likelihood of delivery for reinstating a rail service between High Wycombe and Bourne End as part of an improved north south link between High Wycombe and the Thames Valley. However the safeguarding of this route for a high quality, segregated traffic free walking and cycling route ensures that such a use in the longer term remains viable.

A further project we will continue to support is the regional coachway facility near the...
Handy Cross M40 junction in High Wycombe (see case study). Part of our aim to improve public transport connections between High Wycombe and the Thames Valley, this project will enhance inter urban and long distance public transport connectivity in the south of the county. This will ultimately support a modal shift within and to/from High Wycombe.

There may be occasions where new road transport infrastructure will be required in locations where there is new growth, development or an identified need. A balance needs to be struck between new infrastructure and the over provision of highway capacity often associated with infrastructure delivered by developments, as this will conflict with other goals that seek to contain traffic growth.

Critically where out-commuting is higher, such as Aylesbury, there is a distinct need to create the right climate in order to secure employment investment. If connectivity particularly by road is central to investment, a tension may emerge as this may result in more out-commuting. Other factors that will encourage local employment growth and in turn more local commuting patterns should be supported, such as improving the skill and knowledge base of the local workforce, improved ICT and superfast broadband and the availability of local services.

Case Study: High Wycombe Regional Coachway

The Challenge

There is limited express interurban bus service provision between High Wycombe and other key centres, notably in the Thames Valley. This leads to a lack of travel choice and an over-reliance on the private car. Existing services that currently serve the M40 do not stop regularly at High Wycombe given the lack of an accessible coach facility.

The Solution

The High Wycombe Regional Coachway scheme involves the construction of a high quality public transport interchange at the Handy Cross site adjacent to A404 Marlow Hill and M40 junction 4. The current preferred option incorporates attractive public realm features, a modern public transport interchange and multi-storey car park with access points for vehicles, pedestrians and cyclists. It will ensure coach services are well integrated with other forms of public transport, with excellent interchange opportunities with local bus services and a park and ride service to the town centre and High Wycombe railway station. The scheme will be designed to accommodate future planned inter-regional, north-south coach services.

The Outcome

Delivery of the preferred option will improve east-west coach services to and from High Wycombe. The new facility will provide the opportunity for operators to serve the town in an efficient way, thus helping to increase transport options for residents. The inclusion of bus and coach operators in the development process will ensure the facility will be used by operators into the future and be well integrated with existing bus and rail networks. It is hoped that the facility will also be the catalyst for new coach services to commence that improve north-south links between High Wycombe, Thames Valley and London Heathrow Airport.

Where resources allow, we will continue to target capacity improvements at key junctions and pinch points to alleviate congestion, where these are deemed the most cost effective way of enhancing traffic flow and capacity.

We will continue to support infrastructure improvements to encourage people to use an alternative to the car. Funding for new infrastructure to support walking and cycling will be sought to enable shorter commuter journeys to be undertaken by these modes. Public transport infrastructure, including Real Time Passenger Information (RTPI) and bus priority measures will be implemented to support medium and longer distance commuter journeys. Park and ride sites will be considered as an option and funded where possible to reduce congestion in our key urban centres.

To deliver sustainable growth and regeneration of town centres we will deliver urban strategies that support public realm improvements, bus priority measures and other accessibility improvements.

The DfT have recently published Investment in Highways Transport Schemes’ that sets out the new roads programme. All major road schemes on the strategic road network have been assessed against four broad criteria, public value for money, strategic value, deliverability and non-monetised impacts. Proposals for the managed motorway scheme between junctions 3-12 of the M4 are being reviewed. We will work with the Highways Agency on this and other schemes of relevance to the county to ensure the best possible schemes are progressed.
Partnership Working

Successful partnership working is crucial to deliver a step-change in the county’s population to employment balance. This needs to ensure that the appropriate workforce skills are developed and are attractive to employers across the county, whilst matching employment opportunities with the capabilities of the local labour market. We will continue to work with the district planning authorities, developers and other partners to ensure that the right balance between employment and housing is achieved in the county in order to reduce the need for residents to commute long distances.

In Focus: Buckinghamshire Business First

Buckinghamshire Business First (BBF) was formerly known as the Buckinghamshire Economic and Learning Partnership. It is a lobbying organisation and “think-tank”. BBF provides a forum through which individual partners, significant local companies, public sector agencies and community organisations can come together to co-ordinate activities and act as a catalyst for the sustainable, long-term prosperity of the county. Partners work to identify what actions need to be taken to improve the economic situation in the county and co-operate to promote activities that would not otherwise occur.

Key priorities are:

- Making Buckinghamshire a top place to do business in Europe.
- Ensuring that the public, private and voluntary sectors are working together to ensure the highest quality of decision-making for the economic prosperity of the county.
- Working with all the key partners to ensure long-term sustainability.

BBF has a unique contribution to make:

- Raising awareness of Buckinghamshire as a place to do business.
- Building a strong evidence base to inform major decisions, particularly in the planning arena.
- Lobbying for additional resources to sustain our economic well-being.
- Championing new projects that will improve the business environment.

We will continue working with District Councils, developers, the Highways Agency and other partners to ensure that new developments are in accessible locations with good access by sustainable transport (walking, cycling, and public transport) to services, healthcare, employment and education. Any new developments will have to mitigate its impacts on the transport network. We will work with these partners to develop and where possible deliver the town centre regeneration improvements for Aylesbury and High Wycombe (see case study).

We will continue to work with the District Councils along with our new parking service provider to deliver an effective approach to parking management across the county.

We will work with partners to encourage growth which features non-transport solutions including home service delivery arrangements, remote working provision and improvements to information and communication technology (e.g. improved broadband provision). The overall aim will be to create self-sufficient, sustainable communities.

Case Study: Aylesbury and High Wycombe Town Centre Regeneration

Aylesbury

Aylesbury town centre has seen significant changes over the recent years through improved infrastructure and development. The improvements have included the Public Transport Hub, the Bourg Walk Bridge and Crossing and the recently opened Waterside Theatre. These enhancements have all been focused around tackling certain problems identified within Aylesbury that may be discouraging residents and visitors. These issues include an insufficient retail and catering offer, a weak leisure and business offer within the town and a perception that access into and around the town centre is impaired for public transport, pedestrians and cyclists.

We have been and will continue to work with Aylesbury Vale District Council and other partners to improve the access into and around the town, whilst changing the public realm and streetscape of Aylesbury. The joint working has already started with looking at:

- Modifying the inner ring road that is perceived as a barrier to the expanding town
- Improving the public realm and removing street clutter
- Assessing the parking opportunities
- Reviewing the access points into the town
- Identifying ways in which to break up the harsh infrastructure with planting and trees

In the future we will be looking at new development opportunities throughout the town that will facilitate the necessary changes required to improve the town’s offer. We want to develop better working relationship with the shopping centres to deliver improvements, and it is likely we will examine the feasibility of relocating the bus station in order to improve accessibility.

Whilst we continue to investigate these improvements, there is an understanding that the roads within Aylesbury town centre also form a functional role in moving people, goods and services around the town. Therefore any measures must balance the benefits of improvements against the potential disbenefit of worsening congestion in the town. As a result we will also be looking at the longer term infrastructure and public transport packages that are essential in order to assist and deliver Aylesbury’s development opportunities.
High Wycombe

The Challenge

Wycombe Town Centre Masterplan identifies a number of issues which need to be addressed in High Wycombe, including:

- A poor image among its neighbours and visitors
- Movement by all modes is unsatisfactory, with the needs of the car taking precedence over other users
- The town has suffered from a series of separate developments that together add up to less than the sum of their parts - the successful Eden shopping centre is isolated from the historic retail areas of Frogmoor and the High Street which consequently are struggling

The Solution

The Wycombe Masterplan identifies the negative and divisive impact of the town centre roads, namely Abbey Way flyover and to a lesser extent, Archway. The vision therefore aims to reconnect and enhance the town centre, maintaining access whilst reducing road and traffic intrusion through the removal of these two sections of highway and the provision of an alternative town centre network. The Masterplan is not just about the removal of the Abbey Way flyover and the downgrading of Archway; it is about doing so in a way that ensures that the town centre remains accessible. The space released from the highway can be made available for development which will increase High Wycombe’s offer in terms of retail and business development and provide significant open space improvement in the town including the creation of public "squares" at the Abbey Way ring junction and Oxford Road roundabout, and the reopening of the River Wye.

Improvements to the public realm will help improve people’s perception of the town, thus encouraging more investment and encouraging visitors to stay longer and spend more within the town centre.

![Indicative artist’s impression of new public space created at Oxford Road roundabout.](Source: High Wycombe Town Centre Masterplan Background Paper (WDC and TfB, June 2010)](https://example.com/)

The Outcome

The long term aspiration is that town centre traffic will be accommodated on a new route, allowing for the full integration of the historic and expanded town centres. High quality public open spaces will connect key areas together, including opportunities to enjoy the River Wye and the heritage of the town centre, with direct and attractive linkages for pedestrians and cyclists. Investment in new development sites will bring new shops and businesses to the town, creating jobs, attracting more visitors and increasing footfall and spend in the retail areas. Improvements to the public realm will increase property value and improve public perceptions of the town centre.

As part of recent planning changes local communities are likely to be given more power in decision making. We, along with the District Councils, will continue to work with, guide and support local communities in the development and delivery of local priorities and Neighbourhood Plans. This should ultimately ensure that local communities can benefit as much as possible from growth in their area

We will work with neighbouring authorities to tackle congestion and journey time reliability issues on the network. In addition, we will liaise with neighbouring authorities and adjacent LEPs in support of new infrastructure, such as East West Rail and the Wycombe Coachway.

We will continue to work in partnership with bus service companies through various formal and informal agreements to maintain the level of service in the county. Such partnership arrangements include Quality Bus Partnerships, the Bus Punctuality Improvement Partnership (BPIP) and the Aylesbury Quality Network Partnership (AQNP). We have a number of quality bus partnerships in place delivering service enhancements such as higher frequencies and new branded vehicles in return for us agreeing a level of subsidy and sharing promotional materials and performance figures with the bus companies.

The BPIP and AQNP are formal arrangements. As part of the BPIP we liaise with bus companies regularly to make bus companies aware of planned roadworks, and together to tackle bus services with unreliable punctuality. The AQNP is a recent initiative with Arriva that is looking to provide a more integrated network, with better bus coordination and single ticketing options, between the individual bus companies serving Aylesbury. During the course of this Plan we will look at the viability of extending the AQNP approach to Wycombe, and this could provide the platform for developing integrated ticketing or smart ticketing options countywide (see case study).
Case Study: Smart and Integrated Ticketing

The Challenge
In order to increase the attractiveness and use of public transport it is essential that a journey from start to finish can be made as easily as possible. At present a key barrier in achieving this aim is the complexity surrounding the purchasing of tickets, the use of the correct ticket and the need to buy a number of different tickets when transferring between bus and rail for a single journey.

The Solution
Smart and integrated ticketing has the potential to revolutionise the way passengers use public transport, and the Government has committed to delivering, with operators and other public bodies, the infrastructure to enable most journeys to use smart ticketing by 2015. Tickets electronically stored (smart) on a card or mobile phone that people top up with credit, can reduce queues at ticket machines and remove the need to carry cash when travelling. They can also make travel more economical by capping multiple single trips in a day at the cost of a travel card, and offering loyalty points for travel or discounts. Smart Tickets, or more simple integrated tickets, also offer seamless travel with the same ticket across different operators and between rail and bus. The London Oyster Card is the most well known example of smart ticketing.

The Outcome
Improved public transport patronage, resulting in reduced car use and lower greenhouse gas emissions, improved air quality and health and reduced congestion. We will investigate with our partners, the potential rollout of such a scheme across the county, given the benefits of reduced bus journey times and improved reliability, and potentially more accurate passenger data to inform service planning and improvements.

During the last Plan period much was achieved through partnership work with the rail industry (see case study). We will continue to work closely with Network Rail, Chiltern Railways and other rail service providers and rail industry members as part of the rail element of our Sustainable Travel Strategy (see summary).

Case Study: Partnership working with the Rail Industry

The Challenge
The local rail network forms an integral part of the county’s wider transport network. The fragmented structure of the rail industry is not necessarily conducive to co-ordinated working. In Buckinghamshire there are four different train operators (Chiltern Railways, First Great Western, London Midland and London Underground) together with two infrastructure owners/providers (Network Rail and Transport for London). The challenge is to forge effective working relationships with these organisations to deliver integrated transport solutions where opportunities occur.

The Solution
We proactively seek to work closely with partners. This is done through liaison meetings both on a topic-by-topic basis and through wider fora. For example, Chiltern Railways engage with local authorities and passenger user groups through a quarterly passenger board where the focus is on new timetables, fare changes and project progress reporting. Network Rail now proactively engages with us on their various Route Utilisation Strategies to ensure local transport and spatial plans are taken into account.

The Outcome
A range of projects and initiatives that contribute to us to meeting our Plan objectives, have been and will continues to be delivered in partnership with the rail industry. Examples on the Chiltern network include:
- Aylesbury Vale Parkway new station opened in 2009 to serve housing growth on the northwest side of the town. This £15m project was jointly sponsored by Laing Rail and the County Council with the injection of an £8m Community Infrastructure Fund grant.
- The Aylesbury Hub opened in 2009. This was a County Council scheme costing £20m project that enables local bus services to pass the station thereby achieving a step change in bus/train integration.
- High Wycombe Station Transport Interchange is a £6m project that has been delivered by Chiltern Railways as part of its franchise commitment. Close partnership working with us has been vital in optimising the various transport interfaces.
- A range of other sustainable station access improvements including new pedestrian and cycling routes, expansion of cycle parking and new bus links serving new housing developments.
- Joint marketing and promotional activity. A pilot station travel plan for Aylesbury is also being developed.
Sustainable Travel Strategy Summary - Rail

Although we have no statutory duty to prepare a rail strategy we wish to harness the contribution that the heavy rail network can make to the overall transport network and to achieving the Plan objectives. This strategy sets out how the County Council is engaging with the rail industry to deliver improved transport integration.

The county strategy will support the delivery of this Plan’s objectives through a range of key initiatives and projects. We will:

- Continue to lead the East West Rail Consortium of local transport authorities in the promotion, development and implementation of the project (see case study).
- Continue to work with Chiltern Railways to improve rail connections between Aylesbury - Princes Risborough - High Wycombe. Through this work we aim to secure rail service improvements between the county’s two principal towns.
- Continue the development and promotion of sustainable access to stations and improved integration between train and other transport modes.
- Develop and promote new bus service links to the stations in Aylesbury and High Wycombe in partnership with Chiltern Railways.
- Develop better walking and cycling access to stations including expansion of cycle parking in partnership with Train Operators.
- Develop a ‘pilot’ Station Travel Plan for Aylesbury in partnership with Chiltern Railways and consider a ‘roll out’ to other key stations.
- Lead the development of a ‘Community Rail Partnership’ for the Marlow-Maidenhead branch line so that it fulfills its potential to support the local economy and community.
- Engage with Crossrail and Network Rail in the delivery and maximisation of benefits to local residents of the western arm of the railway serving south Buckinghamshire through to Maidenhead.
- Continue to work closely with Network Rail, Chiltern Railways, First Great Western and other rail service providers and rail industry members to support rail service improvements to residents.

Chapter 5: Sustainable Environment

Buckinghamshire has one of the highest carbon footprints in the UK. This reflects both its affluence (high levels of energy use) and the county’s semi-rural nature (high levels of car use and above average journey distances). Buckinghamshire’s environment is important to our residents and needs to be protected. This includes not just the valued green spaces and countryside but also our town centres.

Introduction

We must ensure that current and future generations can benefit from our rich and varied natural and built environment. We can do this by managing our environment sustainably - reducing the harmful impact of our actions and protecting our most valued environmental features in towns and the countryside.

There are many benefits of doing this. By reducing carbon emissions and adapting to climate change, central Government will meet their commitment to carbon reduction targets and help reduce the likelihood and impact of extreme weather events and flooding. By improving efficiency and using less energy, materials and fuel we can save money as well as reducing emissions and waste going to landfill. In addition, an attractive environment generates income by encouraging visitors to the area, especially to the Chilterns Area of Outstanding Natural Beauty (AONB).

Central to the success of maintaining a Sustainable Environment is the need for individuals and organisations to make environmentally sound choices. This can mean a change in behaviour such as cycling or walking to work, ensuring household and business waste is recycled or taking advantage of new technology, such as electric cars and low energy lighting. Central and local government, in addition to the private sector and community groups all have a role in ensuring the right choices are made.

National Context

Alongside economic growth, leading the way on reducing global carbon emissions and other greenhouse gases to avert dangerous climate change is among the highest national priorities. For this reason, and given the level of the county’s current carbon footprint, reducing carbon emissions from transport is the top priority of this Plan, alongside supporting a Thriving Economy.

Central Government has committed to a reduction of at least 80% in greenhouse gas emissions by 2050 compared to 1990 levels and is also committed to demanding 2020 targets. Transport can make a significant contribution to this in the long term by decarbonising. It is important that efforts are made in the short and medium term to reduce carbon emissions if targets are to be met and dangerous climate change avoided.

The availability (the peak oil concept) and price of oil are further factors behind why it is important for the UK transport system to become less dependent on a carbonised transport network in the long term.

Reducing waste and increasing levels of reuse/recycling is important not just because landfill is harmful to the environment, but also because of the greenhouse gas emissions associated with production of virgin material and the methane from landfill. Taxes mean that it is becoming increasingly expensive to send waste to landfill and this cost is ultimately born by local taxpayers.
Our long term prosperity and quality of life is enhanced by our environment. It is imperative that natural assets are used and managed in a sustainable way, so that we can meet our energy, minerals, fresh water, clean air and fertile soil needs, and those needs of future generations. Biodiversity, attractive landscapes, the protection of our heritage assets and well maintained urban landscapes are all vital in improving our quality of life, and local economies.

**County Challenges**

**Carbon Emissions**

Buckinghamshire produces more carbon emissions per person than the average for other local authority areas in the south east of England (7.9 tonnes CO₂ as opposed to 7.6 tonnes per person for the south east), although this is still in line with the average for England (8 tonnes) (source: DECC 2008). As can be seen from Figure 5.1, South Bucks has one of the highest levels of CO₂ emissions per person in the county. This reflects the high number of large energy inefficient houses in the county and high levels of car use with typical car journeys being longer than the UK average.

In addition to this there are significant amounts of traffic passing through the district, notably on the M4, M40 and M25 which further contribute to CO₂ emissions.

Local communities and businesses have a responsibility to reduce CO₂ emissions and contribute towards the wider goal of preventing climate change. Potential initiatives include the construction of low energy buildings and the use of alternative energy and fuel. Emerging new low emission technology provides increasing opportunities to make a significant positive impact.

The Buckinghamshire Environment

In 2008, we undertook the Buckinghamshire Landscape Character Assessment. Similar assessments will be completed for Chiltern, Wycombe and South Bucks by the end of the first year of the Plan. Within these documents there is significant reference to the character and nature of our environment. This has demonstrated the totality and quality of the county’s natural and built environment.
Within Buckinghamshire there is an extensive network of sites that are designated as environmentally significant. These include both national (such as Sites of Special Scientific Interest and National Nature Reserves) and international designations (such as Special Areas of Conservation, Special Protection Areas, and Ramsar sites). The Plan’s Strategic Environmental Assessment scoping report summarises in more detail nationally and internationally designated sites in the county. The Chilterns AONB lies across the centre of Buckinghamshire covering about a quarter of the county (Fig 5.2). Legislation requires that the natural beauty of the AONB be conserved and enhanced. Over a third of Buckinghamshire is protected as Metropolitan Green Belt, mostly in the south of the county. In addition the county has number of non-statutory sites that need protecting by the Local Authority.

Recent trends show that whilst the condition of SSSIs are generally improving across England, the condition of some habitats is deteriorating, including the Chilterns AONB, Burnham Beeches SAC and Stoke Common SSSI. (Source: LTP SEA)

Flooding

It is forecast that instances of flooding are likely to increase in the future due to the impact of climate change resulting in increased rainfall. Historically, flooding has occurred in a number of areas across Buckinghamshire.

Towns and villages identified as at risk include those on floodplains (Aylesbury and Marlow) and those with naturally high groundwater levels that are susceptible to surface water run-off following heavy rain (Chesham, Amersham, High Wycombe). Details of Buckinghamshire settlements most at risk of surface water runoff flooding can be found in Table 5.1.

In April 2010 the Government passed new legislation (the Flood and Water Management Act) in a bid to improve the way the country prevents flooding and manages the impact of flooding when it occurs. As a result of reforms in the Act, we have gained new responsibilities to address local flooding issues and co-ordinate work between relevant partners including District Councils, internal drainage boards and water companies. The Environment Agency (EA) continues in its strategic role managing main rivers.

Table 5.1: Top 10 ‘at risk’ settlements in Buckinghamshire of surface water flooding (Source: Department for Environment, Food and Rural Affairs)

<table>
<thead>
<tr>
<th>England Rank</th>
<th>Settlement</th>
<th>Properties at Risk</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>High Wycombe</td>
<td>5,800</td>
</tr>
<tr>
<td>2</td>
<td>Chesham</td>
<td>4,400</td>
</tr>
<tr>
<td>3</td>
<td>Aylesbury</td>
<td>2,000</td>
</tr>
<tr>
<td>4</td>
<td>Marlow</td>
<td>1,900</td>
</tr>
<tr>
<td>5</td>
<td>Amersham</td>
<td>1,100</td>
</tr>
<tr>
<td>6</td>
<td>Wendover</td>
<td>810</td>
</tr>
<tr>
<td>7</td>
<td>Chalfont St Peter &amp; Gerrards Cross</td>
<td>710</td>
</tr>
<tr>
<td>8</td>
<td>Princes Risborough</td>
<td>640</td>
</tr>
<tr>
<td>9</td>
<td>Beaute End &amp; Blackwell Heath</td>
<td>610</td>
</tr>
<tr>
<td>10</td>
<td>Hazlemere &amp; Tylers Green</td>
<td>480</td>
</tr>
</tbody>
</table>

It is essential that we continue to work to reduce the risk of flooding across the county and ensure that infrastructure (roads, bridges and structures, buildings, agricultural land) is resilient to flooding when it occurs. The impact of flooding on the local economy and residents’ homes can be severe. It is essential funding is allocated by central Government and that communities are involved in the decision making process aimed at meeting the local needs.

Conservation Areas

The rich historic heritage and landscape sets Buckinghamshire apart from the surrounding counties. There are currently 213 regionally and locally important conservation areas within the county, ranging from small rural areas such as Hedgerley Village and Little Missenden; to town centres including Aylesbury Town, Amersham Old Town and Beaconsfield Old Town. It is important that the character of these areas are maintained, protected and enhanced. This may be a significant challenge due to the often high purchase and maintenance costs of specialist materials and objects (street furniture, signs) required to maintain the character of conservation areas.

Waste and Landfill Generation

As a society, we are currently producing more waste than ever before with the majority being sent to landfill sites. Economic growth and greater consumer consumption has led to year-on-year growth in waste. In response to this unsustainable growth central Government have set a framework and targets to limit waste production, minimise waste to landfill and to recycle or recover value from waste. A national target has been set to reduce the amount of household waste not re-used, recycled or composted by 29% in 2010 and 45% in 2020 (against a 2000 baseline).

Around 1.75 million tonnes of waste is produced a year in Buckinghamshire. In addition, the county has for many years received London’s waste by rail and road; as the capital does not have sufficient facilities to deal with all its own waste. At present the main method of management is disposal at local landfill sites.
In the future Buckinghamshire must be prepared to deal with the waste it produces, through waste recycling, composting, other recovery (treatment) methods and landfill. This should all be performed as close to the source of waste production as possible. It is therefore essential that we and our communities work together to establish a range of measures to reduce waste, increase recycling and recovery and to minimise the amount of waste sent to disposal at landfill.

**Key Transport Issues**

**Carbon Emissions from Transport**

As evident from Figure 5.3 transport is a major contributor to the country’s greenhouse gas emissions. Over half (55%) of the carbon emissions from domestic transport is generated by passenger cars, with almost a third (30%) generated by HGVs and light duty vehicles.

Transportation, in particular travel by car, contributes to over a quarter of total CO₂ emissions in Buckinghamshire. Due to the semi-rural nature of the county with goods and services dispersed across the area, the car is often perceived as the only viable choice of transport. This combined with a relatively affluent population has resulted in high levels of car ownership and use. Policies set in other areas (for example increasing parental choice in the education and patient choice in the health sector, as well as rationalisation of service outlets such as local post offices) only serve to increase the need to travel by car.

When analysing transport-related CO₂ emissions by trip length and purpose (Figs 5.4 and 5.5), it can be seen that a high proportion of carbon emission arise from trips of between two miles and 25 miles in length. These could potentially be made by more sustainable modes, such as walking and cycling for shorter distances and public transport (bus and rail) for longer distances. Notwithstanding the development of rail and interurban bus/coach network, it will be more difficult to transfer those trips of over 25 miles onto more sustainable modes, so the focus must be on greener and more efficient fuel technology to deliver carbon savings. Currently trips over 25 miles are relatively few (seven percent) but make a significant contribution to CO₂ emissions (38%).

The main reasons for the trips under 25 miles are commuting, shopping and trips for personal business including social visits (Fig 5.5). For trips in excess of 25 miles business travel and commuting make a significant contribution, as well as holidays/day trips and visiting friends/family.
Carbon Emissions and Waste Generation from our Infrastructure and Operations

We are responsible for the operation of all the traffic signals, illuminated signs and bollards and most of the street lights on the county’s road network. This is a significant cost in terms of carbon emissions and finances. Table 5.2 and Figure 5.6 shows how despite reducing lighting energy consumption since undertaking the street light switch-off programme in 2007/8, we still consume more energy and emit more carbon now than in 2003/4 as a result of additional lighting equipment installed when new roads and streets have been built. Increases in energy costs have also had a significant financial impact over the period.

<table>
<thead>
<tr>
<th>Financial Year</th>
<th>Total Energy Consumption (kWh)</th>
<th>Carbon Emissions (Tonnes)</th>
<th>Energy Cost (£)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2003/04</td>
<td>12,823,591</td>
<td>5514</td>
<td>511,661</td>
</tr>
<tr>
<td>2004/05</td>
<td>13,374,254</td>
<td>5751</td>
<td>565,731</td>
</tr>
<tr>
<td>2005/06</td>
<td>13,887,336</td>
<td>5972</td>
<td>772,136</td>
</tr>
<tr>
<td>2006/07</td>
<td>14,140,616</td>
<td>6080</td>
<td>865,590</td>
</tr>
<tr>
<td>2007/08</td>
<td>13,879,593</td>
<td>5968</td>
<td>885,590</td>
</tr>
<tr>
<td>2008/09</td>
<td>13,258,231</td>
<td>5701</td>
<td>912,186</td>
</tr>
<tr>
<td>2009/10</td>
<td>13,541,361</td>
<td>5823</td>
<td>1,297,344</td>
</tr>
</tbody>
</table>

Table 5.2: Energy consumption, carbon emissions and costs from BCC street lighting

Significant quantities of carbon are produced by our client transport function. Some progress has been made in recent years to reduce this. In 2008/9 the total miles travelled by vehicles delivering Special Education Needs transport totalled 1,986,852 miles. In 2009/10 this had been reduced by 180,623 miles (1,806,229). In addition, in 2008/9 the total miles travelled by vehicles delivering mainstream Home to School transport totalled 1,263,502 miles. In 2009/10 this had been reduced to 642,386 miles, a 50% reduction.

Mileage should be reduced to deliver a more efficient operation, and client transport will continue to push their contractors to have more fuel efficient vehicles. By December 2012, all prime contractors (buses over 16 seats) operating Home to School transport will be Euro4 engine compliant or better.

In delivering highway maintenance and management functions we operate and maintain a large fleet of vehicles. In 2010 the fleet size totalled 106 vehicles of various sizes ranging from small car derived vans (CDV) to 26 tonne salt spreaders. European emission standards define the acceptable limits for exhaust emissions of new vehicles sold in the European Union.

Currently new commercial vehicles sold must meet Euro 5 standards. These emission standards ensure newer vehicles emit fewer pollutants such as carbon oxides and nitrogen oxides compared to older vehicles. Higher emission standards are also an indication of improved fuel efficiency, and hence carbon emissions. A summary of our 2010/11 fleet composition is shown in Table 5.3, along with the emission standards they comply with.
As part of our commitment to reducing the amount of carbon and waste generated by our activities, we have undertaken an audit exercise on our carbon emissions, waste production and use of recycled materials.

The results of this audit are available and have been used to baseline and measure our performance over the Plan period. The audit covers the amount of business travel mileage staff undertake and mileage by our fleet vehicles to supplement the data we already have on the energy consumption of our infrastructure.

The audit assessed the quantities of material sent to landfill as part of our maintenance operations, and the amount of material recycled. Future Implementation Plans will feature data from this audit, when providing updates on our performance framework.

**Heritage and Environment**

Transport improvements such as new roads and road widening can often result in additional landtake that subsequently damage sensitive environmental habitats unless impacts are mitigated. There are numerous sensitive natural and urban environments across the county, as outlined previously, as well as issues associated with habitat loss and biodiversity.

Transport can significantly affect the visual appearance and quality of local environments, impacting on the rural qualities of villages, the public realm and the sense of place especially in urban locations. Insensitive signage, the poor condition of transport assets, streetlights, the use of inappropriate materials, noise and vibration from fast moving or high traffic flows can all detract from the appearance and quality of the local environment.

The Campaign for the Protection of Rural England (CPRE) has produced tranquillity maps of England. These assess the level of tranquillity for each 500m² square of the country, including the visual impact of roads; low flying aircraft; light pollution; and noise from transport are among the factors that detract from tranquility. Figure 5.7 shows the county’s tranquillity map and how relatively few areas in the county can be classed as tranquil, particularly in the south of the county.

As part of the European Environmental Noise Directive, Department for Environment, Food and Rural Affairs (DEFRA) have undertaken a strategic survey to identify noise issues on railways and roads. As part of the directive, DEFRA intend to develop noise action plans. The noise action plans will include: an evaluation of the estimated number of people exposed to noise; and identification of problems that need to be addressed; any noise reduction measures already in force and any projects in preparation; actions to be taken in the next five years; and a long term strategy. The annual Implementation Plan will include an update to the development of these noise action plans and our associated strategy.

Tables and Figures:

**Table 5.3: Transport for Buckinghamshire fleet composition 2010/11 (BCC)**

<table>
<thead>
<tr>
<th>Vehicle</th>
<th>Number</th>
<th>Emissions Standard</th>
</tr>
</thead>
<tbody>
<tr>
<td>26 ton</td>
<td>6</td>
<td>Euro 5</td>
</tr>
<tr>
<td>18 ton</td>
<td>25</td>
<td>12 x Euro 5, 6 x Euro 4</td>
</tr>
<tr>
<td>7.5 ton</td>
<td>17</td>
<td>Euro 4</td>
</tr>
<tr>
<td>5.5 ton</td>
<td>24</td>
<td>Euro 4</td>
</tr>
<tr>
<td>CDV</td>
<td>5</td>
<td>Euro 4</td>
</tr>
<tr>
<td>LATS Vans</td>
<td>24</td>
<td>Euro 4</td>
</tr>
<tr>
<td>Self Spreaders</td>
<td>4</td>
<td>Euro 4</td>
</tr>
<tr>
<td>Bell Bridge</td>
<td>1</td>
<td>Euro 3</td>
</tr>
</tbody>
</table>

Fig 5.7: Buckinghamshire Tranquility Map (reproduced with kind permission of CPRE)
One of the main reasons cited by residents for living in Buckinghamshire is the attractive countryside. Indeed, access to the Buckinghamshire countryside is important for quality of life and well-being of our residents. Rights of Way provide direct links between where people live and their local green spaces, as well as to amenities, schools, shops and employment. They can play an important role in walking and cycling, and much of the National Cycle Network in Buckinghamshire runs along byways and bridleways. The Rights of Way Team also works closely with the Chilterns Conservation Board to provide better access in and around the Chilterns AONB; and with the Simply Walk Officer to improve routes used by participants in the healthy walks scheme. Many of the aims in the ROWIP are therefore relevant to those of this Plan.

Maintaining a fully integrated network is essential to protect opportunities for the public to both safely enjoy the countryside for recreation and health; and for non-vehicular access to services and between communities. More information on the ROWIP can be found on the Rights of Way web pages (www.buckscc.gov.uk).

In addition to protecting and improving the rural landscape of Buckinghamshire, it is imperative to protect and improve our urban areas. This is not solely restricted to protecting those areas within designated, conservation areas. As outlined in the Thriving Economy section (Chapter 4), there are clear emerging visions for the regeneration and renewal of our main urban centres. It is imperative that the county’s urban areas are improved to become vibrant town centres with new cultural, retail, employment and leisure offers for the urban and rural population to be proud of.

Transport Objectives

Objective: Reduce the need to travel
Summary: Support the delivery of initiatives and infrastructure that enable people to access services without the need to travel, reducing their carbon footprint by accessing services at or near to home. Initiatives could include the development of high speed broadband in the county, and encouraging employers to support teleconferencing and remote working.

Aim: Total CO₂ emissions from transport associated with avoidable journeys will be reduced.

How We Will Measure Success
- High Speed Broadband coverage in the county
- Levels of traffic growth in Aylesbury and High Wycombe

Objective: Increase the proportion of people travelling by low emission modes of transport
Summary: Increasing the proportion of people walking, cycling, car sharing, using public transport, hybrid cars and vehicles powered by sustainable fuels. Means of delivery include the promotion of new vehicle technologies and cleaner fuels, behaviour change initiatives to encourage people to use low emission modes of transport and working with partners to ensure appropriate sustainable fuel infrastructure is in place (e.g. electric charging points).

Aim: The proportion of people travelling by low emission modes of transport within Buckinghamshire will have significantly increased.

How We Will Measure Success
- Bus patronage data
- Proportion of registered cars in the county that are below a defined emissions standard
Objective: Protect, improve and maintain the local environment

Summary: Effective maintenance and management of transport assets in the interests of the public realm and ensuring that negative impacts of the transport network (e.g. noise, water pollution, visual intrusion, biodiversity, light pollution, flooding) on people and the local environment are reduced.

Aim: Transport infrastructure complementing the public realm to be enhanced and maintained. To reduce the negative impacts of transport movements, on people and the environment.

How We Will Measure Success
Flood Management Plan indicators
Noise Management Plan indicators
Public Satisfaction with the maintenance of roads and pavements
LTP3 Strategic Environmental Assessment Indicators on transports impact on the Water Environment, Geology and Soils, Landscape and Townscape and The Historic Environment

Objective: Reduce carbon emissions and waste associated with transport authority operations.

Summary: Reducing carbon emissions and landfill associated with transport infrastructure including street lighting, the construction of assets (e.g. roads, pavements and bridges) and the maintenance of those assets. Also includes the reduction in carbon emissions associated with County Council employees journey to work, which are covered by our Travel Plan, and emissions from our client transport function and other bus services which we support.

Aim: CO2 emissions associated with Transport for Buckinghamshire operations to be reduced.

How We Will Measure Success
Our operational CO2 emissions including business mileage
County Council employee car use on the journey to work

Our Approach
The following section summarises our approach to addressing challenges within Buckinghamshire linked to Sustainable Environment under our five broad activities.

Delivering Maintenance
We will prioritise the maintenance of popular cycling and walking routes, informed by our network hierarchy to encourage the use of zero emission modes of transport. Maintenance will be undertaken in an efficient and effective manner reducing associated fuel use. Where possible, materials with low life cycle levels of carbon will be used and materials with high recycled content.

Maintenance activities will be undertaken with recognition of the local distinctiveness, including recognition of conservation areas, statutorily designated sites and environmental sensitivities. Specifically regarding works in the AONB, but also in other rural areas, the document ‘Environmental Guidelines for the Management of the Highways in the Chilterns’, jointly published by the highway authorities and the Chilterns Conservation Board, will be adhered to.

Case Study: We’re Working on It
The Challenge
Whilst maintenance work was being undertaken as necessary across the county it was felt by the public and local members that some areas were missing out on funding for a variety of reasons, such as the works they required were deemed a low priority or their network was in relatively good condition. In addition, there were concerns that some of the decisions being made regarding where this money was being spent were not being directed to those areas where the public wanted investment.

The Solution
To overcome this perception and encourage engagement between Local Members, local area technicians and our area maintenance teams, £3.25 million was top sliced from the area maintenance budgets in Spring 2008 and divided between the 19 local areas. Local members were then involved directly in deciding how this money was spent, working in partnership with our local area technicians, enabling collaborative decisions to be made for small maintenance works on local roads and pavements.

The Outcome
Since 2008 the types of work required has changed, in line with members’ feedback and advice; however the project began by “blitzing” local communities with around 84,000 m² of pothole and patching repair work across the county in 2009. This enabled us to tackle problem sites for a community as required. The project has increased engagement with Local Members who responded very positively to the initiative, as well as other local groups and parish and District Council representatives.
Public realm and asset management reviews will be undertaken where appropriate in targeted rural and urban areas across the county to identify, assess, update or remove outdated and unnecessary assets including street lights, signs, and lines. New technology such as in CO2 emission reduction techniques and technologies will be adopted to manage the asset in the most effective and efficient manner.

Most of our fleet currently meets a minimum of Euro 4. Over the course of this Plan we will continue to increase the proportion of our vehicles that are Euro 5 compliant. In addition, we will also implement Greener Fleet policies. This includes using the Masternaut suite of fleet monitoring information to identify poor driver behaviour (wrong gear use and heavy braking) and retrain our drivers accordingly.

This same software also enables us to monitor the routes and mileage undertaken by our vehicles and will assist us in making our fleet operations more efficient. As a result, we are able to identify the closest maintenance gang to a works location to reduce the mileage undertaken. Innovative tools and equipment, such as the use of hot boxes on the back of our bitumen carrying vehicles that prolongs the life of the material so less is wasted will continue to be explored in the interests of reducing carbon emissions and waste.

**Encouraging Behaviour Change**

We will facilitate and encourage the use of low and zero emission modes of transport through promotion and education. Alternative fuels and electric/hybrid vehicles will be promoted as viable alternatives to businesses and resident across the county.

Travel plans will be encouraged and required through the planning system. These will be actively encouraged to promote low emission modes of travel in schools, businesses and residential sites, as well as reducing traffic levels more generally. Reducing the need to travel altogether will be a focus for us. For example, businesses will be encouraged to adopt teleconferencing and remote working practices; whilst developments will be encouraged to install super-fast broadband to enable home working. We support partnership working with the BBF to ensure businesses are engaged on these issues.

We acknowledge that it is important for us to lead by example and therefore we will encourage sustainable travel options (including car sharing) amongst County Council employees, through our own travel plan. As part of this the County Council parking policies will be reviewed to encourage more sustainable travel by employees.

**Sustainable Travel Strategy Summary – Smarter Choices**

Smarter Choices are techniques used to influence people's travel behaviour towards more sustainable travel options (such as walking, cycling, travelling by public transport and car sharing). This in turn helps to reduce single occupancy car use and reduce congestion particularly at peak times.

The Smarter Choices techniques that will be promoted and encouraged across the county to enable behavioural change include:

- Personalised travel planning
- Public transport information and marketing
- Incentive schemes
- Travel awareness campaigns
- Workplace travel plans
- School travel plans
- Car clubs
- Car sharing schemes
- Pool bikes
- Home working/remote working
- Teleconferencing
- Home shopping

Tackling congestion on the school run has long been a high priority for us and was a key part of our second Local Transport Plan. Since 2001 we have completed a number of schemes designed to widen travel choices that have helped to tackle congestion across the county. We have reduced car use on home to school journeys from 44% in 2000 to 30.6% in 2010.

The Sustainable Travel Strategy outlines the current situation with regards to school travel around the county and the existing infrastructure associated with this, and details the current work being carried out with regards to School Travel Planning in Buckinghamshire. Through analysing the current situation, how pupils would prefer to travel to school and the barriers to encouraging sustainable travel, the document outlines the concluding actions for how the Council endeavours to further meet the needs of Buckinghamshire's pupils and promote sustainable travel on the school journey.
Delivering Management and Tackling Congestion

We will review our work practices and operations to assess where carbon savings can be made. As part of this we will continue to review the levels and operation of street lighting (see case study) across the county, to avoid unnecessary energy consumption and carbon emissions. We will continue to review changing technology in the street lighting industry, so that new innovative solutions can be applied to save costs and carbon without compromising safety. Where infrastructure is no longer serving a valid purpose it will be decommissioned to generate efficiency and carbon savings. New technology and techniques where cost effective will be utilised in our transport operations and activities, to reduce energy consumption and costs.

Through our management of the Client Transport function targets will be set in order to continue to reduce the overall mileage of vehicles delivering services for home to school transport and special education needs transport. They will also encourage the use of more fuel efficient and greener vehicles, in the interests of reducing carbon emissions from their operations.

Case Study: Streetlight switch off

The Challenge
The need to reduce energy consumption, costs and carbon emissions was identified in 2006 against a backdrop of increasing energy costs that bore no resemblance to the levels of usage. To achieve these aims and at the same time reduce light pollution an innovative trial was developed to identify locations where street lights have historically been in place but where their continued presence is not considered an essential requirement for road safety, community safety or accessibility purposes.

The Solution
The three year trial commenced in 2007 and resulted in 1,421 street lights being switched off across 46 rural and semi-rural locations across the county. At these sites, enhanced or other traffic management measures were provided that compensate for the lack of lighting and ensure that road safety could be maintained. As the trial developed, extensive consultation was undertaken to inform road users and residents about the need for and the rationale for the trial. Conditions are being carefully monitored and an increased inspection regime is in place to quickly identify any unforeseen issues that arise as a result. Regular meetings with the police and independent safety audits have also helped to inform this monitoring.

The Outcome
Although only part way through the trial, the aims of the trial have already been achieved. By switching of lights, energy and costs are being saved and fewer lights have resulted in reduced carbon emissions and light pollution. To date the collision data results (day/night) are showing a decline but it is still early in the trial and too early to determine the success or otherwise. Early concerns raised by the police about the possible impact of the trial, expressed as part of the original consultation, have not come to fruition and they have now confirmed that these concerns are no longer held. A decision on whether the trial is deemed a success is unlikely to be finalised until early in 2012.

Our programmes will be managed in a manner that is in the interest of maintaining attractive urban and rural environments. We will seek to implement traffic calming techniques to improve safety, but also improve the quality of life for residents in the area by reducing vehicle speeds and noise levels. It is essential that the most suitable tools in our traffic calming portfolio are used to manage traffic speeds in the most appropriate manner. We support the use of home zones, the application of Manual for Streets 2 and other recommended design guidance, and the delivery of innovative schemes to modify the highway environment in order to encourage safer driving behaviour and a better public realm. This will particularly be the case with new developments/redevelopments, but we will also work with local communities and other groups to improve existing environments.

An example of work undertaken to deliver transport improvements in keeping with sensitive local environments is Burnham Beeches (see case study). Over the Plan period we will look to build on this experience, and in other sensitive environmental areas look to enhance the natural environment and promote sustainable travel within it.

Case Study: Burnham Beeches Traffic Management

The Challenge
Following the implementation of A355 Route Strategy, the City of London was concerned that traffic calming measures may displace traffic on the roads next to Burnham Beeches which is designated as SSSI and SAC under European habitat directives. This also provided us with the opportunity to promote strategic and sustainable exercise in our countryside, whilst minimising environmental impacts on biodiversity.

The Solution
In 2005 the County Council, working with City of London and Natural England, agreed a five year programme to monitor traffic flow, air quality and lichen health around Burnham Beeches as part of a joint transport strategy. Data was collated and reviewed on an annual basis, with all three partners agreeing the annual appropriate assessment report.

The Outcome
This project has been an excellent example of partnership working to achieve a number of positive outcomes for all parties and the public. The following actions have been implemented to reduce the environmental impact of transport on Burnham Beeches:

- Introduction of gateway signs to the site highlighting that the site is a national nature reserve.
- Rationalisation of directional signage to ensure visitors arrive at the main car park on Lord Mayors drive.
- Development of a traffic free route through the site.
- Improvements to all the public rights of way that entered the site, including surfacing, signposting, and the removal and replacement of barriers, such as stiles, with new disabled accessible gates.
- Introduction of traditional fingerpost signs with bespoke finials emphasising Burnham Beeches.
- A lower speed limit reducing the speed limit from national to 40mph around the periphery roads, to support more sustainable access.
Through the application of the Freight Strategy (see summary on page 117) the transport network will continue to be reviewed to manage the negative impacts of transport on the local environment and residents’ quality of life. The vision is for an integrated and sustainable freight distribution system that supports economic growth while minimizing the environmental down side of freight transport.

The combination of the Freight Strategy, with reference to the Strategic Network Hierarchy defined in the congestion strategy will inform the management of routing on the network to avoid sensitive locations. This will ensure strategic traffic movements use the most appropriate routes possible, and rat running is discouraged. Noise Management and Flood Management Plans will be developed where necessary to mitigate the transport related impacts on the surround environments. Traffic management is important in addressing traffic generated noise, outlining where it can be decreased and regulated through changes in traffic flows, speed reductions in sensitive areas and the use of low noise surfacing where practical.

Supporting New Infrastructure

Effective walking and cycling networks will be supported to encourage the use of zero emission modes of transport. This will include both the public highway and ROW network.

We will continue to use low energy technology for our streetlights, signs and traffic signals and encourage suppliers to provide low carbon infrastructure including electric vehicle charging points (see case study).

Case Study: Plugged in Places

The Challenge

As the UK moves towards a low carbon economy, technology and new infrastructure need to be developed to achieve the overarching goal. In the near future we will see an increase of the number of electric and electric-hybrid vehicles and these will require an electric vehicle (EV) charging infrastructure.

The Solution

The Government’s “Plugged in Places” initiative has funded an EV charging network project within Milton Keynes. In 2010 the project was extended to include a smaller number of charging points within Buckinghamshire. Working in partnership with our District Councils and Chiltern Railways, a number of potential electric vehicle charging points sites have been identified within public and station car parks. These are currently being evaluated as to their suitability and funding being sought for delivery. In addition, we are an active member of the Oxfordshire Electric Vehicle Consortium that will be preparing a future Plugged in Places bid.

The Outcome

By increasing the availability of EV-charging infrastructure within Buckinghamshire we will ensure that the use of low emissions electric vehicles will be facilitated and encouraged.

To reduce our own carbon footprint, we will embrace technology and innovation in our day to day operations where cost effective to do so, and use low emission methods of infrastructure development. When constructing infrastructure we will endeavour to use materials with a low carbon life cycle impact.

The design of the county’s streets is important in allowing for the movement of people and goods in our towns. In addition, it is essential that our streets are improved to promote place making, supporting liveability, town vitality and sustainability. If new infrastructure is required we will support the delivery of an enhanced public realm, as outlined in guidance such as Manual for Streets 2. Innovative and creative public realm solutions will need to take account of concerns over safety, traffic impact, the needs of people with impaired mobility and ongoing maintenance liabilities.

When delivering any new transport schemes, we will attempt to design them with sensitivity to the local environment, be this urban or more rural, and where possible deliver street scene improvements and green infrastructure as part of the scheme. The delivery of appropriate, high quality green infrastructure can provide positive benefits to local businesses, improved physical health from exercise and relaxation, improved mental health through connection with the environment and ensure some flood alleviation. New schemes being delivered will be subject to an Environmental Impact Assessment.

During the Plan period we will develop this EIA to assist in the identification of positive enhancements to the environment such as green infrastructure provision, and biodiversity enhancements. Transport infrastructure can also assist the natural environment in adapting to climate change, and in delivering new infrastructure and managing the network we will identify through development of our EIA how we can do this. This could include better surface water drainage to improve resilience to flooding, or ensuring green infrastructure we provide is adaptable to climate change.

Within our rural areas, particularly in the county’s AONB and conservation areas, new infrastructure should be delivered where possible in keeping with the area, with the intention of either enhancing the local environment and/or minimising the negative impacts. Specifically regarding works in the AONB, but also in other rural areas, the ‘Environmental Guidelines for the Management of the Highways in the Chilterns’ document will be adhered to.

During the Plan period we will continue to consider the implementation of green infrastructure where appropriate through the application of the County Council’s Green Infrastructure Strategy. The delivery of green infrastructure is integral to us achieving a truly sustainable transport system, as it provides safer access routes for all, encourages modal shift, whilst helping to address some of the key climate change challenges. Throughout the implementation of the Plan, we will ensure we adhere to the best practice recently published by Natural England (www.naturalengland.gov.uk) on consideration for the natural environment within local transport plans.

Given concerns over the county’s biodiversity it is imperative that when considering transport improvements that involves land take or habitat destruction, that the protection of flora and fauna is taken into account, and either avoided completely or mitigated against.
Chapter 5: Sustainable Environment

We will work with the county's Planning Authorities to locate new developments in sustainable locations that encourage the use of low emission modes of transport - walking, cycling and public transport. Developments that generate significant travel demand should be located close to public transport hubs, with low trip generators discouraged from such locations.

We will also work with urban planners and developers to ensure new developments make sustainable modes attractive and the mode of choice for most journeys, as well as support an attractive public realm. Similarly, we will look to work with partners to improve the appearance of town centres and public spaces to help increase the amount of sustainable travel used, and improve access and interchange between such modes. As part of this, we will consider latest best practice and design guidance, such as that detailed in Manual for Streets 2, to support the delivery of design solutions that are in keeping with the location and cater suitable for the needs of all users. We will also use the Green Infrastructure strategy and ROWIP to further inform urban design and provision for sustainable modes of travel.

Working towards the objective of reducing carbon emissions, we will support efforts to increase the proportion of cleaner vehicles and sustainable fuel use on our roads. We will work with electricity providers, the car industry and the local planning authorities to develop a network of electric charging points and sustainable/low emission fuel infrastructure for vehicles.

We will work with neighbouring authorities to improve provision for electric/low emission fuel vehicles, so infrastructure is in place within and beyond the county's boundaries to encourage the use of greener vehicles by our residents. In addition, we will encourage bus companies to use low emission vehicles through Bus Quality Partnerships and in their provision of any bus services we support financially.

Where necessary, we will support charities and voluntary organisations to promote sustainable modes such as Sustrans and other sustainable mode organisations. We will guide and facilitate local communities in prioritising and delivering local transport service improvements in line with the principles of Big Society, the County Council’s Green Infrastructure Strategy and the Rights of Way Improvement Plan.

We will liaise with relevant partners, including the Local Planning Authorities, DEFRA, the Highways Agency and our rail partners to develop and support the implementation of Noise Action Plans to reduce the impact of noise created from the transport network, such as those experienced on the M40.

As the lead Local Flood Authority, we will work with partners to effectively manage flood risk across the country and develop and implement appropriate strategies and action plans.

We will work in partnership with organisations within the Bucks Strategic Partnership to support joint carbon reduction initiatives and work with public transport providers to reduce bus and rail carbon emissions. It is important that we continue to liaise with rail and bus operators to improve the journey experience. This may include measures that improve the access and quality of public transport information, better ticketing options, synchronised timetabling, and improvements to vehicle quality and emissions.

A key driver that will help reduce travel (particularly travel to work) is the expansion of broadband across the county.

Case Study: Flood Management

The Challenge

Flood damage costs the UK over a billion pounds every year. Disruption caused by flooding adversely impacts the economy and the quality of life of people. It is forecast that flooding events will increase in number due to the impact of climate change.

The Solution

We have taken the lead in addressing flood management issues within Buckinghamshire working together in partnership with local authority partners, water companies, internal drainage boards and the Environment Agency. A strategic flood management group was created in 2009 to meet new responsibilities outlined in the Floods and Water Management Act (2010) and to co-ordinate joint working and provide strategic direction. In addition, grant funding is being used to develop surface water management plans in Chesham and High Wycombe and highway drainage assets are being mapped and drainage improvements undertaken across the county.

The Outcome

By working effectively in partnership with key stakeholders, pooling resources and expertise, we are actively reducing the risk of flooding. Key to our approach is the involvement of local communities and members to provide historical knowledge and community involvement. A strong base has been created from which to move forward and meet new duties relating to flood risk management, mitigation and resilience within Buckinghamshire during the course of this Plan.

We will work with partners to effectively manage flood risk across the country and develop and implement appropriate strategies and action plans.

Currently approximately 80% of premises in the county have access to ‘suitable’ broadband speeds (in excess of 2mb). The Department for Business, Innovation and Skills has made the commitment to ensure there is 100% coverage by 2015. This will significantly enhance the possibility for home-working, as well as providing a ‘last resort’ option for enhancing accessibility to shops and services. Figure 5.8 shows that significant areas of the county currently receive no or slow broadband coverage.
We will work in partnership with BBF to help prioritise Buckinghamshire as a county worthy of prioritising broadband coverage extension with central Government; we will then help prioritise which areas get coverage first in order to address accessibility, trip reduction and business growth objectives.

In addition to widening the coverage of broadband in Buckinghamshire, BT Openreach are undertaking private investment to install ‘Super-fast’ Broadband in and around main urban areas, including Aylesbury, High Wycombe, areas surrounding Milton Keynes, Amersham and Chesham, Beaconsfield, Gerrards Cross and Chalfont St Peter and Burnham. The target date is 2013 and when delivered will significantly boost the potential for sustainable business growth, including the expansion of teleconferencing and home working opportunities.

We will support and enhance our partnership working with freight companies to ensure the economical movement of goods within the county whilst minimising the negative impact on local communities and environments, as part of our Freight Strategy (see summary). An important aspect of the Freight Strategy will be close working with the Highways Agency. During the last plan this assisted in tackling some of the freight problems being experienced on the A355 (see Motorway Box case study).

**Freight Strategy Summary**

The Freight Strategy encourages an integrated approach that supports the county’s economic growth whilst trying to limit the environmental impacts of freight transport. The strategy does this through 15 freight policies that outlines the County Council’s position on freight and clarifies the tools available.

To summarise we will:

- Continue to consider weight and width restrictions and improved signage to manage freight.
- Facilitate and support the setting up of Freight Quality Partnerships.
- Work with road companies, freight operators, District Councils, Parish Councils and local communities to restrict HGV movements and make them work in more sustainable ways at a local level.
- Work with the DfT, the Highways Agency, and local planning authorities to manage freight licensing, routing and operation at a strategic level.
- Work with neighbouring transport authorities and regional freight partnerships to ensure our approaches are complementary.

Many of the challenges presented by freight movements in Buckinghamshire are best resolved at a local level. As such the Freight Strategy will be applied through close working with local communities, to agree on solutions that can be delivered with partners through the Implementation Plan.
Case Study: Motorway Box / A355 Route Strategy

The Challenge
Local residents and members had complained at the large numbers of HGVs using the A355 south of the M40 in the villages of Farnham Common and Farnham Royal. The A355 south of the M40 is not a primary route, and is not suitable for carrying large numbers of strategic HGV traffic.

The Solution
We worked with local members, residents and interest groups on the formulation of an A355 Route Strategy. Part of this work identified that a large proportion of the HGV traffic using the A355 were using it to access the Slough Trading Estate to and from the M40. As part of the strategy we worked with the Highways Agency to influence the signage on the Motorway Box network which encircles the A355, comprising the M40, M25, M4 and A404. Discussions regarding signage have continued with the HA throughout their improvements to Handy Cross, Junction 4, of the M40, and the construction of the service station at Junction 2, to ensure HGV traffic is directed onto this motorway network to access Slough rather than the A355.

The Outcome
The results to date have been very encouraging, in terms of the reduction in HGVs using the A355. Between 2005 and 2010 daily HGV numbers fell by 33%. All traffic levels on the road fell by eight percent, so the reduction in HGVs appear not to be solely the symptomatic result of the overall traffic reduction arising from the changing economic climate. HGV levels on the A355 does not appear to have been overly affected by the recent opening of the M40 service station at junction 2.

Partnership work is ongoing with the Highways Agency to progress a scheme to tackle congestion at the Bisham A404 junction that currently undermines the A355 Route Strategy.

We will also work closely with the County Council’s Waste Service on the delivery of the Minerals and Waste Core Strategy, and seek to reduce the impact of this strategy and its associated freight movements on the transport network.

Chapter 6: Safe Communities

Buckinghamshire is generally a very safe place to live and work. However many people are affected by road safety, crime and anti-social behaviour issues. Many more people are affected by the perceived road safety, personal safety and security concerns.

Introduction
People are entitled to feel safe when using the transport network. This applies both when using the public highway on roads and footways, but also when using the rail and bus network and other private transport operators, as well as when frequenting transport interchanges and waiting areas.

It is important that perceived safety and security fears, even when the risks are not justified by any evidence, are also addressed as these fears can discourage people from travelling by certain modes at certain times, and therefore impact on our quality of life.

National Context
British roads are among the safest in the world. The country is consistently in a group of five top performing nations with the Netherlands, Norway, Sweden and Switzerland (Figure 6.1).

![Fig 6.1: International comparison of fatality rate per 100,000 population, 2007 (Source: A Safer Way, DfT, 2009)](sourceimage)
Despite fairing well in international comparisons, there remains a road safety problem within the UK. Nationally around 3,000 people die each year on the country’s roads, and in 2007 there were 28,000 serious injuries. The overall social and economic cost of road collisions has been estimated at £19 billion each year. In ‘A Safer Way’ (2009) the previous Government proposed ambitious road safety targets that aimed to reduce road deaths and serious injuries by a third by 2020, and the rate among children, pedestrians and cyclists by half over the same period. The coalition Government have yet to outline any revised road safety targets, but new guidance is expected in early 2011 and we will provide an update in the relevant annual Implementation Plan.

National evidence highlights that since the late 1990s the number of fatalities on the highway network has fallen at a much slower rate than the numbers of people who experience serious injuries (Fig 6.2). Among children the rates have fallen at a similar rate. The DfT have concluded that the divergence is due to a combination of factors including road user behaviour and road user protection and associated enforcement. As well as the number of deaths; pedestrian and cyclist casualties in our towns and cities - particularly in deprived communities; protecting children and young people; protecting motorcyclists; road safety on rural roads; geographical variation in performance; poor road user behaviour amongst a few; and illegal and inappropriate speed.

A Safer Way identified the following key challenges for its new road safety strategy:
- Achieving faster progress in reducing the number of deaths;
- Pedestrian and cyclist casualties in our towns and cities - particularly in deprived communities;
- Protecting children and young people;
- Protecting motorcyclists;
- Road safety on rural roads;
- Geographical variation in performance;
- Poor road user behaviour amongst a few; and
- Illegal and inappropriate speed.

As well as being undermined by actual and perceived levels of road safety, personal safety on the transport network can also be undermined by the level and fear of crime. In 2008/09, the Home Office stated that there was an average of 85.4 crimes per 1000 population in England. There are no figures available as to levels of crime on the transport network.

The British Transport Police record crimes and the anti-social behaviour reported on the rail network. In 2009/10, the number of criminal offences recorded on the rail network totalled 96,346, representing a drop of around nine percent on the year before.
Key Transport Issues

Road Traffic Collisions - Killed and Seriously Injured People (KSI)

As outlined in Figure 6.5, for the last 10 years the number of KSI’s has declined. The reduction has not been continuous, most notably in 2007 when a single incident on the Motorway network created a spike in an otherwise largely downward trend. On average, the roads that the Highway Agency are responsible for account for around 10-15% of KSI’s in the county every year. Despite the progress made over the past decade by both ourselves and the Highways Agency, there is still considerable scope for improvement. There remains an unacceptable number of injuries caused by road traffic collisions.

The following factors are important considerations in our revised road safety strategy:

- Motorcyclists represent 20% of all killed and seriously injured (12% of all deaths) on the county’s roads but only represent four and a half percent of road users.
- Car occupants continue to be the highest casualty group.
- There is an increased likelihood of collisions among young drivers aged 17-24.
- Drivers and passengers who choose not to wear a seatbelt is still a significant problem, resulting in more serious injury when involved in a collision.
- National evidence (DTF, 2011:21) suggests that although the number of pedal cyclists KSI’s have risen since 2004, the KSI rate per mile travelled has not changed significantly. With more active travel being promoted in the county, this is likely to influence KSI figures, and will need to be monitored.
- Elderly drivers are more likely to be killed or seriously injured when they are involved in a collision.
- Drink and drug driving, lack of concentration, speed, driving tired and using a mobile phone while driving continue to be areas where further effort is needed to influence driver behaviour. As well as among people who drive a part of their job.

Crime and Antisocial behaviour on transport network

Vehicle crime in Buckinghamshire is lower than the national average. However there is more vehicle crime in certain parts of the county, with South Bucks having recorded the highest average crime rate, followed by Wycombe, Chiltern and Aylesbury Vale districts.

The number of crimes experienced within Buckinghamshire, on train journeys has shown a decrease in recent years. Smaller stations like Monks Risborough experienced the greatest rate of crime in 2008/09; however levels fell to nil the following year. Generally, crime levels on trains are extremely low, and therefore any slight change in the number of instances reported at each station could significantly change the overall crime rate.

Most perceived safety issues are experienced by walkers and cyclists and travellers waiting at bus and rail stops and stations. Poor or insuficient streetlighting is often cited as key factor behind individuals’ perception of security issues. In addition, inappropriate traffic speeds and anti-social driving behaviour, particularly in residential areas is also a contributory factor to perceived safety.
Chapter 6: Safe Communities

Transport Objectives

Objective: Reduce the risk of death or injury on the county’s highways

Summary: Through infrastructure improvements, road user training, promotion and education, reduce the number of fatalities and serious injuries caused by road traffic collisions, and reduce the risk of exposure to dangerous highway defects.

Aim: The number of fatalities and serious injuries caused by road collisions is reduced so that the County Council is in the top quartile of reduced deaths/casualties in the region, and our highways are maintained to a safe standard.

How We Will Measure Success

- People killed or seriously injured in road traffic collisions
- Children killed or seriously injured in road traffic collisions
- Response rate to dangerous highway defects

Objective: Reduce crime, fear of crime and anti-social behaviour on the transport network

Summary: Improve user perceptions of personal security while using public transport, walking or cycling, particularly at transport interchanges and connections.

How We Will Measure Success

Satisfaction survey question on feelings of personal safety on the transport network

Over the Plan period we will continue to review and develop a Winter Maintenance Strategy. This strategy and associated interventions will help to ensure that a defined part of the highway network continues to function during times of disruption caused by snow and ice. The strategy also outlines how we should treat town centre footways and cycleways, however, they are a lower priority than treating identified main roads. Therefore we will work with partners, communities and the wider general public to improve how we together proactively respond to footway and cycleway treatments in cold weather.

The reactive maintenance of street lighting to agreed timescales will be continued, in the interests of safety, with consideration given to the development of our proactive maintenance programme where funding allows. We will continue to work towards finding a balance between the need to provide an appropriate level of lighting across the network together with working to reduce our energy consumption and carbon emissions.

Encouraging Behaviour Change

Driver behaviour remains the fundamental cause of road safety problems. Driver education and awareness campaigns are important in improving driver behaviour, and highlighting to drivers that they must take more account of other drivers and particularly more vulnerable road users, typically pedestrians and cyclists, but in a rural county there are also equestrians to be mindful of.

We will use data to inform targeted education, training and promotional road safety initiatives, along with supporting national casualty reduction campaigns. This will be undertaken in conjunction with the enhanced public realm and improvements to pedestrian areas aimed at improving perceived safety. In addition, we will continue to work with schools across the county to facilitate road safety education and training.

We will use innovative market analysis tools including our database of casualties and collisions to identify those people most at risk of being involved in a road traffic collision and target interventions appropriately.

Greater levels of walking and cycling should naturally increase the levels of surveillance on footways, cycleways and the public rights of way network that will consequently have a positive contribution to feelings of security on the transport network. Subway mural projects have proved to be effective in reducing vandalism and security issues in problem subways, and we will consider supporting more in the future. By engaging local youth organisations, it has encouraged them to take ownership of the subway and graffiti instances have markedly reduced.

Delivering Management and Tackling Congestion

We will consider the application of 20mph zones in towns and villages where appropriate, as these could increase pedestrian movements as lower traffic speeds are likely to influence levels of actual or perceived road safety. Any reallocation of road space, intended to give greater priority to pedestrians and cyclists will be assessed through the safety audit process to ensure that it does not adversely impact on overall road safety.

We will re-assess our speed management strategy as part of the Road Safety Strategy.
once the countywide speed limit review is complete. The speed management strategy will include the provision for the application of 20 mph speed limits and zones where appropriate. Speed enforcement is undertaken by Thames Valley Police (TVP) and we will continue to work closely with them on their enforcement strategy to improve driver behaviour and compliance with traffic laws.

Supporting New Infrastructure

We will continue to investigate the use of innovative infrastructure and technology to create safer roads, including speed management infrastructure, road surfacing materials, safety cameras and Vehicle Activated Signs. We will support and facilitate local communities to fund local infrastructure solutions within their own local area. Engineering solutions will be used where deemed appropriate at identified sites and on routes that have the greatest collision rates.

The need for appropriate street lighting will be assessed, installed and maintained where necessary to address security and safety concerns.

Where possible we will encourage and support the provision of cycle infrastructure including advanced stop lines cycle paths and dedicated lanes. We will continue to work with partners such as the Thames Valley Police, the Health Service, Community Safety Partnerships, schools, Bucks Fire and Rescue Service and driving instructors to support our overall road safety strategy and help reduce crime and the fear of crime. We will also support and facilitate local communities in prioritising and delivering local transport safety improvements.

Road Safety Strategy Summary

The Road Safety Strategy will look to undertake the following:

- Work with partners to reduce the number of killed and seriously injured people on Buckinghamshire’s roads.
- Review speed limits and work in partnership with Thames Valley Police on the enforcement of speed limits and traffic laws.
- Investigate the causes of collisions in order to reduce casualties.
- Identify sites and routes for the potential development of safety schemes.
- Carry out road safety audits on existing or proposed road schemes.
- Influence road users through education, training and promotion.

Partnership Working

We will work with partners such as the Thames Valley Police, the Health Service, Community Safety Partnerships, schools, Bucks Fire and Rescue Service and driving instructors to support our overall road safety strategy and help reduce crime and the fear of crime. We will also support and facilitate local communities in prioritising and delivering local transport safety improvements.

Case study: Be a Better Biker

The Challenge

The very nature of motorcycling and the mindset of some riders expose them to extreme dangers on the road. As such, motorcyclists are overrepresented in crash statistics throughout the UK and in Buckinghamshire. Motorcyclists make up only one percent of the motoring population but account for a disproportionate number of serious injury and fatal road traffic casualties. In 2006, 68 motorcyclists were killed or seriously injured (KSI) on our roads (26% of total killed and serious injuries that year). Research showed that males in their thirties or older, riding high powered sports bikes made up a large proportion of those involved in incidents.

The Solution

A campaign strategy was developed that encourages riders to become more responsive to the risks they face, by attending a one day assessment day. Qualified assessors from a local, accredited motorcycle training service provider were commissioned. Be a Better Biker assessment days consist of a morning classroom theory session, followed by an afternoon ride to practice topics taught in the morning such as overtaking, cornering and observational techniques. The training takes place on the roads in the county where the highest numbers of motorcycle collisions have historically occurred.

The Outcome

Over 500 motorcyclists have attended and benefited from a Be a Better Biker assessment day. Motorcycle KSI figures that peaked in 2003 have been reduced, and the initiative has been shortlisted for two awards (Highways Excellence Award and National Transport Awards). From 2011 the scheme will be “rolled out” across the Thames Valley endorsed and supported by the Thames Valley Police. This will assist in reducing motorcycle KSIs through cross-border working.
Working with local planning authorities we will seek to ensure that the urban and rural environment supports safer roads for all users. Environmental conditions can impact on crime and the fear of crime. Therefore, wherever possible we will encourage appropriate urban design that creates active streets. Active streets lead to increased levels of natural surveillance so that crime is ‘designed out’ in residential, business and town centre developments.

We will support rail and bus operators to improve levels of actual and perceived safety on their services and at stops and interchanges. We will continue to work with Network Rail on a national project to reduce risk of incursion of vehicles onto railways at high risk sites in Buckinghamshire.

In line with the principles of Big Society, we will support LAFs in prioritising and delivering transport services that can improve their roads and footways, and improve driver behaviour in their area.

Case study: Community Speed Watch

The Challenge

Vehicles being driven too fast are a major factor in preventing people from enjoying the environment they have chosen to live in. Excess vehicle speed also contributes to the severity of any road traffic collision.

The Solution

Community Speed Watch is a traffic monitoring scheme that is co-ordinated by the Police and ourselves but managed and run by community volunteers. Volunteers are trained to use a speed detection device to monitor the speeds of vehicles travelling through their local area. The registration number of speeding vehicles is recorded and warning letters are then sent out to offenders by the Police to the registered keepers stating that their vehicle has been reported as speeding.

The Outcome

A number of Parish Councils and local community groups actively operating Speed Watch across Buckinghamshire has increased significantly over recent years. The effectiveness of Community Speed Watch is as much a result of having a visible physical presence by the side of the road with a speed detection device and an information sign, as it is a result of sending warning letters to motorists caught speeding.

Case study: Traffic Speeds in Ford Village

The Challenge

The residents of Ford village were concerned at the speed of traffic through their village and frustrated that we were unable to prioritise spending to alleviate this problem.

The Solution

A small group of people formed the Ford Village Society (FVS) and persuaded the Parish Council to allow the group to act on their behalf to identify a solution to their problem. With local member support they worked closely with our Area Traffic Management Team, the Police and Parish Council to plan a way forward. After spending time researching the problem and considering a variety of traffic calming measures, they received our approval to undertake a two year pilot study of a Mobile Vehicle Activated Sign (MVAS).

In order to achieve maximum speed reduction efficiency from the VAS, the group wanted to use it at various locations throughout the village so that speeding drivers did not become complacent at seeing the same sign at the same location each day. To avoid the problem of semi-redundant posts cluttering the village, groundscrews (post anchoring screws) were drilled into the ground at locations that had been risk assessed and agreed with ourselves.

After procuring the equipment necessary to undertake this scheme, promoting their project and recruiting more volunteers to assist, the group began carrying out risk assessments and operational training sessions. They then commenced the fortnightly installation of the VAS throughout the village.

The Outcome

The scheme was funded by the LAF and is proving to be a relatively low cost opportunity to raise driver awareness to the speed limit. The group continue to work closely with the Thames Valley Police who carry out regular enforcement to support the work being done by the residents.

The success (to date) of this pilot is partially a result of good research, planning and delivery but also reliant on a dedicated group of volunteers having the right sort of skills and working together as a community to ‘help themselves’.
Chapter 7: Health and Wellbeing

Buckinghamshire’s residents are generally healthier than the rest of the UK, enjoying a higher standard of living. However, there are some health inequalities. Transport can impact on the health and wellbeing of residents, by supporting people in making healthier lifestyle choices and reducing the challenges that impact on people’s quality of life.

Introduction

Key issues that have an impact on levels of Health and Wellbeing in the county beyond naturally occurring illnesses and accidents include our ageing population, increased levels of obesity and exposure to harmful substances in our environment.

National Context

The country’s population is ageing. Over the last 25 years the percentage of the population aged 65 and over increased from 15% in 1984 to 16% in 2009, an increase of 1.7 million people. Over the same period, the percentage of the population aged under 16 decreased from 21% to 19%. This trend is projected to continue and by 2034, 23% of the population is projected to be aged 65 and over.

One of the main consequences of an ageing population is an increase in the resource and support needed to care for the Health and Wellbeing of the elderly population. This is a key challenge facing the country over the foreseeable future.

The country’s rate of obesity is rising rapidly. About 46% of men in England and 32% of women are overweight and an additional 17% of men and 21% of women are classed as clinically obese. Childhood obesity has also risen sharply in the UK over the past 25 years, with approximately 27% of children now overweight. Many overweight children have overweight parents due to family lifestyles. Obese children have a two-fold increase in the risk of becoming overweight adults. Obesity significantly increases the chances of ill health among both adults and children.

Obesity is caused by two main factors - an unhealthy diet (not balanced or due to excessive consumption) and not doing enough exercise to burn off the calories consumed. Compared to other European countries England has some of the lowest rates of walking and cycling.

Emissions in the environment, such as airborne pollutants can have an adverse impact on people’s Health and Wellbeing. There are a number of Government policies and legislation to manage and monitor these emissions, many linked to European Union commitments and targets.

The South East England Health Strategy was written with the aim to ensure that the South East becomes the healthiest region to live in. The strategy identifies that the region has the third highest road transport per capita carbon dioxide emissions in England. People in the south east make the lowest number of trips on foot and the second highest number of trips by car in the country; hence obesity and related issues are a significant issue, particularly in deprived areas. One of the strategy’s key objectives is therefore, to increase levels of physical activity both during working hours and on the journey to work.

The strategy notes that some ten percent of journeys are health-related, and set a number of targets to ensure that all NHS organisations have a ‘sustainability’ champion on their board, adopt a travel plan, and implement strategies for achieving progressive reductions in carbon emissions.

County Challenges

Health Impacts of an Ageing Population

The health of the county’s population is generally better than the rest of the county, with residents enjoying a higher standard of living. Life expectancies for men and women are above the national average, at 79.1 and 82.7 years respectively. ‘Healthy life expectancy (the years in good or fairly good self-perceived general health) and years free from disability and limiting longstanding illness are well above the national average in all of our districts. Thirteen per cent of people in the county are reported to have limiting long-term illnesses compared to the UK average of 18%.

Fig 7.1 shows how in every district the proportion of both younger people and those between 19 and 64 is expected to reduce between 2010 and 2026. This ageing population will be felt to a lesser degree in Wycombe district, than in the other three districts.
This ageing of the population will result in greater numbers of age related illness and health problems. Ultimately it will also result in changing demands for services, including transport services.

**Obesity and unhealthy lifestyles**

The greatest causes of death in the county are cardiovascular diseases and cancer that accounted for 35% and 28% of deaths in 2004-06 respectively. Instances of these diseases are linked to unhealthy lifestyles. 20% of adults and six percent of children in the county are considered to be obese (Table 7.1). Aylesbury Vale experiences higher rates of adult obesity, with South Bucks experiencing much higher rates of child obesity. These obesity levels are on the increase across the county, particularly amongst children and young people.

The problems associated with obesity are exacerbated by a lack of physical activity. Almost half the county’s population does not take part in regular physical activity (participation in sport or active recreation of at least 30 minutes in a calendar month). As a result, only one in eight adults in the county are classified as physically active (Table 7.1).

People who are physically active reduce their risk of developing major chronic diseases, including coronary heart disease, strokes and type 2 diabetes by up to 50%. In addition, this can reduce the risk of premature death by around 20–30%.

In addition, a physically active lifestyle can maintain independence and health, especially in our ageing population. It can also help to promote social interaction and improve social well being and people’s quality of life.

**Harmful Emissions**

Poor air quality levels can lead to health problems, particularly respiratory problems such as asthma, with children and the elderly particularly vulnerable. Buckinghamshire has relatively few residents within Air Quality Management Areas reflecting the fact that it is predominantly a rural county with low population density.

**Health Inequalities**

Health inequalities exist across the county. Fig 7.2 demonstrates that there are a number of areas that suffer from poorer levels of health, and higher instances of early mortality and disability compared with the county average. None of the county is within the worst ten percent compared to the rest of the country; however there are six areas that are within the lowest 30%. These areas can be found in parts of southern Aylesbury, west High Wycombe and Chalfont St Peter.

### Table 7.1: Buckinghamshire health and activity performance against English average 2004-2006, with below average scores highlighted. (National rankings per 100,000 population under 75) (Bucks Healthy Communities Strategy (2009)Edited Table)

<table>
<thead>
<tr>
<th>Indicator</th>
<th>English Average</th>
<th>English Best</th>
<th>Bucks CDC</th>
<th>SBDC</th>
<th>AVDC</th>
<th>WDC</th>
</tr>
</thead>
<tbody>
<tr>
<td>Physically Active Children</td>
<td>85.7</td>
<td>99.2</td>
<td>88.6</td>
<td>86.7</td>
<td>86.7</td>
<td>86.3</td>
</tr>
<tr>
<td>Obese Children</td>
<td>8.9</td>
<td>4.9</td>
<td>6.8</td>
<td>8.4</td>
<td>8.8</td>
<td>8.7</td>
</tr>
<tr>
<td>Physically Active Adults</td>
<td>21.6</td>
<td>17.2</td>
<td>18.4</td>
<td>18.0</td>
<td>18.9</td>
<td>18.9</td>
</tr>
<tr>
<td>Obese Adults</td>
<td>23.6</td>
<td>11.6</td>
<td>20.4</td>
<td>17.9</td>
<td>18.7</td>
<td>22.2</td>
</tr>
<tr>
<td>Under-15s not in good health</td>
<td>21.6</td>
<td>6.4</td>
<td>6.5</td>
<td>6.5</td>
<td>6.5</td>
<td>6.1</td>
</tr>
<tr>
<td>New Cases of Tuberculosis</td>
<td>22.0</td>
<td>7.0</td>
<td>7.0</td>
<td>7.0</td>
<td>7.0</td>
<td>7.0</td>
</tr>
<tr>
<td>Hip Fracture in over 65s</td>
<td>379.8</td>
<td>219.0</td>
<td>202.7</td>
<td>201.8</td>
<td>200.9</td>
<td>200.9</td>
</tr>
<tr>
<td>Life Expectancy - Male</td>
<td>77.3</td>
<td>83.1</td>
<td>79.1</td>
<td>79.4</td>
<td>78.9</td>
<td>79.2</td>
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<td>Life Expectancy - Female</td>
<td>71.6</td>
<td>87.2</td>
<td>85.4</td>
<td>82.5</td>
<td>81.8</td>
<td>83.4</td>
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<tr>
<td>Early Deaths: Heart Disease / Stroke</td>
<td>84.2</td>
<td>39.7</td>
<td>60.8</td>
<td>47.0</td>
<td>60.1</td>
<td>64.2</td>
</tr>
<tr>
<td>Early Deaths: Cancer</td>
<td>137.1</td>
<td>76.7</td>
<td>105.8</td>
<td>102.4</td>
<td>102.2</td>
<td>113.9</td>
</tr>
</tbody>
</table>

Table 7.1: Buckinghamshire health and activity performance against English average 2004-2006, with below average scores highlighted. (National rankings per 100,000 population under 75) (Bucks Healthy Communities Strategy (2009)Edited Table)

Fig 7.2: DMDB Health and Disability Domain indicator: The indicator reflects data on instances of poor health, early mortality and disability
Evidence suggests that health and poverty are very closely linked, with health inequalities resulting from social inequalities. Therefore any attempts to tackle health inequalities requires action across all social determinants of health, including transport.

Rates of childhood obesity are higher in schools in the most deprived areas of the county (see Table 7.2). This reinforces the message that in the county’s most deprived areas; more than 80% of young people do not take the recommended level of exercise.

Table 7.2: Percentage of children (Year 6) who were obese and overweight in 2006/7 in Buckinghamshire by school deprivation quintile. SOURCE: Buckinghamshire PCT

<table>
<thead>
<tr>
<th>District</th>
<th>Year 6 Overweight</th>
<th>Year 6 Obese</th>
</tr>
</thead>
<tbody>
<tr>
<td>Q1 (most deprived)</td>
<td>14%</td>
<td>20%</td>
</tr>
<tr>
<td>Q2</td>
<td>16%</td>
<td>14%</td>
</tr>
<tr>
<td>Q3</td>
<td>13%</td>
<td>13%</td>
</tr>
<tr>
<td>Q4</td>
<td>12%</td>
<td>13%</td>
</tr>
<tr>
<td>Q5 (least deprived)</td>
<td>11%</td>
<td>9%</td>
</tr>
</tbody>
</table>

In 2005, Aylesbury was awarded a Cycle Demonstration Town status (see case study on page 140). This brought with it a significant increase in funding from central Government for cycling initiatives that we match funded. This resulted in over £4.5m being spent on cycling in the town over the period 2005-2011. Since then the town has been able to achieve a marked step-change (see Fig 7.3) in cycling levels for utility and leisure trips, and has left a legacy of improved cycling infrastructure for future generations. The work in Aylesbury has also had a knock on effect on cycling levels across the county.

The cycling indicator used over the second LTP period based on cycle counts at ten sites countywide (seven of which were in Aylesbury) showed a marked 55% increase in cyclists between 2005 and 2009. In addition, the number of bikes parked at rail stations in the county has increase by 28% between 2005 and 2010.

A school census is sent out to schools annually that includes a mode of travel to school question. Table 7.3 summarises the results from 2007 and 2009, for state schools countywide and those in the extended Aylesbury Area (Aylesbury, Borton, Stoke Mandeville, Aston Clinton, Wendover, Hoxton, Stone and Weston Turville). Countywide the level of walking and cycling over the period has increased, with fewer pupils travelling by single occupancy vehicles (i.e. one family in one vehicle). Within the extended Aylesbury area, levels of walking and cycling are higher than the county average, and over the period there has been an increase in cycling levels.

### Key Transport Issues

#### Inactivity

As outlined previously, there is a direct correlation between instances of obesity and poor health, and lack of exercise. A large proportion of trips are made by inactive modes of transport, particularly car driver or passenger, compared to active modes like walking and cycling. Around 30% of the county’s children are driven to school, 40% walk and one percent cycle. It has been proven that those who are active on their journeys to school are generally more alert when they arrive at school.

Active travel can contribute to enhanced feelings of independence and improved spatial awareness. In addition, active travel can also aid in reducing the prevalence and managing the symptoms of osteoporosis among the ageing population.

Only two percent of trips are cycled in England but in the Netherlands it’s 26%, and some towns in Europe achieve even higher levels (DfT 2008). It can be argued that higher levels of cycling in the Netherlands is not the result of a more favourable climate (their climate is wetter than Buckinghamshire’s) but because central and local Government have consistently integrated cycling into transport and planning decisions in order to create an environment and culture whereby cycling is the natural choice for many journeys.

Fig 7.3: Total cyclists recorded annually in Aylesbury at manual quarterly traffic counts 2007-2010 (BCC)
Table 7.3: Mode of travel to school in 2007 and 2009 (school census)

N.B: data is that reported by the local authority and covers schools with a travel plan (some 83%) and 50% of those schools without one.

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<thead>
<tr>
<th></th>
<th>2007 % of pupils</th>
<th>2009 % of pupils</th>
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<tr>
<td><strong>Countywide</strong></td>
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</tr>
<tr>
<td>Walk</td>
<td>38.1</td>
<td>39.4</td>
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<tr>
<td>Cycle</td>
<td>3.0</td>
<td>3.3</td>
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<tr>
<td>Single Occupancy Car</td>
<td>32.16</td>
<td>30.8</td>
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<tr>
<td>Car Share</td>
<td>3.64</td>
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<tr>
<td>Other</td>
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<tr>
<td><strong>Extended Aylesbury Area</strong></td>
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<tr>
<td>Walk</td>
<td>51.0</td>
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<td>Cycle</td>
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<td>Single Occupancy Car</td>
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<td>Other</td>
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Air Quality

There is a clear link between high traffic levels and congestion and poor air quality. There are a number of designated AQMAs across the county that are primarily linked to emissions from road transport. The main pollutant from exhaust emission is nitrogen dioxide (NOX) that is thought to contribute to respiratory problems in people subject to long term exposure. The county’s AQMAs are:

- Three areas in central Aylesbury (Friarage Road, Stoke Road, Tring Road);
- Broad Street and Berkshire Road in Chesham; and
- Along the M25 new network (M4, M3 and M25).

In addition, we have a number of areas of concern that have yet to be declared, including:

- High Wycombe town centre;
- Bicester Road, Aylesbury; and
- Winslow and Buckingham town centres.

Figure 7.4 details these areas.
Objective: Improve health by encouraging walking and cycling
Summary: Improve levels of health in the county by encouraging active travel through the provision of well designed and maintained footway and cycleway infrastructure to key destinations and attractions, and the promotion and marketing of walking and cycling for commuting, recreation and utility purposes.
Aim: To increase levels of walking and cycling in the county, particularly among young people and in areas which have been identified as experiencing health problems associated with a lack of physical activity.
How We Will Measure Success
Active travel among school children
Levels of cycling in the county

Objective: Reduce the negative impact of poor air quality
Summary: Improve and maintain levels of local air pollution within National Air Quality Standards
Aim: For levels of air quality to be significantly improved in areas declared as AQMAs within Buckinghamshire.
How We Will Measure Success
Annual mean concentration of NOx levels in AQMAs

Our Approach
Delivering Maintenance
We will prioritise the maintenance of popular walking and cycling routes and infrastructure (signage, cycle parking and appropriate storage facilities), informed by the network hierarchy, to encourage active travel. In addition, we will seek to remove small scale barriers to cycling and walking, such as improving the quality of dropped kerbs and footways. Where possible we will ensure road surfaces are well maintained to minimise associated noise from driving over uneven surfaces and provide safe surfaces for cyclists and walkers.

Encouraging Behaviour Change
Travel planning initiatives will be encouraged and required through the planning system to promote travel by active modes. This activity will be primarily supported within schools and workplaces, but will also include rail stations, residential areas and personalised travel plans. For more information on this please see our Sustainable Travel – Smarter Choices summary on page 109, and our Travel Plan case studies on page 70 and 72.

We will look to develop innovative ways of promoting active and sustainable travel, such as with iCycle (see case study on page 141) that can be used to promote cycling in workplaces irrespective of whether the business has a travel plan. Promotional activities can help facilitate behavioural change; therefore we will support the promotion of Health and Wellbeing benefits to be widely promoted across the county in order to help encourage more people to travel actively.

In addition to promoting greater levels of walking, cycling and public transport use, we will also encourage and promote the uptake of electric/hybrid vehicles when suitable infrastructure has been provided to improve air quality across the county.

Sustainable Travel Strategy Summary: Walking, Cycling and Rights of Way
We want towns, villages and rural areas to be bicycle and walking friendly. For short trips cycling and walking should be seen as the norm. To increase cycling and walking across Buckinghamshire we will encourage:

- The design of towns, villages and new developments to be cycling and walking friendly.
- The needs of pedestrians and cyclists to be included in the design of town centre regeneration.
- Cyclist and pedestrian-friendly roads in urban areas.
- Provide strong linkages with the our Green Infrastructure Strategy through the promotion and enhancement of the Rights of Way network.
- Promotion of the benefits of cycling and walking.
- Cycling-friendly routes to schools with cycle parking.
- Signed rural cycle routes for visitors and leisure cyclists.
- Education of school children on how to cycle competently and responsibly.
- Secure parking for bikes where appropriate.
- Maintenance of county’s cycle and footpaths network.
- Signposting of cycling and walking networks.
- Public Transport providers to accommodate cyclists.

We will look to build on the work we have delivered in Aylesbury (see case study) over the last six years to improve provision for cyclists and promote increased cycling levels and apply similar techniques in other areas in the county, in partnership with private developers, other councils and local community groups.
Case study: Cycle Aylesbury

The Challenge
In 2005 Aylesbury was selected to become one of six towns to demonstrate that significant investment in cycling, equivalent to that of leading European cities could bring about an increase in cycling levels by getting more people cycling, more safely and more often. With high car ownership and dependency, a large out commuting population and housing growth targets there was a significant challenge to increase cycling.

The Solution
The Cycle Aylesbury project initially adopted a strategy with a strong emphasis on promotion and marketing. The main focus was on cycling trips to four key destinations: to school, the railway station, workplaces and the town centre. Each “gemstone” cycle route was branded with the name and colour of a gemstone and link communities, schools, Stoke Mandeville Hospital, local centres and employment areas.

Since the launch of the project, sustained funding has been secured through Cycling England (£300,000 per year) match funded by the County Council. In 2008 we were successful in gaining a further three years of funding. Since 2008, the emphasis of the Cycle Aylesbury project has been on better provision of well planned and targeted infrastructure.

The Outcome
The town now has nine highly visible, high-quality dedicated gemstone cycle routes as well as the new Bourg Walk Bridge that provides a walking/cycling link from the town centre to the south, Aylesbury has subsequently seen an 18% increase in cycle trips recorded between 2007 and 2010. In addition to this, since the start of the project in 2005 the number of bikes parked at the train station has increased by 35%. These results are comparable to successful cycling towns in Europe.

We will continue to support and assist in the allocation of Bikeability funding provided by the DfT. Bikeability provides cycling proficiency training for children, improving their skills and confidence to ride their bikes on the road. There are three Bikeability levels. A child will typically start lessons once they have learnt to ride a bike, with 10-11 year olds progressing through to Level 2, and then Level 3 at secondary school (11+ year olds). Certificates and badges are awarded for each level to those children who successfully complete the course.

Delivering Management and Tackling Congestion

The application of shared space principles within town centre improvements will be investigated to provide greater priority to pedestrians and cyclists in the interests of encouraging greater use of these modes.

Elements of the Freight Strategy (see summary on page 117) will be used where appropriate to manage the negative impacts of heavy goods vehicles and traffic flow on the local environment and peoples’ quality of life.

We will consider the application of 20mph zones in towns and villages where deemed necessary, as these could improve the environment for walking and cycling.

Supporting New Infrastructure

In the interests of creating a more attractive walking and cycling network, we will support improved signposting and facilities such as cycle parking, and support the application of urban design best practice. The latest design principles will be supported to ensure quality public spaces and streets are created which improve the journey experience for pedestrians and cyclists. In addition, new cycling and walking routes will be supported where there is an identified need, and we will continue to audit existing cycling and walking routes to identify where improvements could be made.
We will seek the creation of new rights of way links and higher rights on existing routes, to increase the connectivity for walkers and cyclists and reduce the need to use vehicular transport modes. We will work in partnership with developers, District Councils and the rights of way team, to ensure the provision of high quality footpaths, cycleways and accessible green space, together with links into existing urban areas, particularly around new growth areas. Brideways will play an important role in providing green transport corridors.

As part of the streetscape design principles, appropriate materials and street furniture will be encouraged to enhance the quality of the built environment. High quality building materials will be sought to enhance the area and appropriate street furniture will be used where possible to provide resting places, points for social interaction, and points of interest for visitors and residents of the area.

As mentioned in Sustainable Environment (Chapter 5) the County Council support the introduction of sustainable fuel infrastructure, such as electric charging points to help reduce toxic vehicle emissions.

Partnership Working
Tackling health issues and inequalities effectively requires a multi-agency approach. In Buckinghamshire, the Healthy Communities Partnership has developed a countywide strategy covering the period 2009-2014. This aims to:
- Ensure that all residents live healthier, happier and longer lives;
- Reduce health inequalities between different geographical areas and groups of people; and
- Create an environment that supports health and well-being.

We will continue to work with members of the local community and the Bucks Healthy Community Partnership, including NHS Buckinghamshire, to deliver the Buckinghamshire Healthy Communities Strategy. This work could include the continued promotion of active travel through partnerships with GP surgeries and their associated consortiums. We will also support NHS organisations looking to implement strategies and actions identified in the South East England Health Strategy.

As stated in the Safe Communities section (Chapter 6), we will continue to work with the local planning authorities to ensure that the local environment helps to encourage cycling and walking. The application of good urban design is essential in delivering this.

We will also explore opportunities to work with neighbouring authorities to implement local walking and cycling improvements and promotions. A number of urban centres and transport hubs lie just outside the county boundary, but villages in the county could potentially benefit from enhanced walking and cycling links to them. This includes; Thame; Brackley; Milton Keynes; Tring; Leighton-Linslade; Slough and Maidenhead.

To facilitate the promotion of a culture of walking and cycling across the county we will continue to work with all our partners, including the private sector, and Bucks Sport and Reactivate Bucks who are responsible for the promotion of sport and physical activity across the county. In addition, Simply Walk is another partner we will work with to promote greater levels of walking. Simply Walk leads health walks using community volunteers and currently attracts 1,200 walkers per quarter, on 51 walks, led by 170 volunteer walk leaders (Simply Walk, 2010). It is funded by BCC, NHS Buckinghamshire, Reactivate Bucks and the District Councils. Walk Wycombe (see case study) is an example of how in partnership with some of the above groups, we are able to encourage greater levels of active travel.

Case study: Walk Wycombe

The Challenge
In 2009, the health profile of Wycombe showed that 20.9% of adults in the district were obese and eight percent of reception year primary school children were obese. In addition, around three and a half percent of people were diagnosed with diabetes in Wycombe district, which is above the county’s average. The Department of Health and the Government Office for the South East each contributed to a £50,000 pot to develop High Wycombe as a healthy town through improved infrastructure, mapping and a campaign to get more people walking.

The Solution
Working in partnership with Wycombe District Council, the NHS, Bucks Sport and the High Wycombe Town Centre Partnership three new town centre signed recreational walks were implemented. To promote the walks five new notice boards were installed at locations around the town centre. They included 3D maps of the area, a dedicated section for community information and details of the new walks. Walk Wycombe guide books were also created that included maps of the walks, key information about the town and links to health and other initiatives to encourage walking such as walking route planners and Simply Walk. Simply Walk aims to tackle isolation and promote community cohesion by providing a programme of safe, accessible, volunteer led walks in local areas to enable people to improve their physical health and emotional wellbeing. Walking route planners were also created and hosted on www.walkit.com. The new initiatives were promoted at an official Walk Wycombe launch held in the town centre.

The Outcome
Between January and June 2010, 2,987 people accessed www.walkit.com to plan a walking route. There is a Simply Walk programme of approximately 50 walks across the county - operating every day excluding Saturdays and between 1st Jan - 30 June 2010, a total of 1,446 people walked with Simply Walk, including 484 new walkers. Working with local schools and businesses will allow us to encourage more people to walk as part of a healthy lifestyle and this will hopefully reduce congestion and improve the health profile of Wycombe.
A number of volunteer groups exist around the county in order to facilitate walking and cycling (such as Simply Walk). We will continue to support these groups and look to support the work of other resident and community groups, in line with the principles of the Big Society, to promote and improve provision for walking and cycling. This could be through supporting them to deliver new or better maintained paths and footways, or simply maintaining grass verges to a higher standard where there is no footway provision.

We will continue to work closely with the sustainable transport charity Sustrans, to promote cycling in the county. The Sustrans ‘Bike It’ scheme has achieved impressive results to date in the county, in Aylesbury and South Bucks, where their ‘Bike It’ officers have worked directly with schools who want to increase levels of cycling. The aim of the scheme is to create a cycling culture in the school, among pupils, teachers and parents, which will influence the way people travel.

Case study: Beeches Cycling Strategy

The Challenge

Several organisations in the Beeches local area sought a cycling legacy from the 2012 Olympic Games as an outcome of the rowing and canoeing events being held at Dorney Lake. In early 2010 the Beeches Local Area Forum (LAF) resolved to target the promotion and development of cycling in the local area as a priority.

The Solution

In order to facilitate this it has been necessary to establish a steering group responsible to oversee the commissioning and delivery of a cycling development plan for the local area. This steering group was made up of representatives from the LAF, local parish councils, cycling enthusiasts, cycling clubs and organisations such as British Cycling and Sustrans as well as officers from the local authorities.

The Outcome

The cycling development plan is being progressed, consulted and embedded within the local community. Think Burnham! was commissioned to lead the work on cycling promotion and training in the area. Funding for initial projects has been secured via the LAF and a locally based company Cyiclewise has been offered the contract to provide cycle training to local schools, create a cycling club, lead rides in the local area as well as develop ‘Bike Trains’ to help transport groups of schoolchildren to and from school each day.

With the support and involvement of partners, schools, businesses and residents this locally led initiative has the potential to develop a cycling culture in the Beeches local area.

In order to effectively tackle air quality it will be important for us to engage with other partners to implement measures (see case study). The key partners in addressing air quality issues within Buckinghamshire are the District Councils who have the statutory duty to manage local air quality and declare AQMAs when air quality is poor. We will continue to work with the District Councils on the implementation of their Air Quality Action Plans, and thus help to deliver suitable actions and initiatives through the Implementation Plan.
Case study: Bucks Air Quality Management Group

The Challenge
Local authorities in the UK have a statutory duty for local air quality management. In Buckinghamshire, both the District and County Councils have responsibilities to improve air quality. It is therefore essential a joined up approach is taken to ensure this is done effectively.

The Solution
The District and County Councils have been working in partnership to address air quality issues in Buckinghamshire since 1998. The Bucks Air Quality Management Group (BAQMG) was formed and consists of representatives from each of the District Councils, Milton Keynes Council, the County Council and the Strategic Health Authority. In 2006 the group developed the Buckinghamshire and Milton Keynes Regional Air Quality Strategy (MMKAMS).

The Outcome
The BAQMG ensure a consistent approach to tackling the problems of air quality. A number of joint initiatives have been developed such as vehicle emissions reporting, traffic monitoring, green travel information, cut your engine campaigns, tree planting projects as well as sharing best practice for improving air pollution hotspots. Efficiencies have also been achieved through joint reporting. A website has been developed to support the strategy and work of BAQMG http://www.buckairquality.net/

We will continue to improve the quality of the environment for pedestrians and cyclists. We will ensure the ROW network is properly integrated with our Implementation Plan and supporting strategies, notably the TAMP and Walking and Cycling Strategy, in accordance with the Natural England (www.naturalengland.gov.uk) guidance note LTP and ROWIP integration – Good Practice Note. In so doing we will support delivery of the BCC ROWIP.

The canal towpath system is another network which has an important role to play in providing attractive walking and cycling networks. In Buckinghamshire there is the Grand Union Canal (GUC), the Marsworth/Tring reservoirs and two branches of the GUC namely:
- The Aylesbury Arm (7.5km from Marsworth to Aylesbury Basin)
- The Wendover Canal (7km with an active Trust helping to rewater the middle section)
- The Slough Arm (8km from the GUC at Cowley Peachey in the London Borough of Hillingdon)

We will work closely with British Waterways who manage these canal towpaths, to ensure they are fully integrated with the wider walking/cycling network, are attractive and well used.

Chapter 8: Cohesive and Strong Communities

On the surface Buckinghamshire is very affluent and has few of the problems typically associated with large urban conurbations. However, this perception masks the presence of a significant population at risk of social exclusion due to their socioeconomic status or location. Transport has a key role not only in enhancing accessibility so these groups can partake fully in society and enjoy a good quality of life, but also in supporting the Big Society, giving people a greater say over and the ability to deliver transport services and improvements.

Introduction
Being able to access key services and facilities is a fundamental part of individual, family and community well-being. Poor access has a direct link to social and economic exclusion. An individual's quality of life has a direct correlation with access to key services and facilities. It is recognised that for children and young people access to education and leisure facilities is a key part of their development; for the elderly transport is a lifeline for access to shops, services and social networks. Transport provision and planning can play a key role in providing access for communities and forging strong links between community members.

It is not cost effective to aim to enhance accessibility for all through the support of non-commercially viable public transport services. Where accessibility support is required the focus must be on those most in need, and those at risk of suffering most from constrained accessibility. The accessibility needs of those disadvantaged by their circumstances and/or location are the priority.

Throughout this Plan period we want to actively encourage the implementation of the coalition Government's Big Society initiative. We aim to do this through close engagement with local area representatives and being responsive to customer priorities. In addition, we want to build on our existing local area approach and support LAFs in prioritising and delivering transport improvements for their local areas.

Where we identify a role for local community groups and individuals to deliver transport services, we will offer support, guidance and assistance wherever possible. As well as contributing to our overall Plan objectives this will support the desire of the Sustainable Communities Strategy to sustain and grow a thriving voluntary and community sector throughout Buckinghamshire.
National Context

The Government has reiterated its clear commitment to increasing fairness and social mobility. Access to employment, education and healthcare, as well as ending child poverty, all have an impact on life chances and social mobility, and ultimately on growth.

It is recognised that local transport plans and the associated accessibility planning provide local transport authorities with the opportunity to tackle these barriers in a clear and systematic way. Government have identified older people, younger people, minority ethnic and faith groups, disabled people and socially excluded people as key groups for consideration.

The Child Poverty Act 2010 requires the Secretary of State to meet four targets to eradicate child poverty by 2020. It requires a strategy every three years (first being before March 2011) to meet these 2020 targets and to reduce socio-economic disadvantage. The Act also places a statutory duty on local authorities and their partners to produce a strategy to tackle child poverty in their area.

In addition, it is acknowledged that it is not just the responsibility of the local transport authority to manage accessibility issues. It requires a number of key service providers, within and outside the authority (including the voluntary sector) to work in partnership to deliver holistic and innovative solutions.

The spending cuts announced by the coalition Government in October 2010 are likely to result in closure or reduced service provision by a number of providers. It is imperative that key service providers, within and outside the local authority’s control (including the voluntary sector) continue to provide local transport authorities with the opportunity to tackle these barriers in a clear and systematic way.

County Challenges

Isolation in a community can seriously undermine social cohesion. Older people and those living in rural areas have been identified as being the most at risk, with this risk compounded by a lack of access to key services and destinations.

The coalition Government in October 2010 are likely to result in closure or reduced service provision by a number of providers. It is imperative that key service providers, within and outside the local authority’s control (including the voluntary sector) continue to provide local transport authorities with the opportunity to tackle these barriers in a clear and systematic way.

Deprivation in Buckinghamshire

As mentioned in Health and Wellbeing section (Chapter 7) the level of deprivation is mixed across the county. This ultimately affects the strength of communities and the way in that they interact with each other. Figure 8.1 shows the ACORN socio-economic classification of the county population. The classifications are based on a variety of data sources including the 2001 Census and lifestyle/household income surveys. People are ‘nested’ into five overall categories, and ten sub categories. For more information on ACORN data and classifications see www.caci.co.uk/acorn.

Fig 8.1: ACORN Socio-Economic Classification of Buckinghamshire’s population (Source: CACI)

With the county’s overall prosperity it is a significant challenge to identify and cater for the pockets of ‘hard pressed’ individuals within our society. The most deprived populations have relatively poor health outcomes when compared to similar populations across the rest of the country. The population as a whole has a higher life expectancy than the national average but life expectancy varies by more than ten years across the county, reflecting the relative deprivation. In addition, as outlined in the Health Communities Strategy, health tends to be worse in older people, Black and Minority Ethnic Groups, people with learning disability and mental health problems and other socially excluded groups.
Vulnerable Groups

The elderly, children, young people and disabled people are all susceptible to isolation within our communities due to limited access to goods, services and key destinations. In Buckinghamshire the over 65 population is projected to increase by approx 50% (to 111,000) by 2026; whilst the number over 80 is expected to increase by about 53% (to approximately 7,000). This can pose significant issues. For example, it will put severe pressures on public services, particularly in Chiltern and South Bucks where over a quarter will be aged 65 or over.

Children and young people make up a significant proportion of the county’s population accounting for 28% or 123,000 persons in 2001. Whilst the proportion of people under 20 years of age has remained virtually constant since 1991, it is projected to decline in future years. This ultimately means that there is a risk that this group could become increasingly isolated.

Over a third of the county’s population aged between 0 and 19 years live in Wycombe District and another third in Aylesbury Vale. Almost one fifth are found in Chiltern with just over ten percent in South Bucks. At the very local level there are some areas that vary significantly from the norm. For instance, the proportion of people under the age of 20 in Taplow is only 16%, whilst in areas such as Abbey, Buckingham South, Southcote, Bowerdean, Luffield Abbey and Quarrrendon, the figure is well over 30%.

Twelve percent of the county’s 0 to 19 year olds live in areas that are within 30% of the most deprived in the country. In 2001, 10.5% of the county’s children and young people aged 0 to 19 were living in poverty (Department for Work and Pensions). This recognises that even in a relatively affluent area such as Buckinghamshire there are areas of deprivation affecting as many as 12,000 children and young people.

Addressing their transport requirements to access education and work opportunities is an essential part of helping them to break the cycle of continued poverty.

A local Child Poverty Strategy is presently being drafted under the direction of the Buckinghamshire Strategic Partnership (www.buckspartnership.co.uk). This will link to the priorities of other local plans and strategies including this Plan. Through this work a number of priorities have been identified that include increasing parental employment and improving local services to support families. Improving accessibility and developing and maintaining good public transport is integral to achieving these priorities.

The Buckinghamshire Children and Young People’s Plan (2011-2014) is the single, overarching strategic plan for all services affecting children and young people across Buckinghamshire. We have come together with the main organisations working with children and young people to produce the Buckinghamshire Children and Young People’s Plan. It sets out what we will do to make sure that every child and young person can:

- Be Healthy
- Stay Safe
- Enjoy and Achieve
- Make a Positive Contribution
- Achieve Economic wellbeing

Figure 8.3 shows that based on the population increase assumption of 12.5% by 2030, the county will have 33,000 residents with a physical disability, around 200 with serious visual impairments and 13,350 with hearing impairments. All of these impairments must be considered and catered for when planning, building and maintaining the transport network.

Figure 8.3: Population disability projections in Buckinghamshire (Source: Projecting Adult Needs and Service Information www.pansi.org.uk.)
The Disability Discrimination Act 2005 (DDA) places a duty on public bodies to actively promote disability equality. Ultimately it should result in a shift from a legal framework that relies on individuals informing us of their issues with discrimination to one whereby the public sector and the local community is proactive in addressing the needs and aspirations of society. The Act brings land based public transport vehicles within its scope.

Access to Local Services

It is important that all people within the county can access key goods, services, education, employment and leisure facilities in order to maintain and improve their quality of life. Access can be a barrier, particularly for those who do not have access to a car. The disproportionate impact is often felt on particularly vulnerable groups such as children, young people, those with disabilities, low income groups and the elderly.

Figure 8.4 outlines those areas that currently suffer from low levels of accessibility to a combination of key local services (GP surgeries, general stores and supermarkets, primary schools, post office or sub post office) by road. Unsurprisingly it is the county’s rural areas that suffer from the lowest levels of accessibility (darker shaded).

In recent decades greater levels of car ownership and use has meant the number of local services, especially in rural areas, has reduced. This has been exacerbated by services being provided within our larger town centres or edge of town locations, rather than within the local communities themselves. Ultimately this land use pattern has significantly reduced the number of key services that can be accessed locally, meaning people can find it difficult to access key facilities in the absence of a regular public transport service or car. Recent public spending announcements and reorganisations have the potential to reduce the availability of local services, particularly in regard to healthcare, day centre and social care, library and post office provision.

Low rural population densities reduce the viability for commercial bus operators due to poor financial returns. Passenger numbers are continuing to dwindle on rural routes leading to the rising cost having to be met by the public sector to ensure that those few that use the services can access the key centres. The provision of conventional bus services to serve low density, rural locations no longer offers the most cost-effective means of providing services for rural communities and alternatives must be investigated.
Buckinghamshire’s Big Society

Buckinghamshire already has a strong and vibrant community spirit. Over 3,000 voluntary and community organisations already exist in the county, and we have twice as many charities as the national average. These groups are active in all aspects of life ranging from local sporting clubs through to the delivery of care services.

The growth and development of the Big Society in the county will depend on working closely with these existing groups, and by continuing the development of the Localism agenda. This work includes the operation of LAFs, where local priorities and solutions can be identified. We will not always be best placed to deliver services and improvements, and therefore seek to encourage local innovation and partnership working to support the delivery of services by others. This includes the business sector and greater corporate social responsibility and local involvement should be encouraged.

Key Transport Issues

Residents who suffer from deprivation, as well as other vulnerable groups such as the elderly, disabled or young people, and people living in rural areas remote from local services are all susceptible to suffering from social exclusion. Transport plays a key part in either reducing the risk of social exclusion among these at risk groups, or compounding the issues they face.

Accessibility

Access to key services and local destinations are critical to ensure healthy, productive and enjoyable lifestyles. The main, key services that people need to access include:

- Education, training and learning opportunities
- Employment opportunities
- Healthcare services
- Leisure opportunities and green infrastructure
- Social networks

Restricted access to key services and activities can contribute to social isolation and deprivation. It can also lead to unemployment, anti-social behaviour and crime, low educational standards, poor physical and mental health, and other associated problems.

It is not solely the physical distance from a particular service or a distinct lack of transport to reach it that causes issues. Other factors such as travel cost, travel time by various modes, perceived safety and security, or inadequate knowledge of the transport services available can all contribute to limiting accessibility.

Fig 8.4 indicates how significant proportions of the county are physically remote from key services, primarily arising from its rural nature. People who live in rural areas with limited access to a car are often reliant on public transport.

Outside of the core bus network (Fig 8.5), and rail network (Fig 2.1) less populated areas of the county are not well served. At present we support a number of non-core services designed to meet accessibility needs in rural areas that are not served by an interurban route.

Fig 8.5: Map of Buckinghamshire’s Core Bus Network (as at 2010). There are two main layers to the Core Bus Network:

- Primary Routes (in red) are the network of services linking larger towns with principal urban centres, both inside the county and in adjoining areas.
- Secondary Routes (in green) are the network of services linking larger villages and towns with key areas of town centre activity.
The private car can ultimately provide the public with a way of accessing key goods and services. However, increased private car use leads to more traffic and congestion that can cause real and perceived barriers to movement, and community severance. More importantly, greater car use shapes spatial planning with services locating to out of town areas and consolidating into fewer locations, exacerbating accessibility issues for non car users. Greater private vehicle use will also result in fewer people using public transport that may ultimately undermine service viability due to the reduced level of patronage, thereby compounding accessibility problems.

Unfortunately passenger numbers continue to fall on many rural routes in the county leading to an increase in costs. The cost of maintaining the bus network across the county has escalated well above the rate of inflation. Provision of conventional bus services to serve low density, rural locations no longer offers the most cost-effective means of providing accessibility to essential services for rural communities. Beyond the traditional scheduled bus and rail public transport options, there are two other formal arrangements in the county which are able to serve the access needs of residents. Dial-a-Rides and Community Transport initiatives:

**Dial-a-Ride**
Dial-a-Ride services operate in all four of our districts as charitable organisations. They offer transport to those people who find it difficult or impossible to use existing public transport. Dial-a-Ride members can often include the elderly, frail, those with mental health issues and/ or learning difficulties.

Dial-a-Rides receive financial support from us and the four District Councils. To register with the scheme, members pay an annual fee and often access shopping facilities, employment, healthcare services and for social/recreational activities.

The private car can ultimately provide the public with a way of accessing key goods and services. However, increased private car use leads to more traffic and congestion that can cause real and perceived barriers to movement, and community severance. More importantly, greater car use shapes spatial planning with services locating to out of town areas and consolidating into fewer locations, exacerbating accessibility issues for non car users. Greater private vehicle use will also result in fewer people using public transport that may ultimately undermine service viability due to the reduced level of patronage, thereby compounding accessibility problems.

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The Three Buckinghamshire Dial-a-Rides (Aylesbury Vale, Wycombe and Chiltern and South Bucks) currently remain in a financially unsustainable position with limited business and route planning expertise. Dial-a-Ride services are fragmented and historically there has been poor planning of routes and suitable vehicles that has led to ‘overlap’ transportation systems for students, health needs and older people.

**Community Transport:** There are a number of Community Transport initiatives that currently exist across Buckinghamshire. These initiatives include:
- Community Buses: available to hire for non-profit-making community groups and offer regular bus services within the area to local residents.
- Youth Bus Subsidised Service: a subsidised bus service that enables Youth Groups who join the scheme with the opportunity to hire a bus of the size required for up to six days at an affordable cost. It is available to young people/youth groups between the ages of 8 - 17 years to visit attractions within a 30 mile radius of the group’s base.
- Mobile i-Van: a long wheel base Iveco Daily vehicle has been converted into a multimedia studio, fully mobile and able to access hard-to-reach areas going directly to where the young people are. The i-Van provides workshops for young people in filmmaking, animation, photography, consultation, music making or any other digital multimedia project.
- Wheels to Work: a moped loan scheme for young people from rural areas of Aylesbury Vale who find it difficult to access work or training opportunities because of a lack of transport.
- Voluntary Car Schemes: use local resources to respond to local needs and aim to provide door to door transport for people unable to use or afford public transport/car ownership.

We have a very limited role in the above initiatives, but do provide financial support to Community Impact Bucks, who play an essential role in their development. Community Impact Bucks is an independent charity which provides comprehensive support services to other charities, community groups, social enterprises and rural organisations throughout the county. It is also a volunteer centre, helping members of the public get involved in community activity. Some of its work includes facilitating, co-ordinating and raising the profile of community transport initiatives.

Although Community Impact Bucks is improving the coordination and profile of community transport initiatives, there remains much scope for improved working relationships. No single mode of transport can meet the accessibility needs of all groups within Buckinghamshire.

**Accessibility issues of vulnerable groups**

The rural nature of the county presents a number of challenges including constraints on land development and access to key services and facilities for rural communities, particularly for young and older people.

**Elderly People:** There is a strong link between age and disability and over half the population over 75 have a disability. As elderly people become unable to drive and experience general mobility problems they may be susceptible to isolation and require additional support to access healthcare, goods, services and leisure opportunities.

The Bucks 50+ Forum that represents the county’s elderly has identified the following headline transport issues and challenges:

- Understandable public transport information is crucial.
- Timetables are too bulky and heavy and not easy to read.
- The taxi card is not available to all and some taxi firms do not accept it or carry machines.
- Rural bus service coverage requires improvement, and restricts access to services and leisure and social activities.
- There are parking problems at Wycombe and Stoke Mandeville Hospitals.
- Train fares are expensive.
- Public buses at school times are not always accessible due to overcrowding.
- There is a lack of available services in rural areas.
- Not all buses have low platforms.
- Later evening bus services are necessary across the county particularly in rural areas.
- Lack of access/use of ICT facilities mean that many older people do not have access to on-line services.

**Children and Young People:** Young people are often reliant on parents for their travel requirements due to being under 17, not having learnt to drive or due to financial reasons. Young people, who do have public transport options, may be constrained due to safety, security on modes or financial issues. Such accessibility constraints...
can curtail young people’s education, training, leisure, social and employment opportunities.

The County and District Youth Cabinets that represent our young people have identified the following headline transport issues and challenges that impact on them and their opportunities:
- Costs of public transport increases at age 16 and these may not be affordable.
- The quality of the public transport environment (including bus cleanliness) can be bad for asthmatics.
- Cyclists sharing bus lanes increases the nervousness of cyclists.
- Sometimes young people can be put off from going into further education colleges and/or finding jobs because of accessibility issues.
- Cheap fares cannot be used to access education as they start at 9.00am.
- Lack of cycling provision at school and education events.

As a result, public transport, accessibility and sustainable travel were ranked of higher importance than any other transport issues by this group.

People with disabilities and mental health issues: The DDA brought in measures including low floor buses that are accessible to people with mobility issues. There are still improvements to be made to other parts of our transport network not just the physical infrastructure but also, for example, access to travel information that can cause accessibility barriers.

The Learning and Disabilities Partnership Board identified the following headline transport issues and challenges which affect them:
- It would be desirable if bus passes could be used at any time (not just off peak).
- Improve the administration of bus passes and the replacement process.
- On occasions, tickets are not transferable between different public transport operators.
- There are different prices of bus journey between operators for the same route.
- Unreliability of buses.
- Accessibility of bus stops, particularly in rural areas, is a concern (e.g. footway condition, safety of bus stop waiting area).
- Timetables can be difficult to understand.
- Bus stops need names that are easy to read and understandable.
- The removal of particular bus routes has created confusion.
- Would like an equivalent of the bus passes for trains.
- Oyster cards should be useable at Aylesbury and Wycombe stations.

The Big Society and Transportation

Having embraced the Localism agenda over recent years, we already support and enable the local community in influencing or delivering transport services in the county. Notable examples of how we do this include:
- Delegated budgets: (see case study on page 36) LAFs decide on local bids for scheme funding that will otherwise not be delivered.
- Devolved maintenance services: (see case study on page 37) a number of local councils (parish and town) have taken the opportunity to undertake activities that are not normally prioritised by us as strategically important, such as cleaning traffic signs and trimming vegetation obstructing footways.
- Cycling and walking improvement schemes: Local interest groups and councils have identified initiatives with us and secured locally sourced funding.
- Travel planning: Local schools, businesses and communities have set up travel plans with our support, and identified travel plan coordinators to drive their success.
- Casualty reduction: Community Speedwatch (see case study on page 128), Make the Commitment Campaign (where motorists make a personal written commitment to drive, or encourage others to drive, at an appropriate speed) and Approved Driving Instructors (who develop local safety initiatives within their own community) are all examples.
- Local Area Technicians: Highway maintenance technicians are assigned to areas of the county, and are familiar to the local parish councils so they can be responsive to local maintenance issues.

Building on this existing work, over the course of this Plan, we will seek to:
- Actively support citizens who take responsibility for themselves and their community;
- Have confidence in the voluntary and community sector to play an active role in delivering their own local services and to shape their own neighbourhoods;
- Support groups and local councils that deliver local solutions to each part of Buckinghamshire’s diverse communities and give the local community a greater say on the delivery of services;
- Make the best use of community strengths to find local solutions; and
- Be more accepting of risk, more encouraging of social action and be open to new ideas, and actively develop new ways of doing things with the local community wherever possible.

This work will support the transport service enhancements countywide, but should be particularly helpful in rural areas that traditionally feel marginalised. Many transport improvements are delivered in urban areas due population density and because they are typically funded by urban developers through developer contributions.
Communities

Chapter 8: Cohesive & Strong

Our approach to supporting Cohesive and Strong Communities is two pronged. Firstly we will focus on improving accessibility with this targeted to benefit groups suffering deprivation or vulnerable groups at risk of suffering deprivation and social exclusion who face accessibility barriers. Hence two of our objectives focus explicitly on the needs of these disadvantaged/potentially disadvantaged groups. These people will be disadvantaged socio-economically or because they live in areas remote from services and have limited access to private transport.

The second element of our approach will focus on encouraging the development of the Big Society in the county.

Objective: Enable disadvantaged people to access employment sites and opportunities.

Summary: Addressing transport related accessibility barriers to employment opportunities for those that are at risk of social deprivation and exclusion, either due to their geographic location, age, ethnicity, financial means or disability. Any improvements will be closely co-ordinated with the work of partners who are able to provide improved access to services.

Aim: Disadvantaged people and job seekers within Buckinghamshire to have improved access to jobs and employment, contributing to a better quality of life and reduced social exclusion.

How We Will Measure Success
Accessibility data for town centres, further education sites, GP’s surgeries, hospitals, and food stores.

Objective: Enable disadvantaged people to access key services and facilities

Summary: Addressing transport related accessibility barriers to key services and facilities, contributing to a better quality of life and reduced social exclusion.

Aim: Disadvantaged people within Buckinghamshire to have improved access to key services and facilities, contributing to a better quality of life and reduced social exclusion.

How We Will Measure Success
Accessibility data for town centres, further education sites, GP’s surgeries, hospitals, and food stores.

Objective: Encourage and support the delivery and planning of local transport services by local groups, communities and individuals.

Summary: In the interests of contributing to the Government’s Big Society vision we want to encourage and support local individuals, community groups, locally elected bodies, businesses, voluntary and charity groups to get involved in both the planning of local transport services and improvements and their delivery. Not only could this contribute to other Plan objectives, but could result in a greater interest in local transport issues, and a greater sense of personal responsibility over transport problems.

Aim: A continuous increase during each year of the Plan in the number of locally delivered transport schemes and services.

How We Will Measure Success
The annual number of reported transport schemes or services being delivered using locally derived funding or resources.

Our Approach

The following section summarises our approach to addressing challenges to delivering truly Cohesive and Strong Communities under the five broad delivery activities.

Delivering Maintenance

Those with disabilities may experience barriers to access, especially in terms of a poor quality walking environment. Good quality surfaces are required to accommodate the needs of wheelchair users. We will prioritise the maintenance of footways and crossings based on their network hierarchy classification, with special consideration given to those areas that accommodate high numbers of elderly residents and those with visual and/or mobility impairment.

In addition we will seek to maintain structural links that are already in place that connect two parts of a community (e.g. bridges), which if closed can result in significant diversions for the local community.

Devolved maintenance budgets allow local councils to prioritise minor maintenance activities, important locally, that are not prioritised as strategically significant on a county-wide basis. This gives local members more ownership of the work conducted in their area and can boost resident satisfaction. Current devolved maintenance activities include:

- Removal of fly posters and other illegal signs
- Approval of charity event advertising signage
- Cleaning of traffic signs
- Minor traffic sign repairs (e.g. fixing loose clips)
- Trimming vegetation obstructing pavements and footpaths
- Servicing hedge cutting notices of frontages
- Checking for obstructions to pavements and footpaths
- Liaison with the local area technician on highway related issues that require our advice and/or action
During the course of this Plan we will seek to increase the number of councils involved in this process, and review additional activities that could be delegated. This could include street cleaning, green asset maintenance and inspections of some transport assets.

To enhance levels of winter maintenance in the county we will encourage and support the treatment of snow and ice on the footway and road network, not covered by our own operations. Through guidance and the supply of salt to communities who own a salt bin, we hope to be able to encourage local people, businesses and farmers to improve travel conditions during extreme winter weather within their local areas.

**Encouraging Behaviour Change**

We will facilitate the promotion of active travel amongst the ageing population as it is important for maintaining personal mobility and health. We will support the promotion of walking and cycling as a low cost alternative to the car and will also provide health benefits. In addition, we will encourage targeted promotion and improved transport information that will encourage the use of appropriate sustainable modes.

We will continue to develop our successful school travel planning work that encourages young people to travel sustainably across the county. This will not only help to improve health, but will also develop vital independence skills and travel awareness amongst young people that they will retain throughout life. Building on our travel plan successes to date, notably with schools, we will encourage more business and community travel plans, and the number of associated travel plan coordinators who can champion the travel plan and work closely with us to maintain the impact of the plans.

It is essential that we continue to encourage special schools (and pupils with special educational needs in other schools) to become involved in travel planning work. Most of these pupils are transported to school by means such as taxis; the travel planning work must focus on providing them with the skills to help them to travel independently. This will enable them to develop the skills and confidence needed to prepare them for leading more independent lives once they leave education.

**Delivering Management and Tackling Congestion**

To provide an attractive alternative to private car use, in the interests of reducing traffic and catering for the needs of people without access to a car we will continue to support a Core Bus Network of urban and inter-urban bus services. Subject to resources we will support these services to enable private bus operators to provide attractive and comprehensive services within and between the main urban centres.

Beyond the core bus network we will implement our Sustainable Travel Strategy (see case study) to cater for the needs of people who are not well served by the core bus network, and who would otherwise struggle to access key services. As far as possible we will aim to target our support for non-core public transport provision towards those identified as the most vulnerable by the local communities and through the analysis of data.

From April 2011 we will administer the nationwide concessionary travel scheme for the elderly and disabled, having formally been administered by the District Councils. For elderly people this benefit is due to rise in line with changes to the pensionable age. In addition to this scheme we currently run a ‘Citizen Card’ concessionary travel scheme for young people aged 16 or 17. If funds allow we will look to continue this over the Plan period. Other targeted concessionary fare schemes may be considered to help those most in need and reduce accessibility barriers created by the affordability of travel.

We will continue to work with local communities to develop plans for local walking and cycle routes and initiatives, with communities able to procure the delivery of schemes through themselves.

**Sustainable Travel Strategy Summary – Bus and Passenger Transport**

This section of the Sustainable Travel Strategy looks at the future of bus service provision in the county and build on the work completed over the past few years with stakeholders and local communities that has been examining the future for rural transport provision.

We believe that the existing bus services no longer offer the most cost effective way of providing rural communities with access to key services. The Bus and Passenger Transport Strategy will therefore outline:

- How best to develop and retain the core bus network of urban and inter-urban bus services.
- A review of how much financial support we provide to subsidised bus services, which include many evening, weekend and rural services.
- How we can combine separate contracts that currently provide home to school transport, adult social care transport, special educational needs transport, and NHS non-emergency patient transport service to provide a more efficient system.
- How best to support locally provided community transport services alongside Community Impact Bucks.
- Overall how accessibility needs could be better met through a combination of scheduled traditional bus services, demand responsive transport and community transport.
- How public transport service information provision can be made readily available and accessible.
- Identify other innovative accessibility solutions, and the role they could play. These could include shared taxis, post buses, powered two wheelers (P2W).
- The potential role of park and ride in the county and the location of transport hubs/multi modal interchanges.
- The need for any further bus priority measures.
- Partnership working with neighbouring authorities and service operators to improve interurban services, and express coach services.

The detail of this proposed Bus and Passenger Transport Strategy will be subject to a separate consultation, where people will be able to comment on the proposals.
Supporting New Infrastructure

We support the creation of an attractive walking and cycling environment that is compliant with disability standards. The ROW network and canal towpaths have an important role to play in such networks contributing to local accessibility levels. The rights of way team strives to increase participation in outdoor recreation for people of all abilities. They seek to achieve a network as accessible as possible by the removal of barriers, such as stiles, improvement of surfaces and ramping of steps. The Simply Walk co-ordinator manages 51 health walks, with 1,200 participants walking at least three times per month around the county, contributing significantly to improvements in health, wellbeing and social isolation. Some groups have actively raised money to install easy accessible gates along routes they use. Drop crossings and kerbing will be used along with appropriate pedestrian crossing provisions to enhance the walking and cycling network.

We will work with partners to ensure public transport waiting areas and modal interchanges are attractive and secure to meet the needs of all travellers. We will continue to prioritise and maintain the county’s bus stops, including their information displays.

An assessment will be undertaken during the period of the Plan to determine the most appropriate way to deliver the necessary travel information to the general public. At present, we produce high quality printed and web based timetables and journey planners and co-ordinate information and departures from the bus stations in Aylesbury and High Wycombe. A countywide Real Time Passenger Information system has been implemented and we are keen to improve this service to ensure that information can be accessed via the web, text messaging or at around 100 bus stop display units sited around the county.

Partnership Working

We will work with relevant partners and transport service providers to address the priorities of the emerging Child Poverty Strategy and the Buckinghamshire Children and Young People’s Plan (2011-2014). The priorities in this plan that transport can contribute to are:

- Closing the Gap – working with the children and young people who most need extra support - to improve their learning at school/college, and their understanding of how to be healthy and where to get help if they need it.
- Transitions – providing extra support to children and young people at times of change in their lives, such as: starting school; changing school; moving from primary to secondary school; moving from secondary school to further education, training or employment; when family arrangements change (e.g. when parents divorce or a parent dies).
- Children and young people and decision making – using the opinions and ideas of children and young people to make sure the services provided for them are what they really want and need.

We will work with the Adult and Family Well-Being service at the County Council and support appropriate partners, such as Age UK, to ensure elderly persons opinions are heard and influence delivery. We will encourage the local community to address issues, particularly for those with a disability, needing access to healthcare or in danger of social isolation. We will also support partners to ensure services are delivered to the home wherever possible, especially where transport cannot be provided.

The voluntary and community sector will play an essential role in the building of stronger sustainable communities. It is important that communities work together to identify and provide local solutions for local issues. The county’s thriving voluntary and community sector will be supported to provide community led transport solutions that will be an integral part of our public transport strategy (see case study).

Case Study: Princes Risborough Community Bus

The Challenge

The need for accessible public transport, particularly in more rural areas away from our successful core bus services, is a major issue across the county. With significant reductions to the funding available to subsidise bus services alternative options are required to meet local needs.

The Solution

We have supported a local community group in Princes Risborough who have established a community bus running timetable services to meet local needs using volunteer drivers. Support has been given through the LAF, by securing external grant funding and releasing developer contributions to start the project.

The Outcome

Bus services are now available in Princes Risborough to meet local needs without a requirement for ongoing public subsidy. Following the success of the Princes Risborough Community Bus, we will actively support other communities to develop similar schemes and business cases using this model as a realistic and cost effective way to meet their local transport needs.

We will continue to support community transport in line with the principles of Big Society and through close partnership working with the Rural Transport Officer within Community Impact Bucks who offers support to local communities wishing to develop voluntary car, hospital car and community bus schemes. We will support the development of existing successful community transport schemes and encourage more of these. We will also explore with partners innovative new solutions to accessibility problems, and best practice nationally and internationally. Together with our four District Councils we will provide support to the three Dial-a-Rides and work with them on the implementation of the bus and passenger transport strategy.

Our strong responsive links with the local community will be maintained through the use of designated area technicians. In addition, a proportion of our budget will...
continue to be delegated to local community representative groups to address their non-strategic local priorities (see page 37 for devolved services case study).

We will work closely with our neighbouring local authorities to tackle local accessibility issues, and in the effective provision and dissemination of public transport information. Some of the county’s services, such as its hospitals, serve wide catchment areas, and we will need to work with neighbouring authorities on the development and implementation of our Sustainable Travel Strategy, so the access needs of all users of the county’s services are considered. It is essential that we continue to proactively support the county’s bus and rail service operators to provide accurate and accessible transport journey information to meet the needs of all users.

Future interventions and solutions to improve accessibility are increasingly likely to involve the provision of non-transport services, such as mobile, home delivery and ICT-linked services. In addition, we will work with partners to support the delivery of broadband and communication technology improvements to enhance access to services.

We will work closely with internal and external public sector partners in the planning of local services to maintain levels of local service provision and accessibility to these. We will also work with partners to improve environmentally sustainable access to countryside leisure destinations and other visitor attractions.

1 Please note that these are draft figures and are subject to approval from the Bucks Strategic Partnership (BSP). They must be used alongside the guides to using the projections which will be realised when the projections are adopted by the BSP (expected April 2011) - for more information see: www.buckinghamshirepartnership.gov.uk/partnership/BSP/Public_Home.page.

These projections model how many people can live in each area according to its planned level of housing growth. Note the large developments previously planned in Aylesbury Vale were not included in these figures and that the population of this district would be substantially higher if a large scale development were to be built. Also note that increases or decreases in the population vary from area to area and that the overall trend can’t be applied uniformly to all towns/villages.
### Glossary and Acronyms

<table>
<thead>
<tr>
<th>TERM</th>
<th>ACRONYM</th>
<th>DESCRIPTION</th>
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<tbody>
<tr>
<td>A Classification Of Residential Neighbourhoods</td>
<td>ACORN</td>
<td>A geo-demographic information system categorising all United Kingdom postcodes into various types based upon census data and other information such as lifestyle surveys.</td>
</tr>
<tr>
<td>Accessibility</td>
<td></td>
<td>The availability and ease of reaching goods, services and activities.</td>
</tr>
<tr>
<td>Activity Prioritisation Tool</td>
<td>APT</td>
<td>The tool used to assess the contribution of county council transport schemes to (amongst other things) the LTP objectives.</td>
</tr>
<tr>
<td>Air Quality Action Plan</td>
<td>AQAP</td>
<td>A set of actions aimed at improving air quality in an AQMA.</td>
</tr>
<tr>
<td>Air Quality Management Areas</td>
<td>AQMA</td>
<td>A District Council declared area where minimum national standards of air quality are currently not predicted to be met.</td>
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<tr>
<td>Amey Plc</td>
<td></td>
<td>A private organisation who are part of Transport for Buckinghamshire delivering the Client Transport function.</td>
</tr>
<tr>
<td>Annual Transportation Survey</td>
<td>ATS</td>
<td>An annual transportation survey of a representative sample of the Buckinghamshire population.</td>
</tr>
<tr>
<td>Area of Outstanding Natural Beauty</td>
<td>AONB</td>
<td>A precious landscape whose distinctive character and natural beauty are so outstanding that it is in the nation’s interest to safeguard them.</td>
</tr>
<tr>
<td>Automatic Number Plate Recognition</td>
<td>ANPR</td>
<td>Camera technology which identifies vehicles using their registration plates.</td>
</tr>
<tr>
<td>Aylesbury Quality Network Partnership</td>
<td>AQNP</td>
<td>A partnership between the County Council and Arriva that looks to provide a more integrated network with better bus conditions and single ticketing operations.</td>
</tr>
<tr>
<td>Aylesbury Vale Advantage</td>
<td>AVA</td>
<td>A partnership formed from between Aylesbury Vale District Council, Buckinghamshire District Council, the Vale of Aylesbury Primary Care Trust, English Partnerships and the former South East England Development Agency. AVA is responsible for establishing partnerships and developing initiatives that will promote Aylesbury and the local area.</td>
</tr>
</tbody>
</table>

<p>| Aylesbury Vale District Council   | AVDC    | Local district authority for the Aylesbury Vale. |
| Big Society                      |         | A central government programme that aims to empower local people and communities. |
| Bike It                          |         | A scheme run by Sustrans where cycling officers work directly with schools who want to increase cycling levels. |
| Bikeability                      |         | A cycling training and proficiency scheme for children and parents administered by Cycle England. |
| Biodiversity                     |         | Biodiversity is the degree of variation of life forms within a given ecosystem or area. |
| British Transport Police         |         | Responsible for policing railways and light railways in Great Britain. |
| Buckinghamshire County Council   | BCC     | County Council and transport authority for Buckinghamshire. |
| Buckinghamshire Strategic Partnership | BSP     | The over-arching partnership for Buckinghamshire. It draws together the work of all the key public sector, business and volunteer partners in the area to deliver the agreed priorities for the county. |
| Bucks Air Quality Management Group | BAQMG   | A partnership body providing countywide air quality steer consisting of officer representatives from Aylesbury Vale District Council, Buckinghamshire County Council, Chiltern District Council, South Bucks District Council, Wycombe District Council and Milton Keynes District. |
| Bucks Business First             |         | A lobbying organisation and ‘think-tank’, bringing together the private sector, public authorities and the community to ensure Buckinghamshire remains a thriving and prosperous place in which to live and work (formerly called BELP). |
| Bucks Economic Learning Partnership | BELP    | See BELP. |
| Built Environment                |         | The human-made surroundings that provide the setting for human activity. |
| Bus Punctuality Improvement Partner | BPIP    | A partnership between the County Council and bus operators to improve bus punctuality. |</p>
<table>
<thead>
<tr>
<th><strong>Business Planning Process</strong></th>
<th>The process undertaken by business units within TfB to plan their programme of works for the next year(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Business Units</strong></td>
<td>The individual work areas within TfB</td>
</tr>
<tr>
<td><strong>Capital Settlement</strong></td>
<td>Funding to be spent on infrastructure improvements and renewing capital assets (e.g. road maintenance)</td>
</tr>
<tr>
<td><strong>Car Club</strong></td>
<td>A scheme where a community/scheme members have access to a shared vehicle which can be used on a pay as you go basis</td>
</tr>
<tr>
<td><strong>Cat/ Category 1 potholes</strong></td>
<td>Potholes which are considered serious enough to be rated &quot;dangerous&quot; and are in need of emergency attention</td>
</tr>
<tr>
<td><strong>Chiltern District Council</strong></td>
<td>Local district authority for Chiltern</td>
</tr>
<tr>
<td><strong>Client Transport</strong></td>
<td>The Service area currently managed by Amey Plc on behalf of the County Council - includes Home to school, Special Educational Needs and Adult Social Care transport</td>
</tr>
<tr>
<td><strong>Community Impact Bucks</strong></td>
<td>Rural Community Council for Buckinghamshire and Milton Keynes who work on community development, in conjunction with the voluntary sector</td>
</tr>
<tr>
<td><strong>Community Infrastructure Levy</strong></td>
<td>Legislation which enables public services and local communities to obtain financial contributions from private developments</td>
</tr>
<tr>
<td><strong>Community Safety Partnership</strong></td>
<td>A partnership between local authorities, the Thames Valley Police and other key partners to help tackle crime</td>
</tr>
<tr>
<td><strong>Community Transport</strong></td>
<td>Transport schemes run by the community to help local people access key goods and services</td>
</tr>
<tr>
<td><strong>Conservation Areas</strong></td>
<td>Designated areas which are afforded protection due to their special architectural or historic interest</td>
</tr>
<tr>
<td><strong>Core bus network</strong></td>
<td>The county urban and inter-urban bus network that operates at a regular frequency on most days of the week</td>
</tr>
<tr>
<td><strong>Core Functions</strong></td>
<td>The activities that TfB consider to be its minimum level of service, including statutory and legal functions and other responsibilities and political commitments</td>
</tr>
</tbody>
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| **Core Strategy**             | Sets the key principles of the District Council Local Development Framework                        |
| **Corporate Plan**            | The 4 year plan that sets out the strategic objectives of the County Council.                     |
| **Creating Growth**           | Local transport white paper released in 2011 by the Government                                    |
| **Cutting Carbon - Making Sustainable Local Transport Happen** | A designation which Aylesbury benefited from where extra funding was granted by Government to invest in cycling infrastructure and promotions |
| **Cycle Demonstration Town**  | Independent public body established in 2005 by the DfT. Works to get more people cycling by allocating central government grant funding, and promoting cycling provision and best practice |
| **Cycle England**             | Delegated Budgets Funding provided by the County Council to Local Area Forums for schemes to meet their local priorities |
| **Delivering a Sustainable Transport System** | White Paper produced in 2008 by the Labour government |
| **Demand Responsive Transport** | Public transport (bus, taxi or taxi-bus) that is available on request rather than running to a fixed time-table |
| **Department for Environment, Food and Rural Affairs** | Government department |
| **Department for Transport**  | Government Department                                                                             |
| **Developer contributions**   | Funding from private developers to mitigate the impact of their development                       |
| **Development Plan Document** | District Local Development Framework document which sit below the overarching core strategy        |
| **Devolved Maintenance Services** | Local maintenance activities and funding previously delivered by the County Council but passed to local councils to undertake |
| **Dial-a-ride**               | Demand responsive transport service aimed at specific groups such as people with disabilities or those living in remote areas |
| **Disability Discrimination Act** | Legislation to ensure equality of access to premises, services and facilities for people with disabilities |
**East West Rail**
- EVR A proposed rail scheme that will connect Reading to Ipswich via Oxford, Milton Keynes and Cambridge, and include a spur to Aylesbury.

**Habitat Regulations Assessment**
- HRA A requirement of European law that aims to ensure that public policies/strategies do not have a significant adverse effect on sensitive habitat sites, including Special Areas of Conservation, (SAC), and Special Protection Areas (SPA).

**Equality Impact Assessment**
- EQIA Also known as an Impact, Needs and Requirement Assessment (INRA), is a way to make sure individuals and teams think carefully about the likely social impact of policies or procedures, strategies, functions and services, to identify any unmet needs, and to provide a basis for action to improve services where appropriate.

**Health Impact Assessment**
- HIA A process used to consider the potential health impacts of a public policy/strategy.

**Floor Authority**
- A term which describes authorities like Buckinghamshire County Council who are permitted by Government to borrow money which the Government will pay additional revenue funding to in future years to contribute to the interest and repayment of the loan (supported borrowing), but where the extra revenue funding the Government is prepared to grant is insufficient to cover the full costs of the borrowed sum, resulting in a net additional cost incurred by the authority.

**Heavy Goods Vehicles**
- HGV Goods vehicles (i.e. lorries) with a maximum allowed mass (MAM) over 3.5 tonnes. Replaced by the new LGV term.

**Highways Agency**
- HA Executive Agency of the Department for Transport (DfT), and is responsible for operating, maintaining and improving the strategic road network in England on behalf of the Secretary of State for Transport.

**Home to school transport**
- One of the functions performed by our Client Transport Service - catering for trips to schools.

**Government Office for the South East**
- GOSE Former regional government office

**Information Communication Technology**
- ICT

**Grant Funding**
- Funding (usually from central government) that does not have to be paid back.

**Green Belt**
- A land use designation used in land use planning to retain areas of largely undeveloped, wild, or agricultural land surrounding or neighbouring urban areas.

**Light Goods Vehicles**
- LGV Goods vehicles (i.e. lorries) with a maximum allowed mass (MAM) over 3.5 tonnes. Replaces the older HGV term.

**Local Area Forum**
- LAF A partnership of local councils and organisations which work together to tackle local issues and address local priorities.

**Green Belt**
- A land use designation used in land use planning to retain areas of largely undeveloped, wild, or agricultural land surrounding or neighbouring urban areas.

**Government Office for the South East**
- GOSE

**Home to school transport**
- One of the functions performed by our Client Transport Service - catering for trips to schools.

**Local Area Technicians**
- LATs Local County Council point of contact for transportation issues in each Local Area.

**Local Development Framework**
- LDF A District Council suite of documents that outlines local planning policy.

**Local Economic Assessment**
- LEA An annual assessment of the local economy conducted by the County Council.

**Local Enterprise Partnerships**
- LEP A partnership representing a region that is responsible for providing strategic leadership within their areas, to set out local economic priorities and inform planning and housing, local transport and infrastructure priorities, employment and enterprise and the transition to the low-carbon economy.

**Gross Domestic Product**
- GDP Refers to the market value of all goods and services produced within a country in a given period.

**Gross Value Added**
- GVA A measure in economics of the value of goods and services produced in an area, industry or sector of an economy.

**Growth Area Funding**
- GAF A central government grant scheme available to previously defined growth areas of the UK.
<table>
<thead>
<tr>
<th>Term</th>
<th>Definition</th>
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<tbody>
<tr>
<td>Rail Franchise Operators</td>
<td>Private sector organisations who operate rail services (including Chiltern Rail, London Midland, First Great Western and Virgin)</td>
</tr>
<tr>
<td>Real Time Passenger Information</td>
<td>RTPI - Public transport information delivered electronically in &quot;real time&quot; as opposed to traditional printed timetable information</td>
</tr>
<tr>
<td>Regional Spatial Plan</td>
<td>The previous overarching land use planning framework for regions in England</td>
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<tr>
<td>Reliability (bus)</td>
<td>Refers to the journey time reliability of the bus. A measure of how reliable the service is to arrive at a certain location at a certain time</td>
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<tr>
<td>Rights of Way Improvement Plan</td>
<td>ROWIP - County Council action plan to improve the Rights of Way network</td>
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<tr>
<td>Ringway Jacobs</td>
<td>A private organisation who are part of Transport for Buckinghamshire and provide professional and operational transport services</td>
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<tr>
<td>Road user charging</td>
<td>A system such as the London Congestion Charge that charges motorists to use certain parts of the road network at certain times of day</td>
</tr>
<tr>
<td>School Travel Plan</td>
<td>STP - Travel Plan produced by schools that implements measures to increase the number of pupils travelling to school by sustainable means</td>
</tr>
<tr>
<td>Service Information Centre</td>
<td>SiC - Transport for Buckinghamshire’s website</td>
</tr>
<tr>
<td>Shared Space</td>
<td>An urban/highway design approach which reduces real and perceived barriers between highway users (e.g. motorists, pedestrians and cyclists)</td>
</tr>
<tr>
<td>Sites of Special Scientific Interest</td>
<td>SSSI - Conservation designation denoting a protected area in the United Kingdom.</td>
</tr>
<tr>
<td>South Bucks District Council</td>
<td>SEN - Local district authority for South Bucks</td>
</tr>
<tr>
<td>Special Education Needs</td>
<td>SEN - Children who face barriers to their learning who often require additional educational intervention to support their learning</td>
</tr>
<tr>
<td>Speed Limit Review</td>
<td>SLR - Review of speed limits across the county to ensure a consistent approach that meets community needs</td>
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<thead>
<tr>
<th>Term</th>
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<tbody>
<tr>
<td>Local Investment Agreement LIA</td>
<td>Part of the Local Investment Planning process, where infrastructure schemes are prioritised for investment</td>
</tr>
<tr>
<td>Local Investment Plan LIP</td>
<td>Outlines and integrates the long term housing, economic development and strategic infrastructure plans</td>
</tr>
<tr>
<td>Local Transport Areas LTA</td>
<td>The 9 Local Areas that Buckinghamshire has been broken down into for local transport planning</td>
</tr>
<tr>
<td>Local Transport Plan 2 LTP 2</td>
<td>The previous Local Transport Plan</td>
</tr>
<tr>
<td>Local Transport Plan 3 LTP3</td>
<td>This Local Transport Plan - Buckinghamshire County Council’s third</td>
</tr>
<tr>
<td>LTP Implementation Plan</td>
<td>The annual delivery plan for the LTP Strategy</td>
</tr>
<tr>
<td>Major Development Area MDA</td>
<td>Land set aside for significant development</td>
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<tr>
<td>Masternaut</td>
<td>A Fleet monitoring information tool that tracks TfB vehicles across the network.</td>
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<tr>
<td>National Cycle Network</td>
<td>A network of cycle routes across England created by Sustrans</td>
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<tr>
<td>National Health Service NHS</td>
<td>Plans developed by local communities to tackle local issues</td>
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<tr>
<td>Neighbourhood Plans</td>
<td>A framework for the prioritisation of the highway network based on the function and importance of individual sections. Part of our traffic management duty.</td>
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<tr>
<td>Network Rail LTI</td>
<td>Railway Infrastructure Owner (replaced Railtrack).</td>
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<tr>
<td>Primary Public Transport Corridors PPTCS</td>
<td>Highway corridors which have been identified as important bus routes, with appropriate bus priority measures installed and traffic management to benefit bus journey times and reliability</td>
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<tr>
<td>Priority Congestion Management Corridor PCMC</td>
<td>A section of highway which has been prioritised for initiatives to reduce congestion and improve journey time reliability on its route</td>
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<tr>
<td>Public realm</td>
<td>Areas to which the public have open access, used primarily in this plan to describe the appearance of public spaces and streets</td>
</tr>
<tr>
<td>Quality Bus Partnership QBP</td>
<td>A voluntary (or statutory) partnership between a local authority and bus operators to jointly invest in improving the quality of travel by public transport</td>
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<td>Strategic Environmental Assessment</td>
<td>SEA</td>
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<tr>
<td>Strategic Road/ highway Network</td>
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<td>Superfast Broadband</td>
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<td>Sustainable Communities Strategy</td>
<td>SCS</td>
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<td>Sustainable Fuel Infrastructure</td>
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<td>Sustrains</td>
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<td>Thames Valley</td>
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<td>Thames Valley Police</td>
<td>TVP</td>
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<td>Total Place</td>
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<td>Traffic Calming</td>
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<td>Transport Asset Management Plan</td>
<td>TAMP</td>
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<td>Transport Capacity</td>
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<td>Transport for Buckinghamshire</td>
<td>TTB</td>
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<td>Transport Symposia</td>
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<td>Travel Plan</td>
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<tr>
<td>Urban Traffic Management &amp; Control</td>
<td>UTMC</td>
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<td>Vehicle Activated Sign</td>
<td>VAS</td>
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<td>Virgin Material</td>
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<td>Voluntary Community Sector</td>
<td>VCS</td>
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<td>Winter Maintenance</td>
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<tr>
<td>Wycombe District Council</td>
<td>WDC</td>
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Bibliography

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<thead>
<tr>
<th>Author/Institution</th>
<th>Title</th>
<th>Year</th>
</tr>
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<tbody>
<tr>
<td>BAQMG</td>
<td>Buckinghamshire Air Quality Management Group, Web Site: <a href="http://www.bucksairquality.net">www.bucksairquality.net</a></td>
<td>2006</td>
</tr>
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<td>BCC</td>
<td>Buckinghamshire Local Economic Assessment</td>
<td>2010</td>
</tr>
<tr>
<td>BCC</td>
<td>Delivering a sustainable transport system, Milton Keynes Aylesbury Vale: interim report</td>
<td>2011</td>
</tr>
<tr>
<td>DEFRA</td>
<td><a href="http://www.defra.gov.uk">www.defra.gov.uk</a></td>
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You can view the full Plan on Transport for Buckinghamshire’s Service Information Centre - www.buckscc.gov.uk/transport

If you do not have access to the internet, the full Plan is also available for reference at the following places:

Libraries across Buckinghamshire
District Council Offices
County Hall in Aylesbury
County Council Area Office in High Wycombe

If you would like to own a copy, please contact the Transport Policy Team at the address below or visit our website.

Transport for Buckinghamshire
County Hall
 Walton Street
 Aylesbury
 Bucks
 HP20 1UY

Large print and black & white versions are available on request. Call 0845 2302882.